

REQUEST FOR QUALIFICATIONS

I-20: MISSISSIPPI RIVER BRIDGE AT VICKSBURG



CONTRACT NO. 4400032013 | APRIL 2025

Michael Baker
INTERNATIONAL | *We Make a Difference*

SUBMITTED TO
**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**

DOTD FORM: 24-102

(Revised April 10, 2025)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

achieve DOTD's **GOALS** ► *By partnering with the Michael Baker team, who are ready on day one, we offer the DOTD:*

SCHEDULE SAVINGS

To meet the aggressive schedule, we will quickly deploy seasoned local experts with knowledge of the bridge, corridor, and DOTD's standards. Having worked on this corridor since 1999, our team alone possesses the comprehensive experience required to meet your timeline. Our unrivaled understanding of the existing conditions and historical complexities ensures a smooth, efficient start with no delays.

UNMATCHED EXPERTISE

- DOTD will receive innovative river crossing solutions and environmental impacts will be mitigated with our experts
- who have been delivering services on this bridge and corridor for over 25 years. No other team has the depth of hands-on experience working on the Mississippi River Bridge and I-20 Corridor like the Michael Baker Team, we bring unmatched knowledge and a proven track record to deliver results.

COST SAVINGS

- We will explore and deliver cost-saving solutions by performing a benefit cost analysis for both a rehabilitation and new structure to determine the best, innovative yet practical, solution for the structure while minimizing impacts to the environment and the community.

1. Contract Name as shown in the advertisement	I-20: MISSISSIPPI RIVER BR AT VICKSBURG ROUTE: I-20 MADISON PARISH FEDERAL AID PROJECT NO. H015788
2. Contract Number(s) as shown in the advertisement	4400032013
3. State Project Number(s), if shown in the advertisement	H.015788.1
4. Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Michael Baker International, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0000062 V.F. 0000010
6. Prime consultant mailing address	2600 Citiplace Drive, Suite 450 Baton Rouge, LA 70808
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	2600 Citiplace Drive, Suite 450 Baton Rouge, LA 70808
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Daniel Thornhill, PE Associate Vice President & Office Executive 225-218-2846 (office) 205-908-8026 (mobile) daniel.thornhill@mbakerintl.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Daniel Thornhill, PE Associate Vice President & Office Executive 225-218-2846 (office) 205-908-8026 (mobile) daniel.thornhill@mbakerintl.com

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

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

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.



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

4/30/2025

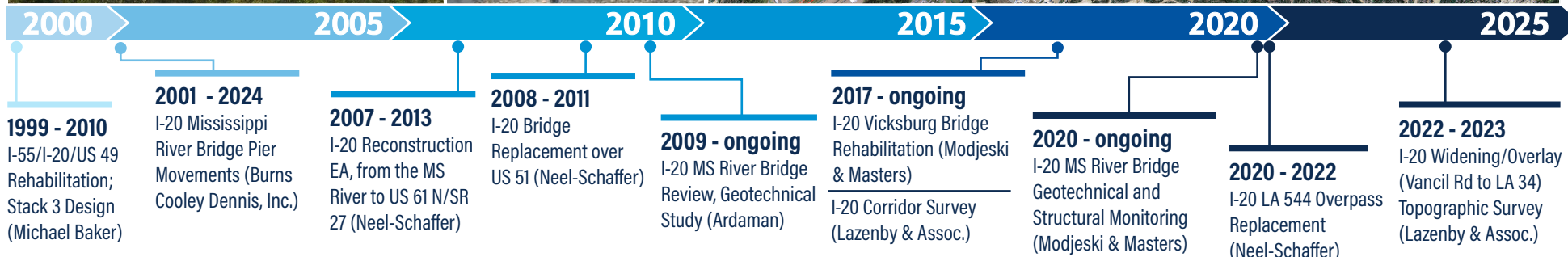
Date:

Michael Baker acknowledges Addendum 1, which was released on April 16, 2025.

Firm(s):	Firm(s)' %:
Franklin Associates, LLC	1.75%
The Lakvold Group LLC	1.50%
Civil Design & Construction, Inc.	1.00%
Total DBE Participation:	4.25%
The Michael Baker Team exceeds the 4% DBE Goal.	

25+ YEARS OF PARTNERING ON THE I-20 VICKSBURG MISSISSIPPI RIVER BRIDGE

The Michael Baker Team's history of partnership with the DOTD and MDOT on the Mississippi River Bridge spans almost three decades and we eagerly look forward to partnering with you to determine the optimal solution for this essential river crossing.



DISCIPLINE TABLE | FIRM SIZE | ORGANIZATIONAL CHART | MINIMUM PERSONNEL REQUIREMENTS



12. Discipline Table:

Discipline(s)	% of Overall Contract	Michael Baker International	Modjeski and Masters	Neel-Schaffer	Ardaman & Associates	Burns Cooley Dennis	Lazenby & Associates	The Lakvold Group	RECON Offshore	Franklin Associates	KCI Technologies	Civil Design & Construction	Each Discipline must total to 100%
Planning	20.00%	94.00%	-	5.00%	-	-	-	-	1.00%	-	-	-	100%
Environmental	10.00%	94.00%	-	5.00%	-	-	-	-	1.00%	-	-	-	100%
Bridge	27.00%	40.00%	57.50%	2.50%	-	-	-	-	-	-	-	-	100%
Road	10.00%	40.00%	20.00%	40.00%	-	-	-	-	-	-	-	-	100%
Traffic	15.00%	10.00%	-	90.00%	-	-	-	-	-	-	-	-	100%
Geotech	10.00%	-	-	-	70.00%	30.00%	-	-	-	-	-	-	100%
Survey	3.00%	-	-	-	-	-	100.00%	-	-	-	-	-	100%
Right-of-Way	1.50%	-	-	-	-	-	-	100.00%	-	-	-	-	100%
Other - SUE	1.00%	-	-	-	-	-	-	-	-	-	-	100.00%	100%
Other - Public Outreach	1.75%	-	-	-	-	-	-	-	-	100.00%	-	-	100%
Other - ICE	0.75%	-	-	-	-	-	-	-	-	-	100.00%	-	100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.													
Percent of Contract	100%	44.50%	17.53%	19.68%	7.00%	3.00%	3.00%	1.50%	0.30%	1.75%	0.75%	1.00%	100%

meet your **TEAM** ▶ Experience collaborating together on past DOTD and MDOT projects to deliver success.

MICHAEL BAKER

Prime Consultant: Planning/Environmental, Bridge, Roadway

- ✓ 115+ successful projects for DOTD since 1997
- ✓ 550+ successful projects for MDOT since 1985
- ✓ 50+ major river crossings
- ✓ Successfully engineered bridge projects totaling over \$22B in construction costs
- ✓ Chris Gesing, PE, Project Manager/ Environmental Lead is the author of three EIS and Records of Decision for DOTD

MODJESKI & MASTERS

Structures - Rehabilitation



- ✓ Over 25-years of on-going work on the project corridor means they provide **unmatched familiarity** with the structure
- ✓ 50+ major river crossing bridge rehabilitation project experience
- ✓ 250+ DOTD projects
- ✓ 15+ MDOT projects

NEEL-SCHAFER

Roadway, Bridge, Traffic



- ✓ Completed 1,000+ interstate projects for DOTD/MDOT
- ✓ Experience on I-20 Corridor includes the recent Vicksburg and the US 61 interchange project
- ✓ Extensive experience working with local municipalities and project stakeholders

ARDAMAN & ASSOCIATES

Geotechnical/Geological

- ✓ Experience reviewing the bridge since 2009 brings comprehensive understanding of the geotechnical and geological concerns
- ✓ Geotechnical field exploration, lab testing, design and QA testing experience for DOTD projects

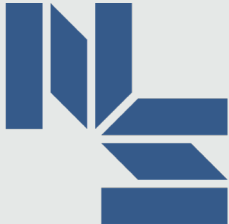
Additional Resources

BURNS COOLEY DENNIS	LAZENBY & ASSOCIATES	LAKVOLD GROUP DBE	RECON OFFSHORE	FRANKLIN ASSOCIATES DBE	KCI TECHNOLOGIES	CIVIL DESIGN & CONSTRUCTION DBE
Geotechnical/Geological	Survey	ROW/Relocation Planning	Underwater Archaeology	Public/Stakeholder Involvement	Contractor Estimating	Subsurface Utility Engineering

13. Firm Size:

** Overall staffing needs will be based on accelerated Part 1 schedule and scoping meeting.*

<i>Firm name</i>	<i>DOTD Job Classification</i>	<i>Number of personnel committed to this contract</i>	<i>Total number of personnel available in this DOTD Job Classification (if needed) *</i>
 Michael Baker INTERNATIONAL Michael Baker International, Inc.	Administrative	1	5
	Archaeologist	2	6
	Biologist/Wetlands	1	3
	CADD Technician	0	6
	Engineer	5	15
	Engineering-Aide	1	3
	Engineer Intern	3	10
	Engineer - Other	5	8
	Environmental Pro	2	3
	Geologist	1	1
	GIS Analyst	1	5
	Historian	1	2
	Planner	1	5
	Principal	1	3
	Senior Technician	2	8
	Supervisor - Eng	4	6
	Supervisor - Other	3	7
	Technician	1	4
 MODJESKI and MASTERS Modjeski and Masters, Inc.	CADD Technician	1	5
	CADD Operator	0	1
	Clerical	0	2
	Engineer	1	10
	Engineer Intern	1	10
	Engineer - Other	0	13

 MODJESKI and MASTERS Modjeski and Masters, Inc.	Principal	2	10
	Professional	0	2
	Senior Technician	1	3
	Supervisor - Eng	1	12
	Supervisor - Other	0	5
	Technician	0	2
 NEEL-SCHAFER Neel-Schaffer, Inc.	Principal	2	2
	Supervisor - Eng	4	5
	Engineer	6	18
	Engineer Intern	2	6
	Environmental Manager	1	2
	Environmental Pro	1	3
	Designer	1	3
	Senior Technician	1	2
 Ardaman & Associates, Inc. Ardaman & Associates, Inc.	Administrative	1	1
	Clerical	1	2
	Engineer	2	4
	Engineer Intern	3	6
	Principal	4	6
	Senior Technician	7	9
	Supervisor - Eng	3	3
	Supervisor - Other	2	2
	Technician	10	14
 BURNS COOLEY DENNIS, INC. Burns Cooley Dennis, Inc.	Geologist	1	2
	Engineer - Other	4	9
 Lazenby & Associates, Inc. Consulting Engineers and Land Surveyors Lazenby & Associates, Inc.	CADD Drafter	2	4
	CADD Operator	1	1
	Clerical	0	3
	Engineer	2	7

 Lazenby & Associates, Inc. Consulting Engineers and Land Surveyors Lazenby & Associates, Inc.	Engineer Intern	1	1
	Instrument Man	2	2
	Party Chief	2	2
	Rodman	2	2
	Supervisor - Eng	1	3
	Surveyor	1	2
	Inspector - Certified	0	2
	Inspector	0	2
	Principal	1	1
 The Lakvold Group LLC <i>DBE Teaming Partner</i>	Professional	1	2
 RECON Offshore, LLC	Environmental Pro	1	2
 FRANKLIN ASSOCIATES Franklin Associates, LLC <i>DBE Teaming Partner</i>	Other (Public Outreach)	4	38
 KCI Technologies, Inc.	Other (Cost Estimator)	1	15



Civil Design & Construction, Inc.
DBE Teaming Partner

Surveyor	1	2
Party Chief	1	4
Instrument Man	1	2
Rodman	0	2
CADD Operator	1	1
Senior Technician	1	5
Supervisor - Other	1	1

TEAMED FOR DOTD/MDOT

We have built our team to execute and complete each task efficiently and to the highest standard.

DOTD's goals for this bridge study will be achieved with the Michael Baker Team - a team with subconsultants that are highly committed to Michael Baker, supporting our management and staffing strategy to exceed DOTD and MDOT's expectations for a project of this scale. We have brought together our wide-ranging experience to identify the best option for the rehabilitation or replacement of the Mississippi River Bridge for agencies, communities, and citizens, as shown in the table to the right.

	DOTD/MDOT Experience	Bridge Rehabilitation	Long-Span Bridge	I-20 Corridor Experience	Major River Crossing	Public Involvement	Environmental Analysis/Compliance	Complex Geotechnical Elements	Interstate Improvements	Survey / Subsurface Utility Engineering
Michael Baker International, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Modjeski and Masters, Inc. 	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Neel-Schaffer, Inc. 	✓	✓	✓	✓	✓	✓	✓		✓	✓
Ardaman & Associates, Inc.	✓	✓	✓	✓	✓			✓	✓	✓
Burns Cooley Dennis, Inc.	✓	✓	✓	✓	✓			✓	✓	✓
Lazenby & Associates, Inc. 	✓			✓					✓	✓
The Lakvold Group LLC	✓	✓	✓		✓		✓		✓	
RECON Offshore, LLC	✓				✓					✓
Franklin Associates, LLC	✓	✓	✓			✓			✓	
KCI Technologies, Inc.	✓	✓	✓		✓	✓	✓	✓	✓	
Civil Design & Construction, Inc.									✓	✓



= Exclusive Partner on the Michael Baker Team

14. Organizational Chart:

RESPONSIVE TEAM WITH SCALABLE RESOURCES & UNMATCHED EXPERTISE

DOTD will have a single point-of-contact in **Project Manager & Environmental Lead Chris Gesing**. Chris is supported by **Deputy Project Manager Kara Moree, CFM**, and teams of experts in Roadway, Bridge, Geotechnical, and Traffic Engineering. Chris and Kara will monitor these teams and can *draw on additional resources and specialty experts* from all firms to ensure the project is appropriately staffed *to maintain schedule and cost goals, and to deliver the best possible solutions to DOTD and MDOT*.



LEGEND

- Personnel fulfilling an MPR role.
* - Indicates personnel performing traffic engineering analysis and/or QC of traffic engineering analysis, who have completed the three TEPR modules.
^ - Indicates personnel holding TCT, TCS, and Flagger certifications.

PROJECT TEAM

Michael Baker International | Neel-Schaffer (NS) | Modjeski & Masters (MM) | Ardaman & Associates (AA) | Burns Cooley Dennis (BCD) | The Lakvold Group (LAK) | Lazenby (LZ) | Recon Offshore (RO) | Franklin Associates (FA) | KCI Technologies (KCI) | Civil Design & Construction (CDC)

15. Minimum Personnel Requirements:

<i>MPR No. Do not insert wording from ad</i>	<i>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)</i>	<i>Firm employed by</i>	<i>Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)</i>	<i>State of license</i>	<i>License/certification expiration date</i>
1	Daniel Thornhill, PE	Michael Baker International, Inc.	PE No. 32367 - Civil	Louisiana	09/30/2026
2	Daniel Thornhill, PE	Michael Baker International, Inc.	PE No. 32367 - Civil	Louisiana	09/30/2026
3	Philip Walker, PE	Michael Baker International, Inc.	PE No. 46394 - Civil	Louisiana	09/30/2026
4	Chris Gesing, PE <u>References:</u> North-South Expressway, I-220 to AR State Line EIS (SPN 700-09-0117) LA 1 Improvements, Golden Meadow to Port Fourchon EIS (SPN 700-29-0112) I-69, SIU 15 EIS (SPN H.005184 - Legacy 700-94-0003) <u>Contact Information</u> Noel Ardoin, DOTD Environmental Engineer Administrator Noel.Ardoin@la.gov (225) 242-4501	Michael Baker International, Inc.	PE No. 26996 - Civil	Louisiana	03/31/2027
5	Andrew Kuchta	Michael Baker International, Inc.	N/A	N/A	N/A
6	Deborah Wilson	Michael Baker International, Inc.	N/A	N/A	N/A
7	TJ Holliday, PWS	Michael Baker International, Inc.	BS, Biology	N/A	N/A
	Kara Moree, CFM	Neel-Schaffer, Inc.	BS, Resource Biology & Biodiversity	N/A	N/A
8	TJ Holliday, PWS	Michael Baker International, Inc.	BS, Biology	N/A	N/A
	Maria Reid	Neel-Schaffer, Inc.	BS, Forest Management and Wildlife	N/A	N/A
9	Martin Fuess, RPA	Michael Baker International, Inc.	Registered Professional Archaeologist MA, Anthropology / Archaeology	N/A	N/A
10	Timothy Zinn	Michael Baker International, Inc.	MA, Historic Preservation	N/A	N/A
11	Thomas Bodor, RPA	Michael Baker International, Inc.	N/A	N/A	N/A
12	Andrew Frishkorn, PG	Michael Baker International, Inc.	N/A	N/A	N/A

13	Angela Lemoine-Lakvold	The Lakvold Group LLC	Appraisal - General	Louisiana	12/31/2025
14	Charles "Tony" Hunley, PhD, PE, SE	Michael Baker International, Inc.	PE No. 38940 - Civil, Structural	Louisiana	09/30/2026
	Thomas Murphy, PhD, PE, SE	Modjeski and Masters, Inc.	PE No. 45353 - Civil	Louisiana	09/30/2025
15	Charles "Tony" Hunley, PhD, PE, SE	Michael Baker International, Inc.	PE No. 38940 - Civil, Structural	Louisiana	09/30/2026
	Thomas Murphy, PhD, PE, SE	Modjeski and Masters, Inc.	PE No. 45353 - Civil	Louisiana	09/30/2025
16	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE No. 36725 - Civil	Louisiana	03/31/2026
17	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE No. 36725 - Civil	Louisiana	03/31/2026
18	Mark Woodward, PE	Ardaman & Associates, Inc.	PE No. 29797 - Civil	Mississippi	12/31/2025
19	Michael Wright, RPG	Burns Cooley Dennis, Inc.	Registered Professional Geologist No. 0241	Mississippi	12/31/2025
20	Jason Stith, PE, SE	Michael Baker International, Inc.	N/A	N/A	N/A
21	Nick Ferlito, Jr., PE, PTOE	Neel-Schaffer, Inc.	PE No. 28001 - Civil PTOE No. 930	Louisiana	09/30/2025
	Vijay Kunada, PE, PTOE, PTP	Neel-Schaffer, Inc.	PE No. 32145 - Civil PTOE No. 2868	Louisiana	03/31/2026
22	Brandon Pitre, PE, PTOE, RSP	Michael Baker International, Inc.	PE No. 40975 - Civil	Louisiana	03/31/2027
	Dishili Young, PE, PTOE	Neel-Schaffer, Inc.	PE No. 33723 - Civil	Louisiana	09/30/2026
23	Raymond Kyle Eidson, PE	Neel-Schaffer, Inc.	PE No. 15139 - Civil	Mississippi	12/31/2025
	Kenny Collins, PE	Michael Baker International, Inc.	PE No. 10497	Mississippi	12/31/2025
24	Randy Hammons, PE	Lazenby & Associates, Inc.	PE No. 29504 - Civil	Louisiana	09/30/2025
25	Ronald "Joey" Rigglin, II, PE, PLS	Lazenby & Associates, Inc.	PLS No. 5119 - Civil	Louisiana	03/31/2027
26	John Armeni	KCI Technologies, Inc.	N/A	N/A	N/A

STAFF EXPERIENCE

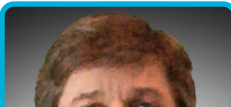


KEY PERSONNEL

PROJECT MANAGEMENT TEAM & KEY DISCIPLINE LEADS

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Christopher Gesing, PE		Years of relevant experience with this employer	45
Title	Environmental 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		Professional Engineer No. 26996 / Louisiana / 03/31/2027		
Year registered	1996	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		MPR 4; Project Manager; Environmental Analysis & Compliance (Lead)		





For 28 years, Chris has served DOTD as the Project Manager and Environmental Lead for the North-South Expressway, LA 1 Improvements and I-69 SIU 15 EISs and is leading the NEPA/Environmental studies for DOTD's New Orleans Rail Gateway (NORG) Program. He brings over 45 years of bridge, traffic, roadway, and planning (Stage 1 studies) expertise. Chris authored DOTD's first Stage 1 (Planning/Environmental) Manual of Standard Practice and has instructed NEPA classes for both LTRC and ASCE. He is a former member of the TRB Committee on Analysis in Transportation (NEPA Committee) where he served as the Steering Subcommittee Chair. He has taken the NHI Course No. 142005, "National Environmental Policy Act (NEPA) and Transportation Decision Making" and has authored numerous NEPA documents (EISs, EAs and CEs) for both DOTD and transportation agencies nationwide. In addition, **he has authored multiple Environmental Impact Statements for the Federal Highway Administration (FHWA) for which Records of Decision were issued.** Chris satisfies all DOTD requirements for a Stage 1 Project Manager and Environmental Lead.

- ✓ **Meets MPR 4:** 28+ years authoring EIS documents for the FHWA, three of which resulted in Records of Decision
- ✓ Nearly 30 years of experience managing DOTD projects, including the **I-69 SIU Environmental Study** and the **award-winning LA 1 Improvements Alternatives Analysis & EIS**, both of which are highly similar to the proposed I-20 project, featuring bridges over navigable waterways, unique environmental challenges, and historic resources
- ✓ Manages NEPA studies for \$1B+ value construction projects

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).
04/01 – 11/14	I-69, Section of Independent Utility No. 15 EIS/ROD, U.S. 171 to I-20, Bossier, Caddo, and DeSoto Parishes, LA. DOTD. Project Manager & Environmental Lead. Managed this location and environmental study in northwestern Louisiana. Responsible for client satisfaction, budget, scope and schedule compliance and direction of all work activities. Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15. Services included project management, environmental investigations, preliminary roadway engineering, GIS environmental mapping and analysis, global positioning system survey and digital orthophotography; conceptual bridge design; traffic demand modeling and traffic forecasting; preparation of a corridor preservation memorandum of agreement, and stakeholder outreach. This project featured preparation of draft and final EIS for which a Record of Decision was issued.
09/99 – 09/04	Louisiana 1 Improvements EIS/ROD, Golden Meadow to Port Fouchon, Lafourche Parish, LA. DOTD. Project Manager & Environmental Lead. Responsible for managing this location and environmental study in northwestern Louisiana. Responsible for client satisfaction, budget, scope and schedule compliance and direction of all work activities. Michael Baker conducted a route location, conceptual engineering, and environmental evaluation for a 17-mile four-lane fully controlled access elevated highway on new location with bridges spanning navigable waterways. Because the project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the Nation, traversing the area with a highway on new location presented major environmental challenges. In the spirit of environmental stewardship and streamlining, a context-sensitive project approach was employed to develop a transportation facility that fit the physical setting and preserved scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. The project was the recipient of the 2004 AASHTO President's Transportation Award for Environment. This project also featured an EIS for which a Record of Decision was issued.
08/97 – 09/05	North-South Expressway (I-49 North), EIS/ROD, I-220 to the Arkansas State Line, Caddo Parish, LA. DOTD. Project Manager. Led this \$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. This project featured an EIS for which a Record of Decision was issued.

07/11 – 09/19	New Orleans Rail Gateway - Environmental Impact Statement, Orleans and Jefferson Parishes, LA. DOTD. Project Manager and Environmental Lead. Responsible for leading \$638 million in improvements to the New Orleans Rail Gateway, the fourth-largest freight rail gateway in the U.S. Michael Baker's services include environmental and engineering services, 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, 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. The study built upon a "Program of Projects" and two feasible alternatives identified in a 2007 Infrastructure Feasibility Assessment that identified 52 individual projects along two rail corridors to improve the entire 35-mile Gateway. The FRA rescinded the EIS NOI during alternatives development due to strong public opposition, lack of local elected officials support, and insufficient funding to conduct comprehensive studies necessary to re-evaluate projected passenger train service and re-evaluate possible alternatives that could garner community support.
09/19 – Ongoing	New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, LA. DOTD. Project Manager and Environmental Lead. Responsible for management of the operations, engineering and environmental studies and preparing an Environmental Assessment (EA) to combine and grade separate a Canadian National Railway (CN)/ New Orleans Public Belt Railroad (CN/NOPB) and a Canadian Pacific Kansas City (CPKC) at-grade crossing of Jefferson Highway (US 90) between the Ochsner Health Foundation Hospital and Monticello Avenue. The project is a continuation of the New Orleans Rail Gateway (NORG) Program, a public-private partnership between the DOTD, the FRA, and the six Class 1 railroads operating in the Region
04/22 – Ongoing	LA 30: EBR PL – I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. DOTD. Deputy Project Manager & Environmental Lead. Leading 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.
06/21 - Ongoing	New Orleans Rail Gateway - Avondale Planning and Environmental Linkages (PEL) Study, Jefferson Parish, LA. DOTD. Project Manager. Responsible for managing the operations analyses, engineering, and environmental inventory and preparing a planning and environmental linkages study. 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. 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. The project is a continuation of the New Orleans Rail Gateway (NORG) Program, a public-private partnership between the DOTD, the FRA, and the six Class 1 railroads operating in the Region. Michael Baker is the Prime Consultant for the NORG Program. <i>DOTD approved the PEL report in April 2025.</i>
05/08 – 05/11	East-West Corridor Environmental Assessment, EA/FONSI, Bossier Parish, LA. Northwest Louisiana Council of Governments (NLCOG). Project Manager & Environmental Lead. Led the development of the environmental assessment for 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
08/02 – 12/06	Stage 1 – Planning/Environmental Manual of Standard Practice, Statewide, LA. DOTD. Project Manager, Author and Course Instructor. Developed DOTD'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 DOTD's Project Development Process. A half-day training course was developed, and Michael Baker provided half-day training sessions to DOTD and FHWA Louisiana Division staff. DOTD updated the Manual in 2018 and 2022.
1982 - 1989	Veterans Memorial Cable-Stayed Bridge, Weirton, WV. West Virginia DOT, Division of Highways. Engineer. Instrumental in the design of the bridge, a 1,950-foot cable-stayed, four-lane bridge over the Ohio River, the sixth cable-stayed bridge in the United States at completion. Performed the finite element analysis to determine member forces throughout the system for a variety of dead, live, wind and thermal loadings. Assisted in the fascia girder and stringer design including developing mathematical models and software to predict pre-tensioning forces required in the cables to achieve the desired dead load moment and reactions for optimum design.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Daniel Thornhill, PE		Years of relevant experience with this employer	5
Title	Office Executive/Associate Vice President		Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		BS / 1997 / Civil Engineering, Louisiana State University and A & M College		
Active registration number / state / expiration date		Professional Engineer No. 32367 / Louisiana / 09/30/2026		
Year registered	2006	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		MPR 1 & 2; Principal-in-Charge & Contract Manager; Roadway Engineering (Louisiana)		





Daniel has more than 25 years of consulting experience in a variety of engineering projects including roadway design, corridor/traffic operation concept analysis, bridge design, hydraulics design, subsurface drainage design, and sidewalk beautification projects. He has served as Project Manager/Senior Engineer in the Greater Baton Rouge area since 2006, serving as the responsible-in-charge for Roadway/Transportation Design and Corridor Studies for EBR DOTD, DOTD, Lafayette Consolidated Government and St. Tammany Parish Department of Public Works. Daniel accepted the role as Office Executive for Michael Baker's Baton Rouge office in January of 2021, and manages our local team of experts. In addition to our Project Manager, Chris Gesing, he is NHI 142005 – NEPA and Transportation Decision Making certified.

- ✓ **Meets MPR 1 & 2:** LA PE (Civil) & Principal of Michael Baker
- ✓ Familiarity with DOTD staff, procedures, and projects will streamline communication and enhance technical oversight
- ✓ Advises Chris drawing on broad base of experience covering environmental, roadway, bridge, and traffic engineering
- ✓ Served as Project Manager, Principal-in-Charge, or Senior Engineer on 75+ transportation projects across Louisiana

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).			
04/22 - Ongoing	LA 30: EBR PL - I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA. DOTD Headquarters. 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 limits is roughly 14 miles from the East Baton Rouge/Iberville Parish line to the terminus at I-10 interchange. 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. Addition 7 miles of project has recently been added to the project to include LA 30 from Brightside/Lee Drive Intersection to the East Baton Rouge/Iberville Parish line. Project challenges are the number of industrial pipelines that parallel LA 30 on both sides of the roadway along with railroad on the west side of LA 30 from Brightside Intersection to just south of East Iberville High School.			
08/20 - Ongoing	New Orleans Rail Gateway Program (NORG), Jefferson and Orleans Parishes, LA. DOTD. Lead Corridor Designer & QA/QC Reviewer. Leading corridor improvements for the NORG at Avondale and at Jefferson. NORG is the fourth-largest freight rail gateway in the United States. Projects included corridor improvements with the addition of bridge railroad overpasses to improve traffic operations while decommissioning at-grade RR crossings. 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, 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. The study built upon a "Program of Projects" and two feasible alternatives identified in a 2007 Infrastructure Feasibility Assessment that identified 52 individual projects along two rail corridors to improve the entire 35-mile Gateway. The FRA rescinded the EIS NOI during alternatives development due to strong public opposition, lack of local elected officials support, and insufficient funding to conduct comprehensive studies necessary to re-evaluate projected passenger train service and re-evaluate possible alternatives that could garner community support.			
03/13 - 04/14, 08/14 - 01/16	US 190 (Collins Blvd) Traffic Operations Study, Covington, (Stage 0) and Line & Grade Study for New Orleans Regional Planning Commission (Stage 1). DOTD. Project Manager/Lead Design Engineer. Responsible for Roadway Geometrics during the Stage 0 for US 190 (Collins Blvd) from US 190 Business to US 190 (Ronald Reagan Blvd). The project widened US 190 (Collins Blvd) from an existing 2-lane roadway to a 4-lane boulevard to include the complete streets initiative of sidewalks, bikepaths, and/or combination of both. DOTD wanted a traffic operations analysis done for this corridor as it is a major traffic route for commuters from north part of St. Tammany Parish to Covington, Mandeville, Slidell and to New Orleans via the Pontchartrain Causeway. Traffic analysis showed that a series of roundabouts in conjunction			

	with J-turns and dual bridge crossing over the Bogue Falya would provide the best traffic movement. Stage 0 included using As-Built drawings along with Aerial photography to create Plan View Sketches that were included in a Stage 0 report along with project implementation cost. DOTD accepted the Stage 0 study. During coordination with stakeholders during the Stage 0, it was discovered that New Orleans Regional Planning Commission was already under contract for a Stage 1 Environmental Assessment for the same project corridor. Mr. Thornhill and his previous employer were then added to the Stage 1 team as a subconsultant to perform the Line & Grade study to obtain Environmental Clearance. Recommendations from the Stage 0 Traffic Operations study was carried forward. Mr. Thornhill was Project Manager/Lead Design Engineer over the Line & Grade portion of the Environmental Assessment. He was responsible for the development of the Plan & Profile sketches for the Stage 1 report, development of project implementation cost, and creation of public meeting exhibits. For the Line & Grade, LiDAR was utilized with the Horizontal Alignments and Aerial Photography from the Stage 0 report. The updated sketches were used to develop the opinion of probable construction cost from the Line & Grade improvements along with developing estimated cost for relocation of utilities, acquisition of additional right-of-way, engineering cost (design & survey) and CE&I. A staging phase approach was required to break the project out in several phases to be designed and constructed as funding became available. A priority matrix was created to determine the order in which the different phases should be constructed to provide the best Traffic Operation.
04/10 – 01/13	Environmental Assessment (Stage 1) and Feasibility Study (Stage 0) - LA 182 from I-10 to West Pont des Mouton Road. <i>Lafayette Consolidated Government.</i> Project Manager & Engineer of Record. Responsible for the development of Stage 0 plan sketches, project implementation cost, and public meeting exhibits. Mr. Thornhill also served as the Project Manager/Lead Design Engineer and Engineer of Record for the Stage 1 report. He was responsible for development of Line & Grade, which included all the horizontal alignments and use of aerial photography from the Stage 0 report along with use of LiDAR to develop the vertical alignments to determine anticipated limits of constructions based on several alternate typical sections in order for a decision on the preferred alternative to carry forward into design of construction plans. Implementation costs were developed based on the different alternatives to include opinion of probable construction cost, utility relocations, acquisition of right-of-way, engineering (design & survey), and CE&I. The project widened LA-182 from a 2-lane roadway to a 4-lane boulevard that included the complete streets initiative with a combination sidewalk/bike path on one side of the roadway. The project required coordination with CLECO Electric as they were already in the design phase of a new transmission line running parallel to LA-182 from existing electrical transmission crossing of LA-182 to end of project limits. Stage 0 included roadway widening improvements with several roundabouts at strategic intersection along with J-turns to provide better traffic operations. Stage 0 sketches were created with use of as-built drawings and aerial photography. Based on recommended improvements, implementation cost were developed for opinion of probable construction cost, relocation of utilities, acquisition of right-of-way, engineering (design & survey), and CE&I. LA-182 is a state highway, therefore DOTD had to approve and accept the Stage 0. Once Stage 0 was accepted, LCG approved supplemental for Stage 1 Environmental Assessment Study.
03/15 – 01/16	Environmental Assessment - St. Martinville Bypass, St. Martin Parish, LA. <i>DOTD.</i> Project Manager/Lead Design Engineer. Responsible for the development of geometric sketches for an environmental assessment for a new bypass route of LA-31 around the town of St. Martinville. He was also responsible for the development of several geometric alignment alternatives, typical section alternatives, along with meeting DOTD's complete streets initiative. Project alignments were developed with the use of as-built drawings for LA-31, aerial photography and LiDAR to determine roadway estimated limits of construction and determine anticipated required right-of-way. Alternatives were developed based on traffic analysis to determine required number of lanes and intersection improvements. Project included a combination of roundabouts along with J-turn based to promote optimal flow of traffic. These alternatives were used to determine implementation cost (opinion of probable construction cost, utility relocation, acquisition of right-of-way, engineering (design & survey), and CE&I. The bypass was being developed to remove truck traffic from going through St. Martinville. St. Martinville is an old, historic town that has tight roadways and intersections. Current roadway network did not deter truck traffic from entering the town and at several intersection the truck traffic hit building improvements due to tight radii.
01/11 – 12/11	LA 3234 (E. University Avenue) Extension, Hammond, LA. <i>DOTD.</i> Project Manager/Lead Design Engineer. Responsible for the extension of LA-3234 from N. Oak Street to provide a west to east corridor to the Hammond Airport. Mr. Thornhill was responsible for the development of three new roadway alternatives that included both a 4-lane divided highway from N. Oak Street to LA-433 (Morris Road) and 2-lane highway from LA-433 to the Airport. Two of the alternatives tied directly to Pride Drive at the airport, and the last alternative tied directly to US 190 but accessed the airport at the Pride Drive intersection. Traffic analysis was used to determine the roadway typical sections while including sidewalks and/or combination of sidewalks/bikepaths to meet the DOTD Complete Street initiative. Mr. Thornhill was in charge of developing plan & profile layouts based on aerial photography along with the use of LiDAR to determine vertical profiles so roadway templates could be processed to determine limits of construction for the new roadway improvements. As part of this project, implementation costs were developed to determine the cost of construction, relocation of utilities, cost of required right-of-way, and engineering (design, environmental, survey, and CE&I). Implementation costs were done for each alternative while breaking up the estimates in conceptual staging for work to be broken out in phases-based traffic operation analysis.

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.	
Name	Kara Moree, CFM		Years of relevant experience with this employer
Title	Vice President / Engineering Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2005 / Resource Biology & Biodiversity	
Active registration number / state / expiration date		ASFPM US-06-02202 / Louisiana	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		MPR 7; Deputy Project Manager; Environmental Analysis & Compliance (Wetland Delineation)	
Ms. Moree is a Certified Floodplain Manager with over 18 years of environmental, planning and project management experience, with concentration on NEPA compliance, environmental documentation, permitting, storm water, roadway and drainage projects. Ms. Moree has a wide range of experience in roadway projects, including direct responsibility for environmental inventory, feasibility studies, NEPA documentation, community and stakeholder engagement, wetland delineations, and permitting. Through previous employment with federal and local governments as well as with the private sector, she has provided technical assistance to various federal, state, and local agencies regarding environmental laws, regulations and executive orders and has done extensive public outreach activities, especially during her employment with the Environmental and Historic Preservation Group of the Federal Emergency Management Agency (FEMA). ✓ Meets MPR 7: Biologist with a degree in Resource Biology & Biodiversity, and 15+ years performing wetland delineations ✓ Environmental Scientist with 18+ Years of Experience ✓ NEPA Expert with extensive FEMA Experience			
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).	
01/22 - Ongoing		Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. DOTD. Project Manager and NEPA Specialist. Kara served as Project Manager and Environmental/NEPA Specialist on the Enhanced Planning Study and Environmental Assessment for a proposed new bridge crossing of the Mississippi River for the purposes of providing transportation system redundancy and additional capacity across the Mississippi River and alleviating traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. This project required an elevated level of public involvement which included quarterly updates to the Capital Area Road and Bridge District (CARB-D). CARB-D is a commission made up of Parish Presidents from Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes, the Secretary of DOTD, and a commission chairman appointed by the Governor.	
09/18 - 08/20		LA 3040 Stage 0 Feasibility Study, DOTD, Houma, LA. DOTD. Project Manager. Responsible for coordination with client, scoping, invoicing, subconsultant coordination related to a Stage 0 Feasibility Study to identify safety and/or operational issues along 2.5 miles of Martin Luther King Boulevard (LA 3040) in Houma, LA and evaluate reasonable alternatives to address any deficiencies discovered. Ms. Moree was also responsible for ensuring compliance with NEPA guidelines and for creating the collision diagram and all public involvement activities for the project, which included stakeholder coordination with the local regional planning commission, DOTD District, and State Police	
12/19 - 08/20		LA 429 at I-10 Connector (LA 30/LA 73) Stage 0 Feasibility Study, Gonzales, LA. DOTD. Project Manager. Ms. Moree oversaw the safety analysis of both the corridors and the interchanges and coordinated with the traffic engineering consultant in the development of the alternatives, preparation of the schematic design of alternatives, preparation of cost analysis for five alternatives, and evaluation environmental and right-of-way impacts.	
11/12 - 10/16		Stage 0 Feasibility Study and Environmental Inventory for Mobility Improvements for LA 64 (LA 1019 to LA 16) in Livingston Parish. DOTD. Environmental Professional. Responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations. Duties also include identifying wetlands and preparing mitigation cost tables as well as creating Environmental Avoidance mapping through the use of GIS. She also performed some Project Manager responsibilities such as coordinating meetings and coordination of the Project Team.	





03/14 - 12/16	Stage 0 Feasibility Study and Environmental Inventory for LA 30 (Ashland Rd. to LA 44), Ascension Parish, LA. DOTD. Environmental Project Manager. Responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations for evaluating alternatives to improve the mobility of the corridor. Additional duties included identifying wetlands and preparing mitigation cost tables, stakeholder/public meetings, as well as creating Environmental Avoidance mapping using GIS.
05/15 - 01/17	Stage 0 Feasibility Study LA 328 (Latiolais Drive to Julie Street). DOTD. Environmental Project Manager. Responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations.
02/15 - 01/17	Stage 0 Feasibility Study and Environmental Inventory for LA 384 (Big Lake Road to McNeese Street), Calcasieu Parish, LA. DOTD. Environmental Project Manager. Responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations for evaluating alternatives to improve the mobility of the corridor. Additional duties include identifying wetlands, stakeholder/public meetings, and preparing mitigation cost tables as well as creating Environmental Avoidance mapping using GIS.
09/10 - 03/11	I-12 Corridor Study (Stage 0 Feasibility and Environmental Inventory). DOTD. Environmental Professional. Responsible for a 70-mile interstate widening study. Project responsibilities included all aspects of the Environmental Inventory process such as identifying any potential "show stopping" environmental constraints, identifying wetland sand avoidance, GIS mapping, stakeholder/public meetings, and ensuring compliance with NEPA.
09/15 - 01/17	Stage 0 Feasibility Study LA 10 (Improvements in Bogalusa). DOTD. Environmental Project Manager. Responsible for responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations.
03/13 -03/16	Stage 0 Feasibility Study and Environmental Inventory for I-110 NB Ramp at Capitol Access Rd. DOTD. Environmental Project Manager. This project determined the feasibility of improving the mobility of the I-110 NB Ramp at Capitol Access Rd. by either eliminating the northbound on ramp or improving the existing infrastructure by lengthening the existing weaving section. Ms. Moree served as the Environmental Professional responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations. Duties also include identifying wetlands and preparing mitigation cost tables as well as creating Environmental Avoidance mapping through the use of GIS. She also performed some Project Manager responsibilities such as coordinating meetings and coordination of the Project Team.
03/13 - 03/14	Stage 0 Feasibility Study and Environmental Inventory for LA 70 Bypass in Assumption Parish. DOTD. Environmental Professional. Responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations for an emergency bypass route as well as a permanent bypass alternative for LA 70 in response to the current Sinkhole situation of the area. Duties also include identifying wetlands and preparing mitigation cost tables as well as creating Environmental Avoidance mapping through the use of GIS. She will also be performing some Project Manager responsibilities such as coordinating meetings and coordination of the Project Team.
03/08 - 10/09	Stage 0 Feasibility Study and Environmental Inventory for a New Interchange at I-10 and LA Hwy 74. DOTD. Environmental Professional. Project completed during her employment with Volkert, Inc. for this study to add an additional interchange in Ascension Parish. Project responsibilities included identifying any potential "show stopping" environmental constraints, identifying wetlands and avoidance, GIS mapping, and ensuring compliance with NEPA.
03/08 - 10/09	Stage 0 Feasibility Study and Environmental Inventory for Additional Capacity of I-10 from Siegen Lane to Sorrent. DOTD. Environmental Professional. Project completed during her employment with Volkert, Inc. for this 19 mile interstate widening study. Responsibilities included identifying any potential "show stopping" environmental constraints, identifying wetlands and avoidance, GIS mapping, and ensuring compliance with NEPA.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Charles "Tony" Hunley, PhD, PE, SE		Years of relevant experience with this employer
Title	National Director - Bridge Services		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		PhD / Structural Engineering, University of Kentucky; MSCE / Structural Engineering, University of Kentucky; BSCE / Structural Engineering, University of Kentucky	
Active registration number / state / expiration date		PE No. 38940 / Louisiana / 09/30/2026; SE No. 081005839 / Illinois / 11/30/2025	
Year registered	2000 (PE); 2001 (SE)	Discipline	Civil; Structural
Contract role(s) / brief description of responsibilities		MPR 14 & 15; Advisor (Technical)	



Mr. Hunley offers more than 27 years of experience leading teams of bridge engineers and directing efforts to cultivate innovation and deliver technical excellence across North America. Earlier in his career, he developed a diversified complex Bridge practice as an Owner and Principal at ENTRAN (formerly American Consulting Engineers). His vast experience with projects of different scales allows our team to assist DOTD in ensuring sound decisions are being made. He provides nationwide technical assistance to the Michael Baker Bridge Practice for complex and unusual projects. Tony can offer valuable insight into the efficient and sound design of DOTD's structures. His project delivery includes design oversight on design projects for significant alternative delivery efforts. **Tony's vast experience will provide a holistic view of project delivery best practices, help ensure client satisfaction.**

- ✓ **Meets MPR 14:** Louisiana PE with 25+ years designing bridges over major rivers such as the Ohio and Cumberland Rivers
- ✓ **Meets MPR 15:** Louisiana PE with 25+ years designing complex bridges, including cable-stayed bridges over Kentucky Lake and the Ohio River
- ✓ Offers valuable insight into strategies that have helped deliver multiple large, complex projects

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).
02/18 - 01/22	Bridging Kentucky Program General Engineering Consultant, Multiple Locations, Kentucky. Kentucky Transportation Cabinet (KYTC). Program Manager. This expansive statewide bridge restoration program was launched by KYTC in 2018 with an initial mandate to address more than 1,000 bridges across the state over six years with an initial estimated budget of \$700M. The program is rehabilitating, repairing, or replacing critical bridges that are either closed to traffic, weight-restricted, or rated in poor condition. The program focuses on smaller bridges across the state that have historically struggled to get the necessary funding. Tony led a team of 22 firms collaborating with several in-house divisions of KYTC to provide program management oversight, document and process management, scheduling, internal and overall program financial management, information management, and program-level communications services; screening and prioritization of bridges, preliminary and final design, environmental services, utility coordination, right-of-way acquisition, construction procurement support for design-bid-build and design-build projects, design-build owner's engineer services, and construction management and inspection support. During the 120-day kick-off phase of the program, the team established organization and communication protocols; finalized the program brand and internal/external communication strategies; developed a Program Charter in collaboration with KYTC, FHWA, and various stakeholder and oversight agencies to establish authority and critical streamlining approaches to project development design, environmental studies and approvals, right-of-way acquisition, and utility relocation coordination; established the document and progress management system; utilized e-Builder Program Management Information Software system; screened more than 1,100 bridges to determine recommended scope, preliminary cost, and critical design/schedule challenges, and initiated design of several bridges to be rehabilitated. The program is being delivered utilizing a variety of delivery methods including individual bridge construction projects, bundling of bridge projects, and a design-build bundle contract of 106 bridges.
1997 - 2000	US 62/68 Cable-Stayed Bridge over the Ohio River, Maysville, Kentucky. Structural Engineer. Responsible for construction engineering services, including developing post-tensioning and stay-cable installation verification procedures and calculations to verify the final cable stay forces. Calculations utilized a post-tension/cable tension program developed to evaluate the effects of various loss effects on final cable/strand forces. The bridge is a 2,100-foot long five-span cable stayed bridge featuring a 1050-foot-long channel span. The superstructure is supported by variable depth steel plate edge girders with a floor beam and sub-stringer system. The 332-foot-tall towers have a goal post configuration with upper and lower struts.

2000 - 2010; 2021 - 2022	Cable-Stayed Bicycle Bridge over Navigation Lock Chambers Lock Unit, Kentucky Lock Addition, Grand Rivers, Kentucky. KYTC. Assistant Program Manager - Structures. Responsible for preliminary design and QA/QC of final design of a 366-ft long, 155.54' – 52.92' – 157.54', three-span cable-stayed concrete bridge over the existing and proposed lock chambers. The lock unit is the central feature of a 1359-ft long signature bicycle/pedestrian structure. The cable stayed bridge features two A-frame towers supporting the tail spans and connected by horizontal steel cables. Between the towers, a widened bulb-out area supported by precast outriggers post-tensioned to the main concrete beams, allows for viewing of the lock operations. Cazaly hangers are utilized to allow for precast concrete beams spliced in the air for continuity and to facilitate erection.
01/21 – 09/22	I-49 Lafayette Connector, Lafayette, Louisiana. DOTD. Deputy Structures Lead. Responsible for a conceptual design analysis of the multi-level Kaliste Saloom Interchange. The 3-level interchange connects the new I-49, Evangeline Thruway, and Kaliste Saloom Road. The interchange consists of nine bridges, of which several feature significant flared spans and most on curved alignments (minimum radius = 515-feet). crossing multiple roadways and a BNSF Railroad track. The conceptual design phase included type, size, and span arrangement development. Steel plate girder, trapezoidal steel box girder, and precast segmental box girder superstructure types were evaluated. Span lengths vary up to 210-feet and complex features included integral post-tensioned pier caps and integral straddle caps over the BNSF Railroad.
03/05 – 04/06	Relocated US 25E over Cumberland River. KYTC. Construction Inspector. Performed materials testing, fields surveying and inspection of construction activities and methods during drilled caisson and pile foundation construction, and substructure and superstructure construction. The project included two sets of twin structures during the widening and relocating of US 25E. The four structures were 10-span PC I-beam bridges with total bridge lengths of more than 1,100 feet.
04/07 – 06/09	River Road Bridge Widening over Harrods Creek, Prospect, Kentucky. KYTC. Department Manager. Responsible for construction phase engineering services for the widening and rehabilitation of a three-span reinforced concrete filled-spandrel arch bridge. The existing one-lane historical bridge was widened to two lanes by removing the existing concrete balustrade railings and excavating enough of the cobble infill to "hide" a new prestressed concrete beam superstructure with PPC deck panels cantilevered beyond the existing spandrel walls. The concrete arch and spandrel walls were inspected and rehabilitated. <i>This project won the 2010 APWA-KY Chapter "Project of the Year" award in the Historic Preservation Category over \$1 Million, the 2011 PCI Design award in the Rehabilitated Bridge Category, and the 2012 ACEC-KY Engineering Excellence Grand Award, and the ACEC Engineering Excellence National Recognition Award in the Structural Systems category.</i>
10/04 – 07/05	I-75 over Rockcastle River, Laurel and Rockcastle Counties, Kentucky. KYTC. Structural Engineer. Responsible for preliminary and final designs and plans for the widening and rehabilitation of two existing five-span structures. The structures originally consisted of two units; a three-span (160 feet, 200 feet, 160 feet) and a two-span (160 feet by 160 feet) with non-composite 96-inch welded steel plate girder framing. The new structure connects and widens the existing substructures and replaces the existing steel girder superstructures. The 258.036-meter long, five-span continuous 1,975-millimeter composite welded steel plate girder structure has a deck width of 39.01 meters and a 33-degree skew. The removal and construction of the new structure was performed in three construction stages to accommodate maintenance of traffic. The concrete multi-column piers were connected and retrofitted for the new superstructure. Drilled shafts were used on two of the pier in-fills to avoid deep excavations adjacent to the existing piers.
08/04 – 05/06	KY 922. Newtown Pike. over UK Agricultural Station Branch, Newtown Pike Design-Build, Lexington, Kentucky. KYTC. Structural Project Manager. Responsible for preliminary and final design and structure plans for a new three-span (14 feet, 22 feet, 14 feet) cast-in-place concrete slab bridge. Aesthetic design features incorporated into the structure include a stone veneer and concrete barrier with 4-inch KY River Marble Cut Stone lay on both faces of the barrier. The bridge is situated on a 22.9-degree right skew. Substructures for the bridge included wall piers and breastwall abutments founded on spread footings keyed into bedrock.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Jade Rung, PE, PMP	Years of relevant experience with this employer	4
Title	Senior Vice President	Years of relevant experience with other employer(s)	26
Degree(s) / Years / Specialization		MBA, 2024, Executive/General Management, Louisiana Tech University; BSCE, 1995, Civil Engineering - Structural, Louisiana State University	
Active registration number / state / expiration date		PE No. 29081 / Louisiana / 09/30/2026; PMP No. 1284298 / 7/19/2026	
Year registered	2000 (PE); 2009 (PMP)	Discipline	Civil
Contract role(s) / brief description of responsibilities		Advisor (Local Liaison)	



Jade is experienced in all phases of delivery for multi-million-dollar capital projects. He has a proven history of domestic and international business development and program/project management for commercial, municipal, industrial, marine, and heavy civil construction. He has substantial experience in design and construction management including delivery in all phases of the project life cycle. In addition, he has successfully led the delivery of multiple Design-Build facility construction projects, both as a designer and as a general contractor. His skills include scheduling, cost management, construction coordination, scope compliance, issues/change management, conflict resolution, standardized status reporting, and community outreach.

- ✓ Offers valuable insight into strategies that have helped deliver multiple large, complex projects
- ✓ Louisiana native with extensive local network
- ✓ Jade brings his knowledge of this corridor and DOTD's approach to complex projects to our team, ensuring we deliver client-focused results

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).
06/22 - 05/23 (est.)	Parish Comprehensive Drainage Plan, Covington, Louisiana. <i>St. Tammany Parish. Local Project Advisor.</i> Responsible for project acquisition and stakeholder engagement; client management, public outreach coordination, local representation. Michael Baker conducted a comprehensive drainage plan for the Saint Tammany Parish located on the north shore of Lake Pontchartrain, Louisiana. The plan evaluated the existing state of drainage in the parish including flood risk, water quality and development guidelines, recommended capital projects, and potential policy changes that would lead to reduced flood damaged and increased safety. The Michael Baker team provided data gathering efforts, ranked list of problem areas and provided four in-person public and stakeholder outreach throughout Phase I of this project.
03/18 - 08/21	MRB South GBR LA1 to LA30 Connector, West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes. <i>DOTD. Executive Sponsor - Bridge Services.</i> Provided project development, project procurement, contract development, and community engagement services for the Enhanced Planning Study for the new bridge crossing of the Mississippi River to alleviate traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 on the west side of the Mississippi River and to LA 30 (and widening of LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.
2008 - 2010	Infrastructure Rehabilitation Program, New Orleans, LA. <i>City of New Orleans, Office of Recovery and Development. Program Manager.</i> Responsible for the design management, project coordination, project procurement, and construction management program; coordinate the City of New Orleans, architectural/engineering design firms, and general contractors for the recovery projects. Spearheaded the approval for the first design-build projects for the City of New Orleans and the State of Louisiana. Following Hurricane Katrina, we engaged to provide program management services for the City of New Orleans Office of Recovery and Development Administration multi-facility, \$1.5B dollar evaluation and rehabilitation program. Provided procurement and management for the facilitation of architectural/engineering design firms, and general contractors in the repair of approximately 300 city infrastructure projects. Assisted the City of New Orleans in the procurement of FEMA, CDBG, and other funding sources to accommodate the projects. Managed the development and delivery of the State of Louisiana's first design-build projects which required the legislature approval to provide the delivery of five new libraries using the "new" contract delivery method.

2011 - 2012	Union Passenger Terminal to Canal Street Rail Expansion, New Orleans, LA. <i>City of New Orleans, Regional Transit Authority.</i> Project Executive. Facilitated communications for the project between the internal project management team, City of New Orleans, project designer, and general contractor; provided updates on the progress and schedule look-ahead for the project progress. Provided the owner's representative services to manage and coordinate the delivery of the \$15M streetcar rail improvements and expansion in the City of New Orleans for the Regional Transit Authority.
2011 - 2012	Sewer System Evaluation and Rehabilitation Program, New Orleans, LA. <i>Sewerage and Water Board of New Orleans.</i> Project Executive. Facilitated communications for the project between the internal project management team, City of New Orleans, project designer, and general contractor; provided updates on the progress and schedule look-ahead for the project progress. Provided the owner's representative services to manage and coordinate the delivery of the \$160M sewer and drainage improvement program for the Sewerage & Water Board of New Orleans (SWBNO). The improvements as required by the US Environmental Protection Agency (EPA) and Louisiana Department of Environmental Quality (DEQ) were evaluated, designed, procured, construction managed, and documented by MWH for the SWBNO for verification.
01/16 - 01/17	Ocean Cay MSC Marine Reserve, Ocean Cay, Bahamas. <i>MSC Cruises.</i> Project Development Manager. Facilitated the scope development and coordination for the Design-Build project; investigated scope alternatives, provided detail adjustments and facilitated value-engineering options for the construction of the project; coordinated scope and bid evaluations for the dredging, sitework, port improvements, building construction, and utility systems for the island development. The project work includes dredging, demolition, clearing and grubbing, mass grading, beach grading and re-nourishment, bulkhead for cruise ship berth and marina basin, breasting and mooring dolphins, CIP reinforced concrete, hardscape, buildings, utilities, water intake wells, and deep injection wells.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	John Dietrick, PE, SE			Years of relevant experience with this employer	30
Title	Sr. Vice President, Program Management			Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MS / 1987 / Civil Engineering, Carnegie Mellon University; BS / 1986 / Civil Engineering, Carnegie Mellon University			
Active registration number / state / expiration date		PE No. PE042430E / Pennsylvania / 09/30/2025; SE No. 081005644 / Illinois / 11/30/2026			
Year registered	1992 (PE); 2000 (SE)	Discipline	Civil		
Contract role(s) / brief description of responsibilities		Quality Assurance Team (Quality Reviews)			





Mr. Dietrick has a broad range of experience covering all aspects of design, analysis, rehabilitation and inspection of bridges. His bridge design experience includes structures of many different types, including prestressed concrete bridges, steel bridges and reinforced concrete structures, with special emphasis on long span concrete and concrete segmental bridges. In addition to design and analysis experience, Mr. Dietrick also has comprehensive experience in the development and application of bridge design software and load rating software. He has also served as a certified instructor for a number of National Highway Institute training courses, including Load and Resistance Factor Design (LRFD) and fundamentals of bridge inspection training, to numerous Departments of Transportation across the country.

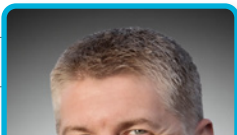
- ✓ Leadership on the Mobile River Bridge project demonstrates he can effectively implement rigorous quality assurance protocols for complex multi-billion-dollar infrastructure projects.
- ✓ Will ensure project meets stringent safety standards and incorporates cutting-edge engineering practices.
- ✓ FHWA Instructor for bridge LRFD superstructure design and load rating courses

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).
11/22 - Ongoing	Owner's Project Manager for I-10 Mobile River Bridge and Bayway Project, Mobile, AL. <i>Alabama DOT. Project Manager.</i> Overseeing all aspects of Micheal Baker's role as Owner's Project Manager for the project. This includes assisting the Alabama Dept of Transportation with development of procurement documents, evaluation and selection of Progressive Design Build teams, development of project Technical Provisions, Traffic engineering, implementation of All-Electronic Tolling, development of document management systems, implementation of risk management processes, independent cost estimating, and design review. Michael Baker is providing project management with oversight responsibilities for all aspects of the Mobile River Bridge and Bayway Project. The project involves reconstruction of I-10 through downtown Mobile, Alabama, and across the Mobile Bay, with a total length of approximately 10 miles. The project includes a new two-tower cable stayed bridge over the Mobile River, and replacement of the seven-mile-long I-10 Bayway Bridge.
11/07 - 7/11	Kentucky Lake and Lake Barkley Replacement Bridges, Marshall and Trigg Counties, KY. <i>Kentucky Transportation Cabinet. Structural Engineer.</i> Provided input and guidance on structural and aesthetic aspects of bridge type selection and conceptual design development. Michael Baker provided engineering services for the replacement of the U.S. 68/KY 80 bridges over Kentucky Lake and Lake Barkley. Services included project management, a bridge-type study, surveys and mapping, roadway alignments, pavement design, drainage design, maintenance of traffic plans, cost and quantity estimates, right-of-way plans, permit coordination, utility coordination, agency and stakeholder coordination, public involvement, environmental compliance support, and preliminary and final design.
06/05 - 12/10	Bridge Type Selection Study and Report for Downtown Louisville I-65 Bridge over the Ohio River (Section 2), Louisville, KY and Jeffersonville, IN. <i>Kentucky Transportation Cabinet. Structural Engineer.</i> Responsible for leading the bridge type selection of the downtown Louisville Ohio River crossing. Supervise the development of concepts, participated in public involvement, and developed the final bridge type selection report. Bridge types investigated included cable stayed, concrete box girder, through- and tied-arches, trusses, and extradosed/cable-stayed bridges. Under this multi-million dollar, multi-year contract, Michael Baker provided project management, bridge type study, and public involvement services. Michael Baker engaged the public in the bridge type selection process in order to develop a bridge that satisfies both the residents of the area and the functional needs of the structure while recognizing the fiscal limitations of the overall project. A Final Bridge Type Selection Report was prepared that detailed all aspects of the selection process and incorporated comprehensive data on the three recommended alternatives, single- and three-tower cable stays, and a three-span through arch. Based on these recommendations and public input, the three-tower cable stayed option was selected.

01/05 - 01/13	Downtown Louisville I-65 Bridge over the Ohio River Bridge Type Selection and Final Design, Louisville, KY and, Jeffersonville, Indiana. <i>Kentucky Transportation Cabinet.</i> Structural Engineer. Responsible for leading the bridge type selection of the downtown Louisville Ohio River crossing, a 2,500-foot structure with an estimated cost of approximately \$300 million. Duties included supervising the development of concepts, participating in public involvement, and developing the final bridge type selection report. Bridge types investigated included cable stayed, concrete box girder, through- and tied-arches, trusses, and extradosed/cable-stayed bridges. Michael Baker performed a bridge type study and prepared the conceptual design for cost estimates and engineering design for a new, 3,300-foot-long bridge over the Ohio River. Michael Baker's services included project management, public involvement, report preparation, and design. Michael Baker prepared a final bridge type selection report that detailed all aspects of the selection process and incorporated comprehensive data on the three recommended alternatives, including single- and three-tower cable stays and a three-span through-arch bridge.
9/13 - 12/19	I-43 Leo Frigo Emergency Bridge Repair, Green Bay, Wisconsin. <i>Wisconsin Department of Transportation.</i> Senior Structural Engineer. Responsibilities included providing oversight, design calculations, structural design drawing production, and quality control/assurance. Michael Baker served as the lead consultant for the emergency repair of the I-43 Leo Frigo Bridge. This 8,000-foot-long viaduct includes a 450-foot-long, steel, tied-arch span over the Fox River, and is one of the most critical structures for the economy of northeastern Wisconsin. After I-43 was closed when one of the piers unexpectedly settled by two feet, Michael Baker worked with the department to analyze the cause of the settlement, develop repair solutions, and reopen the bridge to traffic in just 102 days; much sooner than anticipated. The project included temporarily supporting the settled pier, retrofitting five severely corroded foundations, and jacking the bridge back into position. The new drilled-shaft foundation retrofits employed post-tensioning to join new concrete footing extensions to the existing foundations. This high-profile project was completed on a very aggressive schedule.
2/02 - 12/20	Vrooman Road Bridge Replacement, Perry & Leroy Townships, OH. <i>Lake County.</i> Structural Engineer. Responsibilities included providing general structural engineering consultation and oversight for the development of preliminary bridge concepts. Michael Baker performed planning, environmental investigations, documentation and permitting, preliminary and final design, engineering, and preparation of construction plans for preferred alternatives analysis of the structurally deficient Vrooman Road Bridge over Grand River. The project solution included construction of a new high-level crossing of the Grand River Valley on a new alignment and consisted of an 1,800-foot-long, six-span, continuous curved steel I-girder bridge. Additional tasks included roadway design (including roadway geometrics, maintenance of traffic, traffic control, and drainage), structural analysis and design; geotechnical engineering and evaluation; environmental investigations and environmental document preparation.
12/17 - 08/24	FHWA Structures, Hydraulics, Geotechnical Engineering Program IDIQ 2017-22, Nationwide. <i>Federal Highway Administration.</i> Structural Engineer. Responsible for acting as the instructor for the bridge LRFD superstructure design and load rating courses. Michael Baker provided 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 provided for the development, update, and delivery of instructor-led training, web-based training, web conference training, video conference training, flipped classroom training, new and evolving training delivery platforms, and new technologies, such as mobile apps and virtual world delivery. Tasks included 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.
04/19 - 04/25	Twin Points Interchange Final Design, Duluth, Minnesota. <i>Minnesota DOT.</i> Senior Structural Engineer. Responsible for managing quality assurance and providing senior structural design oversight. Michael Baker was responsible for the final design of a two-span steel plate girder bridge connecting NB I-535 to NB I-35 and spanning over a Burlington Northern Santa Fe rail yard as part of the Twin Points Interchange project. The bridge had a radius of curvature of 300 feet and was designed using a 3D finite element analysis where the girder flanges were modeled with separate lines of beam elements and the webs were modeled with shell elements. Site constraints dictated an unbalanced span arrangement and a skewed abutment which further complicated the complex curved girder behavior of the bridge.
04/14 - 12/22	Architect-Engineer Design Services, Middle East. <i>Air Force Civil Engineering Center (AFCEC).</i> Structural Engineer. Provided senior oversight and quality assurance and quality control for the independent analysis of the tied-arch flyover bridge. Duties included determination of appropriate scope and fee, evaluation of review methodology, and review of interim and final reports. As a joint venture member, Michael Baker is providing architecture and engineering services for a wide range of military projects throughout the Middle East under a four-year indefinite delivery indefinite quantity agreement. The projects include the construction, renovations, repairs, and additions to institutional and industrial facilities, such as airports, including lighting, terminals, and hangars; garages and vehicle maintenance facilities; hospital and medical facilities; sewage collection, treatment, and disposal; water supply treatment and distribution; warehouses and depots, and transportation infrastructure. Michael Baker's services include topographical surveying and mapping; preparation of plans and specifications; design analyses; construction surveying; cost estimating, cost engineering, and analysis; and environmental impact studies and environmental remediation.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Aaron Stover, PE, SE			Years of relevant experience with this employer	26
Title	Vice President, Regional Practice Lead - Bridges			Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization			MS / 1999 / Civil Engineering/Structures, University of Illinois at Urbana-Champaign; BS / 1998 / Civil Engineering/Structures, University of Illinois at Urbana-Champaign		
Active registration number / state / expiration date			PE No. 24801 / Kentucky / 06/30/2026; SE No. 081006161 Illinois / 11/30/2026		
Year registered	2006 (PE); 2004 (SE)	Discipline	Civil; Structural		
Contract role(s) / brief description of responsibilities			Quality Assurance (Quality Reviews)		





Mr. Stover will provide QA/QC services, leveraging his extensive experience with LRFD bridge design and load ratings, including pre-stressed concrete bridges, steel bridges, curved girder bridges, piers, foundations, and retaining walls. His experience also includes the delivery of bridge repair and maintenance projects for clients throughout the Midwest. He will leverage his vast knowledge from reviewing hundreds of plans to confirm findings and advise on appropriate solutions for this project. His recent experience with major river crossings includes design, design review, agency coordination, public involvement, and preparing contract documents for design-build projects. **Having served as the Lead Bridge Engineer for three Interstate DB procurement services contracts over the Ohio River, Aaron understands the challenges of major river projects from Owner, Designer and Contractor perspectives.**

- ✓ Lead Role on US 51 Cairo Bridge Replacement demonstrating successful history of delivering complex bridge replacements on aggressive schedules.
- ✓ PM, EOR, or lead role on more than 10 major river crossing bridges with experience ranging from preliminary engineering and concept development through construction.

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).
05/19 - 12/25 (est.)	U.S. 51 Cairo Bridge Replacement, Wickliffe, Kentucky and Cairo, Illinois. Kentucky Transportation Cabinet. Project Manager. Managed the preliminary engineering and environmental document preparation. Responsible for the day to day coordination of the project team and responsible for guiding the efforts from the planning phase of the work to completion of the CE3. Also responsible for public involvement, Section 106 and 6002 agency coordination, including with the USCG and was instrumental in getting the required navigational clearances reduced. Michael Baker is providing preliminary engineering and environmental services to replace the National Register-eligible, 82-year-old U.S. 51 Cairo Bridge. This vital connection, which stands at over a mile long with a cantilever truss and approach spans, is located between Wickliffe, Kentucky, and Cairo, Illinois, near the confluence of the Ohio and Mississippi Rivers. The goal of the project is to provide a constructible and affordable structure that will improve safety and the substandard load capacity of the geometrically deficient historic bridge caused by narrow lane widths, lack of shoulders, and tight curve of the existing bridge and its approaches.
04/07 - 06/20	Kentucky Lake and Lake Barkley Replacement Bridges. Kentucky Transportation Cabinet. Civil Engineer. Responsible for the development of conceptual bridge alternatives, renderings and public presentations of the alternatives, as well as the preliminary design of three cable stayed bridges and engineering estimates for all four final alternatives. Also responsible for quality control. As part of the post design services, responsible for overseeing the load rating of the basket-handle arch structures. Michael Baker provided engineering services for the replacement of the U.S. 68/KY 80 bridges over Kentucky Lake and Lake Barkley in the Land between the Lakes National Recreation Area. Michael Baker's services included project management, a bridge-type study, surveys and mapping, roadway alignments, pavement design, drainage design, maintenance of traffic plans, cost and quantity estimates, right-of-way plans, permit coordination, utility coordination, agency and stakeholder coordination, public involvement, environmental compliance support, and preliminary and final design.
01/13 - 04/17	Ohio River Bridges Downtown Crossing, Louisville, KY. Kentucky Transportation Cabinet. Structural Engineer. Responsible for overseeing and coordinating the design review for a new 6-lane cable stay bridge between Louisville and Jeffersonville and other approach and interchange bridges. Also assisted KYTC in preparation of the RFP for the project. Michael Baker provided engineering and environmental services for the construction of the Louisville-Southern Indiana Ohio River Bridges Downtown Crossing Project. Michael Baker's services included a bridge type study, public involvement, preliminary design, design-build procurement and design review services.

07/08 - 01/11	Milton-Madison Bridge Replacement, Milton, KY and Madison, IN. <i>Kentucky Transportation Cabinet.</i> Bridge Project Manager. During the bridge type study phase, Aaron was responsible for development of concepts, participating in public involvement, and coordination with Section 106 and 6002 consulting parties. Bridge types investigated included truss, cable stayed, and tied-arches. During the development of the FONSI, responsibilities included project management, USCG permit coordination, agency coordination, and assisting with the development of design-build bid documents for INDOT.
01/05 - 12/13	Downtown Louisville I-65 Bridge over the Ohio River Bridge Type Selection and Final Design, Louisville, KY and, Jeffersonville, IN. <i>Kentucky Transportation Cabinet.</i> Senior Structural Engineer. Responsible for the development of alternatives from the conceptual stage, development of the renderings, and public presentations of the alternatives. Responsibilities also included the preliminary design and engineering estimates for alternatives. The final result was the presentation of three studied bridge types that could be built under budget in the proposed location. Michael Baker performed a bridge type study and prepared the conceptual design for cost estimates and engineering design for a new 3,300-foot-long bridge over the Ohio River. Michael Baker's services included project management, public involvement, report preparation, and design. Michael Baker prepared a final bridge type selection report that detailed all aspects of the selection process and incorporated comprehensive data on the three recommended alternatives, including single- and three-tower cable stays and a three-span through-arch bridge.
03/03 - 04/07	Ironton-Russell Bridge Replacement, Russell, KY, and Ironton, OH. <i>Ohio Department of Transportation, District 9.</i> Civil Engineer. Responsible for the cable-stayed bridge modeling for dead and live loads as well as analysis of the web bearings. Was responsible for the design of the steel floor system including edge girders, floorbeams, and stringers. Performed 3D finite element analysis of the hole in the floorbeam, as well as the vertical bearing connections between the tower legs and the steel edge girders. Was responsible for the production of the superstructure design drawings. Michael Baker was selected to manage and design the replacement of the Ohio River crossing between Ironton, Ohio and Russell, Kentucky. Michael Baker's responsibilities included investigation of the full range of social, economic and environmental issues necessary for National Environmental Policy Act (NEPA) documentation. Michael Baker also performed bridge type studies for the replacement of the main span over the navigable portion of the Ohio River. The final design phase of the cable-stayed structure included the design of a 400-foot tower, steel edge girder superstructure, approach structure and roadway, erection analysis, wind-tunnel testing, lighting and electrical design work, and a health monitoring system for the main span structure.
03/12 - 05/12	Eggner's Ferry Emergency Bridge Replacement, Trigg and Marshall Counties, KY. <i>Kentucky Transportation Cabinet.</i> Project Manager. Led the evaluation of replacement span alternatives and reported directly to District 1 Branch Manager for Preconstruction. After the project was let, oversaw the development of the design-build plans for the replacement truss span and shop drawing review during construction.
05/18 - 12/18	I-30 Crossing Design-Build, North Little Rock, and Little Rock, AR. <i>Arkansas DOT.</i> Technical Lead. Responsible for leading the structural design for the river span and approach bridges in Little Rock and North Little Rock. Responsible for the evaluation of the bridge concepts and oversaw the design, alternative technical concepts, and production of the estimating deliverables for this segment of the project. Michael Baker provided engineering services for the 7.3-mile interstate widening and reconstruction project to improve I-30 from I-530 to I-40 and I-40 from Highway 365 to Highway 67/167. The project area included the Arkansas River Bridge and the confluences of multiple interstates in Little Rock and North Little Rock. Michael Baker's design efforts included reconstruction of mainlines, ramps, frontage roads, and cross streets to add capacity and correct inadequate design elements; pavement design; retaining walls; major drainage structures; large guide signs; relocation of existing utilities; and aesthetics.

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.		
Name	Cullen Ledet, PE		Years of relevant experience with this employer	23
Title	Vice President LA Regional Unit Director		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2000 / Civil Engineering	
Active registration number / state / expiration date			PE No. 33222 / Louisiana / 09/30/2025	
Year registered	2007	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Quality Assurance Team; Bridge Engineering (Rehabilitation)	
Cullen has been employed in the New Orleans office of Modjeski and Masters, Inc. (M&M) since 2002, after having interned two summers with the firm. During this period he has been engaged in the design of both fixed and movable highway and railroad bridges. Mr. Ledet has prepared designs, plans, and specifications for a number of projects both for improvements as well as complex projects.			✓ Extensive DOTD Bridge Design Experience ✓ 20+ years of experience designing major highways structures ✓ Major River Crossing Expertise	
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).		
3/17 - Ongoing		LA 1 - Port Allen Bridge Replacement, Port Allen, LA. DOTD. Deputy Project Manager. Developing the General Plan and Elevation drawings while identifying any potential conflicts with utilities and existing structures. The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12' travel lanes and 2 - 10' shoulders and will be approximately 2,680' long. The proposed LA 1 NB Bridge will consist of 2 - 12' travel lanes and 2 - 10' shoulders (LA 1 NB roadway), a permanent 2' wide median barrier and 1 - 12' travel lane with 2 - 6' shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2' wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700' and 354' long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870' long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans.		
12/20 - 03/22		Cline Avenue Bridge, East Chicago, IN. United Bridge Partners. Project Manager. Responsible for several post construction design tasks. Performed an independent technical review (ITR) of final roadway signing and striping plans prepared by others to determine conformance with AASHTO, IDOT, and IMUTCD design criteria and guidelines. A total of 23 non-conformance items were identified and documented in M&M's NCR Report. Also provided the Client with 17 additional recommendations to improve the operation and safety of the Cline Avenue Bridge facility. Subsequently, prepared final construction plans to address the NCR items and recommendations. Final plans included signing and striping layouts along with sign structure details. Also prepared final plans for the installation of guide/attraction signs along Indiana SR 912 and I-90 in Indiana and Illinois. Plans were prepared in accordance with IMUTCD, MUTCD and Illinois and Indiana sign guidelines. Also served as lead engineer developing conceptual geometric layouts for two proposed new partial and fully directional interchanges. at Riley Road and Cline Avenue Bridge (SR-912) (CAB). Five conceptual interchange layouts were developed for the proposed Riley Road/CAB Interchange and three conceptual interchange layouts were developed for the proposed Riley Road/CAB Interchange and presented in a feasibility report. Conceptual roundabout layouts were developed for the ramp intersections. Developed design criteria for the proposed ramps in accordance with AASHTO and IDOT Interchange guidelines.		
12/15 - 02/17		US 90 from Albertson Pkwy to Ambassador Caffrey Pkwy - BNSF Frontage Road Bridges, Lafayette Parish, LA. DOTD. Deputy Project Manager. Performed the review of the structural plans and details at every submittal milestone. M&M provided an independent QC review of the frontage road bridges over the BNSF Railroad. The bridges included construction of various continuous precast prestressed concrete girder spans supported on bent columns and pile footing foundations.		

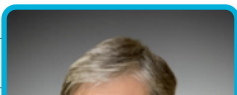




6/12 – 12/16	S.P. H.009933: MacArthur Drive Interchange, Harvey, LA. DOTD. Deputy Project Manager. The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services. Mr. Ledet provided peer review services of the original design. Mr. Ledet detailed the flared reinforced concrete columns and provided construction related engineering services for this project.
01/14 – 06/15	US 90 (Future I-49) from Albertsons Pkwy to Ambassador Caffrey Pkwy, Lafayette Parish, LA. DOTD. Design Engineer. As a member of the Design-Build team, M&M provided an independent QC review of the structures over the BNSF Railroad and Albertsons Parkway. Both bridges included construction of various continuous precast prestressed concrete girder Spans supported on bent columns and pile footing foundations. The structures over the BNSF Railroad included a phased sequence of construction. Mr. Ledet performed the review of the structural plans and details at every submittal milestone.
12/01 – 12/02 12/08 – 10/09	Illinois River Bridge, Devine, IL. Elgin, Joliet & Eastern Railway Company. Design Engineer. The Illinois River Bridge was originally built as four 154-foot fixed through truss spans. About 1932, Span 2 was converted to a vertical lift span and the adjacent spans fitted with lifting towers, counterweights, and an electro-mechanical operating system, providing a 120-foot clear opening. Under the provisions of the "Truman-Hobbs Act" of 1940, the USCG is funding alteration of the bridge to provide a 300-foot marine opening. The replacement vertical lift span will be 348 feet long and have a maximum lift vertical clearance of 56 feet. M&M collected relevant data, evaluated alternatives, established design criteria, cost estimates, prepared project report, and provided the final design. Mr. Ledet designed and detailed the framing for the operator house as well as the pier grillage structures.
09/08 – 02/11	S. P. 701-65-1098 Replacement of LA3249 (Well Road) over I-20, Monroe, LA. DOTD. Design Engineer. This Project was the replacement of the Well Road Overpass using accelerated construction methods to construct replacement spans within the interchange R/W and over a weekend remove existing spans and install new spans. Mr. Ledet was the point of contact for Modjeski and Masters, Inc. He designed and detailed deck drainage; calculated quantities and generated construction cost estimate; construction services.
06/01 – 08/14	S.P. 700-18-0014 Huey P. Long Bridge Widening at New Orleans, LA. DOTD. Engineer. This project widens the existing bridge roadways through the widening of river piers using conventional and post-tension concrete, two new truss lines and 43' roadways to replace existing 18' roadways. The Project construction cost is \$1.2B. This Project was a major complex design involving adding truss lines while maintaining existing traffic. Mr. Ledet assisted in the design and detail of the main river pier widening; designed and detailed plans and generated specifications for various components of the superstructure and substructure of the approaches, including steel and prestressed concrete girders; provided construction engineering support services for approaches contract.

16. Staff Experience:

Firm employed by		Burns Cooley Dennis, Inc.		
Name	Alexis "Eddie" Templeton, PE		Years of relevant experience with this employer	33
Title	Principal/Senior Geotechnical Engineer		Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization		MS / 1984 / Civil Engineering, BS / 1978 / Civil Engineering		
Active registration number / state / expiration date		PE No. 34922 / Louisiana / 03/31/2026; PE No. 9128 / Mississippi / 12/31/2026		
Year registered	2009 (LA); 1984 (MS)	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Quality Assurance Team (Quality Reviews)		





Eddie has over 43 years of experience in the geotechnical engineering profession. His advanced education includes a Master's Degree in Geotechnical Engineering from Mississippi State University. Prior to joining Burns Cooley Dennis (BCD) in 1991, he served for nine years at the Vicksburg District USACE and for two years at Tensar Earth Technologies. Eddie has considerable experience in geotechnical investigation and design for roads and bridges, and landslide characterization and mitigation. His responsibilities have included the planning and coordination of field and laboratory investigations, analyses of driven and cast-in-place pile capacities, the evaluation of embankment stability and settlement, geotechnical instrumentation installation and interpretation, and the design landslide mitigation measures.

- ✓ Prior experience monitoring geotechnical/geological conditions of the I-20 Mississippi River Bridge in Vicksburg
- ✓ 40+ years of geotechnical design experience for infrastructure across Mississippi and the Southern U.S.

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).
2001 - 2015	I-20 Mississippi River Bridge Pier Movements, Warren County, MS. Senior Geotechnical Engineer. The I-20 Mississippi River Bridge was built in the late 1960s and early 1970s. Piers E-1 and E-2 experienced approximately 4 inches of lateral movement during the period from March 2000 to March 2002. BCD performed geotechnical investigations, instrumentation installation and monitoring, geologic explorations, and analyses as a sub-consultant to Modjeski and Masters, Inc. The explorations determined that the piers extend through an ancient landslide with a basal surface of sliding about 10 ft above the bearing level of Piers E-1 and E-2. The basal plane of sliding is in a stratum of high plasticity clay in the Forest Hill formation. The western limits of the unstable mass were established, and preliminary analyses were completed for several potential mitigation measures.
2005-2007	Signal Hill Landslide, Warren County, MS. Senior Geotechnical Engineer. Evidence of landslide activity at the site was initially observed in 1977 shortly after construction of the US Hwy 61 4-lane bypass. Construction of an earthen berm in 1978 reduced the rate of movement dramatically. However, small intermittent movements continued, requiring occasional resurfacing of the southbound lanes. The rate of movement increased significantly in 2004, and an in-depth investigation of the landslide was initiated by MDOT. BCD was retained to assist in the field and laboratory investigations, to evaluate alternative remediation techniques, and to prepare the detailed design of the recommended stabilization system. The landslide impacts 15 acres, including 0.25 miles of US Hwy 61. The maximum depth of sliding is 70 ft in the Buccatunna Clay Formation. BCD recommended and designed a permanent ground anchor/buried anchor block stabilization system. The stabilization system includes 5 rows of anchors that provide a total anchor force of 97,000 kips. Anchor lengths range up to 260 ft.
09/23 - 11/23	I-20 Dick Hall Hospitality Station/Welcome Center, Warren County, MS. Senior Geotechnical Engineer. Geotechnical engineering services were provided for the replacement of the Mississippi Welcome Center. The facility is situated between the I-20 Mississippi River Bridge and the Highway 80 Mississippi River Bridge on the bluff overlooking the Mississippi River. Construction of the existing facility began in January 1980 and was completed in July 1982. The slopes in the vicinity of the project have a long history of instability. Prior to construction of the existing welcome center, ground improvement elements were constructed in the slope west of the building to improve slope stability. The ground improvement elements consist of 4-ft diameter stone columns spaced at 7 ft on center in a triangular pattern. BCD performed geotechnical explorations and analyses related to the construction of a new facility at the site.

08/19 - 01/21	Reunion Parkway / I-55 Interchange, Madison County, MS. Senior Geotechnical Engineer. Geotechnical investigation and analyses for the design of the proposed Reunion Parkway bridge over I-55 in Madison County. The bridge will have a total length of about 235 ft and will consist of two pre-stressed concrete beam spans. The abutments are to be supported on driven steel pipe piles, and the interior bents are to be supported on drilled shafts. The approach embankments will have a maximum height of about 25 ft. Anchored soldier beam and lagging walls will form the abutments. Services included: borings; laboratory testing; embankment settlement and stability analyses, axial pile/shaft capacity, and design of the retaining walls.
08/15 - 04/22	Pearson Road from Richland Creek to SR 468, Bridge over Kansas City Southern Railroad, Rankin County, MS. Senior Geotechnical Engineer. Geotechnical investigation and analyses for the design of the proposed Lake Harbour Drive Extension bridge over I-55 in Madison County, Mississippi. The bridge has a total length of about 180 ft and consists of four pre-stressed concrete beam spans. The abutments are supported on driven steel H- piles. The approach embankments have a maximum height of about 27 ft. MSE retaining walls with a maximum height of 31 ft were required along the flanks of the east and west approach embankments near the bridge ends.
10/13 - 08/20	Lake Harbour Drive Extension, Madison County, MS. Senior Geotechnical Engineer. Geotechnical investigation and analyses for the design of the proposed Lake Harbour Drive Extension bridge over I-55 in Madison County, Mississippi. The bridge has a total length of about 415 ft and consists of four pre-stressed concrete beam spans. The abutments are supported on driven steel H- piles, and the interior bents are supported on drilled shafts. The approach embankments have a maximum height of about 27 ft. Cantilever retaining walls with a maximum height of 15 ft were required along the flanks of the east and west approach embankments near the bridge ends.
10/13 - 08/20	Warren County Port, Warren County, MS. Senior Geotechnical Engineer. Geotechnical investigation and analyses for the design of a new port facility on a 1,700-acre tract along the left descending bank of the Mississippi River just south of the mouth of Hennessey Bayou. The port facility will include a slackwater slip, mooring structures, building pads, realignment of Hennessey Bayou, and approximately 7.7 miles of flood protection levee. The site is situated in the Mississippi River alluvial plain. BCD performed geotechnical and geologic explorations, including borings and CPT's, with maximum boring depths of 200 ft. Analyses included stability analyses of the proposed levee and excavated slopes for the slackwater slip and realigned bayou, and underseepage and settlement analyses for the levee.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Edwin "Ed" Callicutt, III, PE		Years of relevant experience with this employer	4
Title	Technical Manager - Construction Services		Years of relevant experience with other employer(s)	35
Degree(s) / Years / Specialization		BSCE / 1984 / Civil Engineering, Mississippi State University College of Engineering		
Active registration number / state / expiration date		PE No. 33810 / Louisiana / 09/30/2026		
Year registered	2008	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Quality Assurance (Constructability Reviews)		





Ed will provide his decades of experience with major bridge design and construction projects to support Chris and our team with constructability reviews of proposed design options and alternatives. Ed has more than 40 years of experience coordinating multi-consultant teams, construction, construction management, and construction quality/constructability review for major bridge projects in the southeast from Texas to Georgia. He has worked as a contractor, as well as an engineer, on many major bridges involving steel and precast and cast-in-place concrete construction techniques.

- ✓ Involved in 9 signature bridges over navigable waterways
- ✓ Louisiana experience with John James Audubon Bridge and segmental on I-49
- ✓ 35+ years of diverse structures experience using a wide range of engineering and construction means and methods throughout the Southeast

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).
03/08 - 01/12	John James Audubon Bridge Design-Build Project, New Roads, LA. DOTD. Construction Quality Control Manager. Led the quality management program for the construction of the cable-stayed bridge and all aspects of the design-build project, with direct responsibility for QC of work at the jobsite and at the various fabrication and casting sites. This design-build project included 11.6 miles of new alignment roadway and 3.7 miles of bridge (eight bridges). The cable-stayed main span unit has a center span of 1583 feet one of the longest spans for this bridge type in the Western Hemisphere. The 520 foot tall towers are built of cast-in-place concrete. The approach bridges were diverse, ranging from flat slabs to steel plate girders to AASHTO Type III and BT-72 girder spans.
07/17 - 12/18	I-49 North, Segment K Phase 2 Interchange, Shreveport, LA. DOTD. Principal & Point of Contact. Oversaw CE&I staff who assisted DOTD with the oversight and inspection of the precast concrete segmental bridge. This \$142M project consisted of the construction of a new four-lane interstate highway from I-220 to Martin Luther King Drive, along with the reconstruction of I-220 concrete pavement from LA Hwy 1 to LA Hwy 173, and widening of the I-220 bridges over Russell Road. Bridge construction for the ramp portion of the I-49/I-220 interchange included foundations with drilled shafts, concrete substructure, and 33 spans of variable depth precast concrete segments erected in balanced cantilever. Construction also included storm drainage, embankment, concrete pavement, electrical (lighting), signage, and MSE walls.
06/21 - Ongoing	Owner's Project Manager for I-10 Mobile River Bridge and Bayway Design-Build Project. Alabama DOT. Construction Manager. Responsible for assisting with review of RFP/RFQ and other technical documents for the Mobile River Bridge and Bayway Project. Also assisted with assembling the Project Management Plan. Michael Baker is serving as the owner's representative for the Mobile River Bridge and Bayway Project. This is to provide support services to the DOT to ensure compliance of the Design-Builder's design, construction, contract documents, construction engineering and inspection, and testing
01/10 - 10/12	South Norfolk Jordan Bridge Design-Build, Norfolk Virginia. South Norfolk Jordan Bridge, LLC. Technical Advisor. Provided technical assistance during casting and erection. Precast segmental technology was used to construct both the full super-structure and substructure of the new bridge. The main span unit over the river was built using balanced cantilever construction which required close coordination with the United States Coast Guard to keep vessels in the channel moving. When completed this bridge created a major river crossing over the Elizabeth River providing a valuable link between the cities of Portsmouth and Chesapeake, Virginia.
06/17 - 12/20	Cline Avenue Bridge Design-Build, East Chicago, Indiana. Indiana DOT. Technical Advisor. Provided technical assistance and QA audits during casting and erection of this new bridge construction Design-Build project. The New Cline Avenue Bridge construction improved transportation in Northwest Indiana while achieving environmental stewardship with features such as sustainable concrete materials, long open spans and low energy LED lighting.

6/03 - 12/06	Penobscot Narrows Bridge Design-Build, Bucksport Maine. <i>Maine DOT. Technical Advisor.</i> Provided technical assistance, estimating, and constructability review services for this design-build project to erect a 2,120-foot-long cable-stayed bridge that carries US 1 over the Penobscot River. The Penobscot Narrows Bridge is one of only a few bridges in the US constructed using a cradle system to carry the strands within the stays from bridge deck to bridge deck, as a continuous element. The cable-stay system was designed with a system that uses pressurized nitrogen gas to defend against corrosion.
03/12 - 12/18	Oakley C. Collins Memorial Bridge, Ironton, OH and Russell, KY. <i>Ohio DOT. On-Site Resident Engineer.</i> Led the multidisciplinary consultant team providing quality management for the construction of the cable-stayed main span and approach bridges and roadway to the Ohio DOT. This project entailed the construction of a cable-stayed bridge over the Ohio River with approaches connecting the towns of Ironton, Ohio, and Russell, Kentucky. The 1,640 foot concrete main span unit consists of three spans : two flanking spans at 370 feet and the center span of 900 feet built with form travelers in unidirectional cantilever. The main span unit is supported by two 316 feet tall cast-in-place concrete, diamond-shaped towers founded on large diameter drilled shafts with rock sockets. The structural steel approach spans cross numerous rail lines, the Ohio River levee, and city streets.
01/03 - 09/06	Lee Roy Selmon/I-4 Crosstown Connector, Tampa, FL. <i>Florida DOT. On-Site Construction Manager/Resident Engineer.</i> Led a multi-consultant team of approximately 30 engineers and inspectors providing CE&I services. Responsible for all project inspection, documentation and correspondence, pay application verification and processing, schedule review and evaluation, change order negotiations, MOT management, and keeping the Client informed. This \$135M toll facility consisted of over five miles of precast concrete segmental elevated structure built in the median of the existing expressway. Where access was challenging, precast segments were delivered over the completed bridge to the erection site, then lowered into position from above. Maintenance of traffic, speed of erection, economy, and aesthetics were priorities for this project.
03/02 - 08/03	New Mississippi River Bridge, St. Louis, MO. <i>Missouri DOT. Lead Constructability Reviewer.</i> Led a constructability review team for the main span portion of this project. The cable-stayed main span features a 2,000' foot long steel center span, 525 foot tall battered concrete towers, and dredged caisson foundations. Additionally, organized and participated in Value Engineering sessions for the Tri-Level Interchange and IL Route 3 portions of the project.
03/02 - 08/03	Bill Emerson Memorial Bridge, Cape Girardeau, MO. <i>Missouri DOT. Technical Advisor.</i> This 3,956 foot long bridge over the Mississippi River includes a 2,086 foot long steel girder and precast concrete deck cable-stayed unit with a 1,150 foot long main span. The main pylons are 356 feet tall. Provided technical assistance to the Owner during tower construction, stay installation, and superstructure erection.
11/96 - 03/02	Sidney Lanier Bridge, Brunswick, GA. <i>Georgia DOT. Resident Engineer.</i> Led a multi-consultant team of engineers and inspectors providing CEI services to the Georgia DOT. Ed performed construction quality management for superstructure casting and post-tensioning operations, fabrication and stressing of cable stays, and evaluation of cantilever geometry. Also monitored and evaluated the contractor's schedule. This cable-stayed structure features a 1,250 foot cast-in-place concrete center span over the Turtle River shipping channel and 480 foot tall cast-in-place concrete towers. The high-level approaches consist of 180 feet long specially designed prestressed concrete beams erected as simple members then made into two-span continuous units via longitudinal post-tensioning. The total bridge length is approximately 7,800 feet.
03/92 - 09/95	Senator William V. Roth, Jr. Bridge, St. Georges, DE. <i>Delaware DOT. Technical Advisor.</i> Served as a Technical Advisor to the Delaware DOT during construction of this 4,650 foot long precast concrete segmental bridge with a 750 foot cable-stayed main span, single pylons, single planes of stays, and unique precast delta frames. It was the first cable-stayed bridge in the northeastern United States. The main span was erected as a pair of unidirectional cantilevers from the pylons at the shoreline without interruption to canal traffic. The 150 foot approach spans were erected in the span-by-span method. The innovative design solutions in the bridge saved the Delaware DOT over 10% compared to bids for the alternate design.

16. Staff Experience:

Firm employed by Michael Baker International, Inc.

Name	Kenny Collins, PE			Years of relevant experience with this employer	39
Title	Associate Vice President			Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 1983 / Civil Engineering, Louisiana State University		
Active registration number / state / expiration date			PE No. 10497/ Mississippi / 12/31/2025; PE No. 33109 / Louisiana / exp. 9/30/2025		
Year registered	2007	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities			MPR 23; Roadway Engineering (Lead)		



Kenny is experienced in the design of steel plate girder bridges, development of roadway plans for highway and bridge projects, and the complexities of major bridge improvement projects crossing over navigable waterways. He oversees a range of transportation projects including preparation of NEPA documents, surveys, right-of-way, preparation of final roadway and bridge plans, contract documents and complete construction management and inspection.

- ✓ **Meets MPR 23:** MS PE with 30+ years designing Mississippi roadways
- ✓ Highly experienced in steel plate girder bridge design
- ✓ Oversees all elements of transportation structure improvements: bridge/ roadway plan preparation, NEPA documentation, surveying

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).
01/99 - 12/02	I-55/I-20/ US 49 Rehabilitation; Stack #3 Design Phase, Jackson, MS. MDOT. Project Manager. Responsible for contract administration and oversight of project; the re-design and updating of previously designed plans for the major interchange of one highway and two interstates in Jackson, Mississippi. Work included updating 15-year old plans to current standards and specifications, modification of alignments, recreating traffic control and all other aspects of this major interchange, including re-design of a curved plate girder "fly-over" bridge. Michael Baker provided engineering services (field surveys, preliminary through final design, and certain construction phase services including public relations assistance) for the rehabilitation of the interchanges of Interstate 20 with both Interstate 55 and U.S. Highway 49 in Jackson, Mississippi. The total project will be built through a series of four separate construction contracts all designed by Michael Baker. Current project is "STACK III". The project was awarded The 2010 Grand Conceptor Award for Engineering Excellence presented by the ACEC-Mississippi.
08/22 - Ongoing	U.S. 82 Bypass CE&I Services, Leland, MS. MDOT. Engineering Manager. Responsible for Phase C reviews, when needed. Michael Baker acted as an extension of client staff to provide construction management for development of U.S. 81 from S.R. - 1 to Leland, Mississippi. Phase C Design included utility coordination, scheduling review, material testing, erosion control, traditional surveying, UAS surveying, traffic control, and public relations.
07/17 - 11/19	Woodrow Wilson Avenue Resurfacing, Jackson, MS. City of Jackson. Project Manager. Responsible for overall project management and design services including all coordination with the City of Jackson. Michael Baker provided engineering services for resurfacing of Woodrow Wilson Avenue from Mill Street to I-55. The project encompassed approximately 1.3 miles of four-lane divided highway and consisted of mill and overlay up to the end of the bridge over the CN railroad, including the frontage road; concrete repair/replacement for pavement beneath the asphalt pavement (where necessary); upgrades to traffic signalization at the State Street intersection and the West Street intersection; and drainage and sidewalk improvements. Michael Baker provided survey services, including Mobile LiDAR; performed a geotechnical investigation; and developed final contract plans, specifications, and estimates (PS&E).
10/17 - 07/22	U.S. 49 Florence to Scales Construction Engineering and Inspection, Rankin County, MS. Confidential Client. Technical Manager. Technical Manager. Responsible for the management of Phase C services. This includes review of all submittals from the contractor and answering all RFIs from the contractor. This also includes attending all meetings with the contractor. Michael Baker provided engineering services, including field surveys, preliminary through final design, construction phase services, and public relations support, for the construction of U.S. 49 from Florence to the Scales Area. Working as an extension of client staff, Michael Baker provided construction management, Phase C Design (RFI/submittals), utility coordination, scheduling review (Primavera P6), material testing, erosion control, surveying, traffic control, and public relations support, for the construction of U.S. 49 from Florence to the Scale Area.

03/95 - 06/96	U.S. Highway 49W Improvements, Yazoo County Line to Silver City, Humphreys County, MS. MDOT. Project Manager. Managed the design of a new 4-lane route (U.S. 49W). Work included complete field surveys, mapping, centerline soil profile, and complete roadway and bridge design for four lane access control facility. Michael Baker provided complete engineering services for upgrading approximately 9 miles of four-lane U.S. Highway 49W in Humphreys County, Mississippi. Project included four bridge sites.
02/96 - 12/99	S.R. 42 Widening Four-Lane Project between I-59 and Macedonia Road, Forrest County, MS. MDOT. Engineer. Responsible for structural design and preparation of drawings. Michael Baker provided complete engineering services for the four-laning of approximately ten miles of new State Route 42 between I-59 and Macedonia Road.
06/91 - 12/05	Shepherdstown Bridge, Jefferson County, WV, and Washington County, MD. West Virginia DOT. Structural Engineer. Responsible for assisting with design and development of preliminary and final bridge plans for the replacement of this historical bridge structure over the Potomac River in Shepherdstown, West Virginia. Michael Baker was selected by the West Virginia Division of Highways (WVDOT) to provide all environmental and engineering services for the replacement of the James Rumsey Bridge. The bridge is a historic structure of Wichert Truss design originally constructed in 1937. It is listed on the National Register of Historic Places. The James Rumsey Bridge carries WV Route 480 and MD Route 34 vehicular traffic over the Potomac River. The bridge currently has sidewalks on both sides that carry pedestrians and bicyclists. The bridge also crosses over the C&O Canal National Park and National Register listed C&O Canal on the Maryland side. The town of Shepherdstown, West Virginia lies on the west side of the bridge. The replacement of the bridge is necessitated by its rapidly deteriorating condition. The AASHTO LRFD Bridge Design Specifications were used for this bridge design.
09/19 - 03/21	S.R. 9 Bridge Replacements, Calhoun County, MS. MDOT. Technical Manager. Responsible for contract administration and project oversight. Michael Baker provided engineering and design services for final bridge construction plans for four bridge replacements: 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 S.R.9.
07/21 - 11/22	S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, MS. MDOT. Engineering Manager. Served as the Engineering Manager to oversee and manage overall aspects of this project. Michael Baker is providing engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.
09/10 - 09/11	Replacement of the S.R. 512 Bridge over the Chickasawhay River, Clarke County, MS. MDOT. Project Manager. Project Manager. Served as project manager for overall design and plan development. Michael Baker provided engineering services for the replacement of the S.R. 512 bridge over the Chickasawhay River. Michael Baker's services included a review of previous design plans, field survey, and the development of final construction plans. Also served as Technical Manager responsible for project oversight for this Phase C project, which included review of shop drawings for the replacement of the bridge.
04/97 - 12/02	Cowan-Lorraine Road Extension, Gulfport, Harrison County, MS. MDOT. Project Manager. Responsible for the design of a new 4-lane route extending from I-10 to SR 67 (8 miles). Work included complete field survey, roadway and bridge design including both prestressed concrete beam spans and a 492-foot long 3-span continuous steel plate girder high rise bridge. The roadway included a diamond interchange at S.R. 67. There were two hydraulic crossings one of which was a major crossing of the Biloxi River where navigational clearances were required. Bridges were also required for the grade crossing of the diamond interchange. Michael Baker provided complete environmental services in connection with this 8-mile project; a new 4-lane divided highway all on new location. Michael Baker also provided complete engineering services for the design of 4-laning eight (8) miles of Cowan-Lorraine Road Extension in Harrison County.
10/95 - 04/98	I-10 Widening, Harrison County, Mississippi, From Exit 28 to East of the Biloxi River Bridges, Harrison County, MS. MDOT. Engineer. Responsible for the design of the widening of the two I-10 bridges over Fritz Creek and Biloxi River. Michael Baker provided engineering services to add one additional lane each direction to I-10 from just east of the Wolf River to just east of the Biloxi River, approximately 12.6 miles. The project included widening 10 pairs of structures.
10/92 - 12/96	S.R. 26 Pearl River Bridge Replacement, Bogalusa, LA. MDOT. Project Manager. Responsible for overall project management. Produced structural design calculations and drawings for S.R. 26 bridge. Michael Baker provided engineering services for a 3,000-foot long bridge having a navigational span using Bulb-T girders and providing navigational clearances for future barge traffic.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Philip Walker, PE	Years of relevant experience with this employer	6
Title	Technical Director - Complex Bridges	Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization		MSCE/1991/Structural Engineering; BSCE/1990/Structural Engineering	
Active registration number / state / expiration date		PE No. 46394 / Louisiana / 9/30/2026	
Year registered	2022	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		MPR 3; Bridge Engineering (Lead)	



Philip's experience focuses on the evaluation, design, and construction of long span bridge structures, with a specialty in segmental concrete bridges. He has either managed, peer reviewed, load rated, or been responsible for the design of bridges ranging from short span top-down constructed structures to bridges crossing navigational channels with up to 650-foot spans. He has been responsible for structures ranging from segmental concrete bridges to either curved steel girder or steel truss structures. He is an instructor at USF for concrete bridges, instructor for the NHI Strut and Tie Concrete course.

- ✓ **Meets MPR 3:** LA PE (Civil) & Responsible Member of Firm with 15+ years in responsible charge of bridge design
- ✓ USF Instructor for Concrete Bridge
- ✓ Responsible Engineer for award-winning Marc Basnight Bridge in NC, and St. Croix River Crossing in MN
- ✓ Delivered 10+ Alternative Delivery Projects and 10+ Major River Crossings

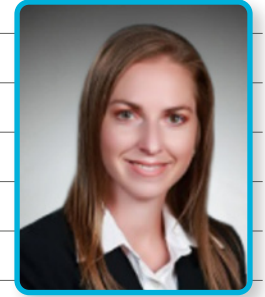
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/12 - 08/12 (Concept) 09/12 - 08/13 (Design) 09/13 - 06/17 (Construction)	St. Croix River Crossing Project, Stillwater, MN. Minnesota DOT. Structural Lead. Served as Structural Lead for the project and Technical Advisor for the Independent Design Check conducted on the six-span extradosed superstructure unit (600-foot spans) and was responsible for the design of 5,000 foot of the approach structure to the extradosed main spans. He developed all preliminary concepts and developed or reviewed/verified/approved all final design calculations of a team of 100 staff for the six approach units leading to the Extradosed Main Spans for this major cable-stayed bridge over the St. Croix River. The approach units consist of post-tensioned concrete box cross-sections constructed utilizing either the precast balanced cantilever erection techniques or cast-in-place on falsework approach. He provided to staff the geometry for all concrete material sizes and post-tensioning tendon configurations for both the bridge superstructure as well as the columns/foundations. Both the end and intermediate pier diaphragms of the cast-in-place superstructure units were transversely post-tensioned. The intermediate pier diaphragms required use of loop tendons. He guided preparation of the 1300 sheet construction plans. He was the contact between the design team and the owner both during design and construction. To accelerate construction of the project, plans for the river foundations went to bid within five months of the start of the project.
02/22 - 06/23 (est.)	I-40 Mississippi River Bridge Inspection, Memphis, TN. Arkansas DOT. Project Advisor. Michael Baker provided engineering services for the inspection of the I-40 Bridge over the Mississippi River. Michael Baker dedicated a strong team of experienced bridge engineers and inspectors to guarantee the highest quality of services to meet the goals of the client for this important undertaking of inspecting one of the most significant and heavily-traveled bridges in Arkansas. Serving as the prime consultant, Michael Baker provided pre-inspection planning and coordination, field inspection, and an inspection report. Michael Baker also provided a fracture-critical inspection of the main arch-truss spans on the I-40 Mississippi River Bridge in Memphis, Tennessee. Work included the above-deck elements, utilizing rope access inspection techniques, as well as UAS.
10/16 - 12/17	SR836/I-395 Design-Build Project Pursuit, Miami, Florida. Florida DOT. Structural Lead. Served as structural lead for the 11 bridges during the design-build pursuit on this project. This project included modification of the cross-slope on an existing spliced girder bridge using an overlay.
07/17 - 09/18	Links IV Project, Tampa, Florida Links IV Project, Tampa, Florida. Florida DOT. Structural Lead. Structural lead for the project containing 61 bridges. The interchange project updates the existing freeway connection between the airport and the I-275 corridor by incorporating a dedicated managed lane system. All effort is part of the FDOT TBNNext Initiative. The project requirements are for development of conceptual level structural plans for a future design-build project.

12/23 - 03/25	Dauphin Island Bridge Repair, Mobile County, Alabama. Alabama Department of Transportation. Team Member. Responsible for senior engineering and quality control. Served as the quality control reviewer for load rating of the segmental concrete box constructed units of the 17,814-foot-long bridge crossing an intracoastal waterway to Dauphin Island, Alabama. Work effort consisted of load rating four units constructed using the span-by-span erection technique as well as a single unit constructed using the balanced cantilever erection technique that contains a central 400-foot span across the navigational channel. At the owner's request, ratings were developed in accordance with LRFR Part B with modifications to reflect evaluation of a segmentally erected concrete superstructure. Operating ratings were developed for HS20, Military Loading, as well as several ALDOT posting vehicles. Although the bridge was in good condition, further refinement of evaluations was required in specific areas at the owner's request.
11/17 - 11/21	10th & 11th Avenue South Booker Creek Bridge, Pinellas County, Florida. Florida Department of Transportation - District 7 QA/QC. Responsible for plan and calculation review. Michael Baker prepared a complete set of construction contract documents including plans, specifications, supporting engineering analysis, calculations, and other technical documents for improvements to the 10th & 11th Avenue South Booker Creek Bridge. The purpose was to design the most economical approach to repair the existing two-cell, cast-in-place concrete box culvert under 10th Avenue South from its northwest end at Booker Creek to the intersection with 5th Street South (approximately 382 feet), as well as southward approximately 150 feet under 5th Street South, and to repair the existing three-to-five-cell portion of the same culvert under 5th Street South and 11th Avenue South. Improvements incidental to the culvert replacement work included road and sidewalk reconstruction and Americans with Disabilities Act (ADA) curb ramp upgrades.
08/11 - 01/12 (Bridge 3) 10/11 - 03/12 (Bridge 5) 03/11 - 07/11 (Bridge 6) 12/10 - 01/11 (Bridge 9/10)	Foothills Parkway Section 8E Design-Build Project, Blount County, TN. FHWA Eastern Federal Lands. Lead Engineer. Assisted in the superstructure design of four concrete box girders bridges cast-in-place on falsework. The bridges utilized external post-tensioning tendons. • Bridge 3. Lead engineer for the superstructure design of the single cell post-tensioned concrete box that was cast-in-place on falsework. The superstructure spanned 150 feet with a deck width of 37'-6". The bridge was constructed with a 4.6% cross-slope along an 8% profile. The bridge utilized external post-tensioning tendons. The foundations were supported on 7 5/8" diameter micropiles. • Bridge 5. Lead engineer for the superstructure design of the single cell post-tensioned concrete box that was cast-in-place on falsework. The two-span bridge had a total length of 336'-5". The superstructure maximum span was 164 feet with a deck width of 37'-6". The bridge was located centered on a reverse curve with cross-slopes incorporating spiral curve requirements. The bridge utilized external post-tensioning tendons. The foundations were supported on spread footings. • Bridge 6. Lead engineer for the superstructure design of the single cell post-tensioned concrete box that was cast-in-place on falsework. The superstructure spanned 206'-6" with a deck width of 37'-6". The bridge was constructed with a 4.2% cross-slope along a 7.7% profile. The bridge utilized external post-tensioning tendons. The foundations were supported on spread footings. • Bridge 9/10. Lead engineer for the Load Rating of two balanced cantilever erected segmental concrete box girder bridges (Bridge 9 and Bridge 10) constructed on a section of the parkway leading to the construction project. Load rating of the structure for design, various legal loading conditions, and various loading conditions was required.
05/10 - 09/10	Lee Roy Selmon/I-4 Crosstown Connector Independent Design Review, Tampa, FL. Florida DOT. Owner's Representative. Responsible for independent peer review of both the superstructure and substructure for the multi-level interchange as part of the team's General Engineering Contract with the district. The independent calculation development focused on various bridges being constructed with the balanced cantilever erection method utilizing both ground-based cranes and specialized segment lifters. All units reviewed were curved with a minimum radius of 750 feet.
03/22 - Ongoing	S.R. 60 Tampa International Airport (TPA) Interchange Design-Build, Hillsborough County, Florida. Florida DOT. Design Reviewer. Michael Baker is providing design-build roadway improvements to the S.R. 60 Westbound roadway facilities including mainlines, collector-distributor (CD) roads, and ramps. The project includes widening, reconstruction, new construction, and milling/resurfacing of the S.R. 60 Westbound and Veterans Expressway Northbound (S.R. 589), CD roadways, and associated ramps. The Michael Baker team is overseeing additions and modifications to the existing roadway facility to enhance safety, add capacity, improve mobility, and meet all project requirements and commitments.

16. Staff Experience:

Firm employed by		Ardaman & Associates, Inc.		
Name	Megan Bourgeois, PE		Years of relevant experience with this employer	18
Title	Project Engineer / Assistant Branch Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering		
Active registration number / state / expiration date		PE No. 36725 / Louisiana / 03/31/2026		
Year registered	2011	Discipline	Civil	
Contract role(s) / brief description of responsibilities		MPR 16 & 17; Geotechnical Engineering & Analysis (Lead)		
Ms. Bourgeois has more than 18 years of experience with countless types of foundation design including shallow foundations, embankment settlement analysis, pile and drilled shaft foundation analysis, LRFD design, slope stability (embankment and excavation) and pump stations. She also has extensive experience with geotechnical instrumentation, installation and monitoring, and construction phase testing and laboratory management. She has managed numerous geotechnical investigations and design evaluations, managed laboratory testing programs, while also serving as Ardaman’s program manager for many DOTD projects for bridges and roadways throughout Louisiana. Ms. Bourgeois also serves as the director of our geotechnical engineering laboratory in Baton Rouge. In this role, she supervises the laboratory manager, oversees testing, provides guidance to laboratory staff, and ensures appropriate protocol is followed and deadlines are met in addition to providing training material and maintaining all laboratory certifications, including AMRL, CCRL, DEQ & USACE. ✓ Meets MPR 16 & 17: LA PE with 15+ years in geotechnical design of major foundational elements for major river-crossing bridges and in LA soils ✓ Brings unparalleled knowledge of site geotechnical issues, having led the geotechnical investigation of the I-20 Bridge at Vicksburg for the past 15 years ✓ Extensive experience on Mississippi River crossings at Vicksburg, Baton Rouge, and also the Calcasieu river ✓ 18+ years of geotechnical work for DOTD				
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).		
10/09 - Ongoing		I-20 Mississippi River Bridge Review, Vicksburg, MS. DOTD. Project Manager. Manages this multi-million dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. She managed a highly technical team including academia, experts, including internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. The specialized testing, she personally performed or managed included x-ray diffraction, x-ray scanning of unextruded samples to identify existing shearing planes and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, Ms. Bourgeois performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report.		
01/23 - Ongoing		MRB South GBR: LA 1 to LA 30 Connector. DOTD. Project Engineer. The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted		





07/21 - 01/22	I-10 Calcasieu River Bridge, Calcasieu Parish, LA. DOTD. Project Manager. Managed all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 geophysical survey transects. A majority of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Ms. Bourgeois also managed and oversaw the laboratory testing program and processing and analyzing of the ECPT and ER data. She also assisted with development of a geotechnical database and preparation and submittal of a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges
02/20 - Ongoing	Design Support Services, LA 23, Belle Chasse Bridge and Tunnel, Plaquemine Parish, LA. DOTD. Project Engineer/Laboratory Director. Ardaman's scope consists of review and acceptance of all geotechnical services including technical design reports, field documentation, drawings, and RFI's. In addition, Ardaman performs acceptance verification sampling and testing during the construction for soils and concrete. Ms. Bourgeois assisted in review and acceptance of geotechnical services as well served as quality control and review of all acceptance verification sampling and testing during construction.
05/06 - 12/11	LA 1 - Phases 1 & 2, Lafourche Parish, LA. DOTD. Assistant Project Engineer. This project is the second phase of the 17-mile elevated highway spanning from Golden Meadow to Fourchon. Ms. Bourgeois directed the laboratory testing program to ensure strict adherence to DOTD standards and managed the drilling operations which included deep borings and CPT soundings in the coastal marshes via airboat-mounted equipment. She oversaw the completion of over 70 soil boring logs and evaluated and presented approximately 300 CPT sounding logs for use in design of pile foundations.
07/21 - Ongoing	I-10: LA 415 to Essen Lane on I-10 and I-12 (CMAR), Baton Rouge Parish, LA. DOTD. Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soilstructure interaction with existing structures and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.
10/18 - 06/21	Chef Menteur Pass Bridge and Approach, Orleans Parish, LA. DOTD. Project Manager. Managed and oversaw all aspects of an extensive field investigation program which included 37 deep soil borings, including borings to depths of over 200 feet in over 80 feet of high flow water. Ms. Bourgeois also managed a laboratory testing program to provide geotechnical characterization data for use in design of deep foundations and embankments, oversaw the field resistivity (geophysical survey) testing program, and developed the data report.
04/21 - Ongoing	Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, LA. DOTD. Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, over various size rivers and creeks.
2014 - 2015	Iatt and Nantachie Lake Dams Evaluation and Remediation, Grant Parish, LA. DOTD. Project Manager. Served as project manager for the project that included a geotechnical engineering evaluation of the earthen dams for two lakes in Grant Parish for slope stability issues. Study included initial site reconnaissance, review of available design, construction, inspection and repair documents, collection of additional field and laboratory data and engineering analyses to develop recommendations for repairs and long-term geotechnical performance monitoring.

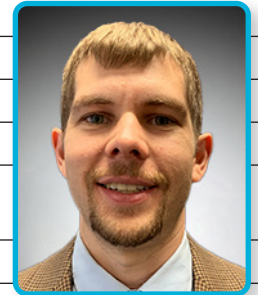
OTHER MPR STAFF

**ADDITIONAL STAFF FULFILLING
MINIMUM PERSONNEL REQUIREMENTS**

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Brandon Pitre, PE, PTOE, RSP			Years of relevant experience with this employer	5
Title	Transportation Engineer / Project Manager			Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MSCE / 2012 / Civil Engineering; BSCE / 2010 / Civil Engineering			
Active registration number / state / expiration date		PE No. 40975 / Louisiana / exp. 03/31/2027; Traffic Engineering Analysis Process & Report Modules 1-3; Roadway Safety Professional 1 / 12/2025; PTOE No. 5756 / 07/09/2027			
Year registered	2016	Discipline	PE (Civil)		
Contract role(s) / brief description of responsibilities		MPR 22; Roadway Engineering (Louisiana)			
Brandon is a transportation engineer with experience in conceptual and geometric design for a variety of roadway projects. He has worked in the public sector at DOTD in the Construction and Road Design Sections before working as an engineering consultant. His professional experience as a transportation engineer includes roadway geometric design and construction plan development using Bentley Microstation, InRoads, and Openroads Designer, as well as project management and construction engineering experience. His experience also includes roadway hydraulics design on a variety of projects, technical report writing, and pavement design.				✓ Meets MPR 22: LA PE with 12+ years designing Louisiana roadways ✓ Experience on numerous DOTD and MDOT roadway projects ✓ Certified Roadway Safety Professional ✓ Trained in TEPR Modules 1-3	
Experience dates (mm/yy-mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/22 - Ongoing		LA 30: EBR PL - I-10, East Baton Rouge Parish, LA. DOTD. Transportation Engineer. Responsible for roadway geometrics and developing the Line and Grade drawings for several alternatives based on intersection improvements recommended by the traffic engineering subconsultant. Project is a major environmental study to widen the existing 14-mile long segment of LA 30 from two lanes to at least four lanes. Duties will include developing typical sections and geometric corridor alternatives along with a staging concept plan and construction cost matrix from the various alternatives.			
11/21 - Ongoing		US 371: KCS RR Overpasses HBI, Webster Parish, LA. DOTD. Project Manager & Transportation Engineer. Serving as Project Manager and 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.			
08/22 - Ongoing		Barksdale AFB Entrance Road and Gate Complex, Design-Build, Bossier Parish, LA. NAVFAC. Transportation Engineer. 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. Responsible for the development of the 3D roadway design model for the project as well as overseeing the delivery of the construction plans.			
10/21 - Ongoing		New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Transportation Engineer. 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.			
10/16 - 01/17		I-12 Widening, LA 21 to US 190, Covington, LA. DOTD. Transportation Engineer. Responsible for developing the typical roadway section sheets of the mainlines, exit ramps, and surface streets for a 6-mile-long interstate widening project, performing the hydraulics analysis and design to appropriately size the cross drains, and creating the existing and proposed drainage map sheets in the preliminary construction plans.			





03/22 - Ongoing	New Orleans Rail Gateway - Avondale PEL Study, Jefferson Parish, LA. DOTD. Transportation Engineer. Responsible for creating various grade-separated railroad crossings in order to increase safety at the existing at-grade railroad crossings by eliminating the at-grade crossings while also greatly reducing the traffic delays in this area when trains are passing. Duties include creating typical roadway and bridge sections as well as creating new horizontal and vertical alignments for the Parish roads which cross the railroad tracks. 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. 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.
10/21 - Ongoing	New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, LA. DOTD. Transportation Engineer. Responsible for review of a new proposed horizontal and vertical alignment developed by another design engineering firm. Duties included review for conformance to local Parish criteria as well as railroad-specific clearance requirements. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90).
01/18 - 03/19	I-10 IMR and IJR's (Traffic Engineering Retainer), Ascension Parish, LA. DOTD. Roadway Design Engineer. Responsible for field collection of travel time traffic data, development of line diagrams of proposed interchange configurations for three locations, and generation of preliminary cost estimates for each interchange type. The line diagrams were created over aerial imagery in order to determine the potential impacts to adjacent properties due to the proposed construction footprint. After this was completed, an overall matrix was developed to compare the various interchange configurations, anticipated right-of-way and property impacts, and the estimated construction cost of the interchange configurations. After the matrix was completed, the design team made recommendations to the client as to which configuration was most suitable for each location based on projected future traffic volumes while considering the impacts and construction costs.
10/22 - Ongoing	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - District 07, Louisiana. DOTD, District 07. Project Manager. Responsible for the development of construction plans for 12 Off-System Bridge replacement locations for the five parishes in District 07. Also responsible for coordination with subconsultants for the services of topographic surveys, Right-of-Way mapping, geotechnical investigations, and hydraulic support. This project program requires Michael Baker to deliver 12 bridge replacements within the \$30.3 million dollars with allocated for District 07. DOTD issued NTP for additional services in May 2023.
08/23 - Ongoing	SR 15 Pontotoc Feasibility Study. MDOT. Roadway Design Engineer. Michael Baker is providing traffic analysis, safety analysis, and access management evaluation to identify solutions that will determine the needs for widening of SR 15 from US 278/MS 6 to SR 41/Main Street in Pontotoc, Mississippi to a four-lane boulevard section. The corridor is currently a mix of two-lane, three-lane (with center turn lane), and five-lane (with a center turn lane) sections. The Feasibility study includes desktop and field data collection, traffic analysis, safety analysis, environmental and planning analysis, conceptual traffic engineering, development and high-level design including two build concepts for 26 intersections along the road. It also includes planning level cost estimates, as well as agency and public coordination.
10/23 - Ongoing	SR 25 - Grants Ferry to SR 471. MDOT. Roadway Design Lead. Responsible for conceptual layout and design of three single-lane roundabouts located at the Spillway Rd / SR 471 intersection and the SR 25 ramp terminals located at SR 471. This involves establishing new horizontal and vertical alignments for the SR 25 ramps and Spillway Rd. Other duties included generating AutoTURN movements to provide sufficient roundabout geometry as well as producing accompanying speed profile reports to ensure that the proposed geometry does not allow high speed movements through the roundabout in accordance with the latest NCHRP guidance and MDOT standards. <i>Our team is designing this project to the latest MDOT standards and criteria</i> and use the latest version of Open Roads Designer. All unsignalized crossovers will be converted to directional crossovers.
11/15 - 06/17	Francis Road Extension, Covington, LA. St. Tammany Parish. Transportation Engineer. Assisted in design and construction plan production of a two-lane asphalt roadway extension project to improve connectivity between local subdivisions and a recreational facility. Conducted drainage analysis to compare pre- and post-development drainage design and to determine required culvert sizing for new, required cross drain, and nearby roadside drainage structures. Also responsible for drafting different horizontal alignments and vertical profiles to present different alternatives in the assemblance of the construction plans for the client.

16. Staff Experience:

<i>Firm employed by</i>	Neel-Schaffer, Inc.		
<i>Name</i>	Dishili Young, PE, PTOE	<i>Years of relevant experience with this employer</i>	6
<i>Title</i>	Vice President / Engineering Manager	<i>Years of relevant experience with other employer(s)</i>	25
<i>Degree(s) / Years / Specialization</i>	BS / 2002 / Civil Engineering; MS / 2018 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	PE No. 33723 / LA / 09/30/2026		
<i>Year registered</i>	2008	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	MPR 22: Roadway Engineering (Louisiana)		



Ms. Young offers 31 experience which includes program management, engineering management, project management and engineering design. Her experience includes the management and design of interstate design-build projects, interstate design-bid-build projects, including roundabout interchanges, road design projects, including multilane roundabouts, drainage projects, H&H Studies, environmental studies and feasibility studies.

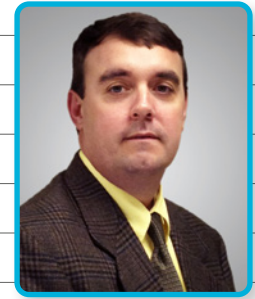
- ✓ **Meets MPR 22:** LA PE with 16+ years designing Louisiana roadways
- ✓ Project Manager and Lead Engineer on large-Scale Design-Build Projects
- ✓ Interstate Project Experience

<i>Experience dates (mm/yy-mm/yy)</i>	<i>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>
03/23 – Present	IDIQ for road design projects - this contract includes three separate Task Order projects which include traffic services, road design, preliminary and final plan development. The projects include pavement preservation, constructing new roads, extend existing roads, construction of roundabouts, turn lanes and drainage improvements US 90: Roundabout a LA 101 (Calcasieu) (SPN. H.015226). Project Manager and Design Services. This project includes the design for a roundabout with high-speed approaches. The design avoids impacts to a gas station, and other development at the intersection. It includes minimum right of way taking and detention pond design. LA 621: Realignment @ LA 73 (Ascension) (SPN. H.014366); Project Manager and Design Services. This project will widening LA 73 and realign LA 621 to near its existing intersection with LA 73 to relieve congestion and improve safety. This project includes the design of a multilane roundabout to provide connectivity for local roadways, traffic analysis, Transportation Management Plan, and 1 mile of mill and overlay for LA 621. LA 16: N 2nd Street to LA 445 (Tangipahoa Parish) SPN. H.009425.5; Project Manager and Design Services. Project includes the mill and overlay of LA 16 from N 2nd Street to east of Duncan Avenue, the in-place base rehabilitation and overlay of LA 16 from east of Duncan Avenue to LA 445. The scope of work will also include the hydraulic analysis and development of construction plans for the rehabilitation of the existing subsurface drainage system to improve drainage along LA 16 from US 51 to approximately 1000' east of Duncan Avenue. LA 182: US 90 – Greenwood St. Overpass SPN. H.016158. Project Manager and Design Services. This project includes pavement rehabilitation along LA 182 from WB Exit Ramp to Greenwood St. Overpass, in Morgan City, LA. The work includes pavement patching, mill and overlay, roadway reinforcing mesh, curb ramps and guard rail.
04/23 – Present	Jimmie Davis Design Build. Project Manager. This project will construct a new 4-lane bridge over the Red River, convert LA 511 from a five-lane roadway to a 4-lane median divided roadway with turn lanes, and construct full-access interchange connections with LA 511 at both Arthur Ray Teague Parkway and Clyde Fant Memorial Parkway. She assisted with design-related tasks. Managed the roadway drainage design, and managed the scour analysis, attends team technical meetings and meetings with DOTD. Provided QA/QC. She also assisted with the proposal preparation, attended one-on-one meetings, and assisted with the technical writing for the proposal.
01/20 – Present	I-20: LA 544 Overpass Replacement. Project Manager. Managing the preliminary and final design services for this project. This project will replace the LA 544 Overpass diamond interchange with a diamond roundabout interchange. The project includes a new bridge over I-20 with sidewalks and four multilane roundabouts within a roundabout interchange with two roundabouts on a 3% longitudinal grade & partially on bridge. Includes a level 2 TMP.

4/18 – Present	I-49 South at Verot School Road. Project Manager. Managing the design services for the interstate design and service road design (drainage, preliminary and final road design and TMP). This project which will construct 2.4 miles of mainline freeway, bridges and an interchange at the intersection of I-49 South/US 90 and Verot School Road. This project includes the design of a major bridge crossing at Verot Rd. and I-49 and a roundabout at the relocated intersection of Verot Rd and South Collage Rd. Neel-Schaffer (NSI) is serving as the subconsultant for this project. NSI is designing the interstate mainline and frontage roadways, as well as, designing the drainage along these corridors. NSI is also completing the traffic design and level 3 TMP. Includes a multilane roundabout.
09/18 – 12/18	I-20 at 220 Interchange Improvement & BAFB Design-Build Project. Project Manager. Included preliminary plan development for completing the existing partial interchange by adding a new flyover ramp, cloverleaf ramp, modifying existing ramps, and providing a new arterial roadway with a new bridge over the Kansas City Southern railroad
08/17 – 03/19	Juban Road Widening. Engineer of Record. Served as the engineer of record and managed the completion of the roadway and drainage design services for this project which will widen LA 1026 (Juban Rd.), construct three multilane roundabouts and two new frontage access roadways, with storm drainage sewer systems.
08/17 – Present	Mandeville Bypass, Mandeville, LA. Project Manager. This project will provide a new 3 Mile median divided roadway with integral bike path connecting LA 1088 near its interchange with I-12 and US 190 near Fontainebleau Park. It will construct five roundabouts and multiple entrances to Pelican Park. Ms. Young is managing the roadway design services. Includes multiple multilane roundabouts. This project is in construction.
02/10 – 12/11	I-10 Widening Design-Build Siegen Ln. (LA Hwy 3246) to Highland Rd. (LA Hwy 74). DOTD. Engineer. Served as Engineer and managed portions of the civil design for this project. This project involved the widening of I-10 from four lanes to six, bridge reconstruction (I-10 over Wards Creek and I-10 over KCS Bridge), and drainage improvements along the corridor. In addition to assisting with the roadway design, Ms. Young completed the H&H analysis and scour analysis for the Wards Creek Bridge. She also assisted with the drainage design along the interstate corridor. This project is in construction and NSI is providing Construction Admin. Services.
01/09 – 11/11	I-12 Widening Design-Build (O'Neal Ln. to Pete's Hwy). Engineer. Served as Engineer for this project which involved the widening of I-12 and bridge reconstruction (I-12 over Amite River (two bridges) and I-12 over O'Neal Lane (two bridges)). In addition to assisting with the roadway design, Ms. Young assisted with the scour analysis and H&H analysis at the Amite River as well as the drainage design along the interstate corridor.

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.	
Name	Raymond Kyle Eidson, PE		Years of relevant experience with this employer
Title	Engineer IV		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1995 / Civil Engineering	
Active registration number / state / expiration date		PE No. 15139 / MS / 12/31/2025; PE No. 35011 / LA / 03/31/2026	
Year registered	2001 (MS); 2009 (LA)	Discipline	Civil
Contract role(s) / brief description of responsibilities		MPR 23: Roadway Engineering (Mississippi)	
Mr. Eidson joined Neel-Schaffer's Transportation Department in 2004 and has over 30 years of experience on various transportation design projects. His work includes all aspects of road and bridge inspection, surveying and contract documentation. Since joining Neel-Schaffer, Mr. Eidson has been responsible for developing preliminary and final plans for many MDOT projects. Mr. Eidson is proficient in the use of Microstation, Geopak, and Microsoft Excel.			✓ Meets MPR 23: MS PE with 18+ years designing Mississippi roadways ✓ Roadway design experience at the I-20 Vicksburg bridge ✓ Joining experience with DOTD and MDOT projects
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).		
04/07 - 05/13	I-20 Reconstruction Environmental Assessment, Vicksburg, MS. Roadway Designer. Neel-Schaffer prepared an environmental assessment for improvements to approximately six miles of I-20 in and near Vicksburg, between the Mississippi River Bridge and the US 61 North/SR 27 Interchange. Documentation for the EA was prepared in accordance with the policies and procedures of MDOT, the National Environmental Policy Act (NEPA), and the Federal Highway Administration (FHWA). The EA was approved by the FHWA, which issued a Finding of No Significant Impact in May 2013.		
10/08 - 01/11	I-20 Bridge Replacement over US 51, Jackson, MS. Lead Roadway Designer. Neel-Schaffer was selected by MDOT to prepare roadway and bridge plans for a new westbound bridge on I-20 over US 51 in Jackson. The plans included bridge shoring plans and a new temporary exit ramp onto Gallatin Street. The shoring plan was intended to be a temporary fix until a permanent bridge could be designed and constructed to replace the existing bridge that had structural deficiencies. The project also required Neel-Schaffer to incorporate a set of emergency detour plans, including interstate signing in the event that US 51 was required to close due to the deterioration of the particular bridge.		
10/21 - 11/22	US 72 @ SR 7 Multilane Roundabout Construction Plans Benton County, MS: Lead Roadway Designer. Responsible for the construction plans for the multilane roundabout at US 72 @ SR 7 in Benton County, MS, several critical features are essential for successful implementation. Firstly, the roundabout will be situated on a rural high-speed four-lane highway, highlighting the need for efficient traffic flow and safety. Secondly, multiple chicanes will be used on the approaches to the four-lane highway to reduce speeds and improve safety for drivers. In addition, the plans include the use of overhead signs and radar speed signs to increase driver awareness and reduce speeds, enhancing overall safety. The construction process will include restrictions on the crossover to prevent crossing maneuvers and ensure safety. Furthermore, right turns only will be utilized for traffic control during construction, with u-turns required for crossing and left turns from the crossing route. The final roundabout will include channelized right turns to improve truck maneuvers without increasing roundabout turning movements. This design feature is crucial to accommodate large vehicles that may have difficulty navigating roundabouts while being able to reduce car speeds.		
01/12 - 08/12	Design-Build I-20 Bridge Widening, Newton County, MS. Roadway Designer. MDOT selected Neel-Schaffer and design-build partner Key Constructors for the widening of nine bridges at five sites along I-20. The primary work included span jacking, widening the bridges to include 12-foot outside shoulders and six-foot inside shoulders, and the reconstruction of all deck joints. To keep traffic flow open on I-20, Neel-Schaffer and Key developed a technical solution, a construction management work plan, a quality management plan and a condensed schedule in order to produce the best value proposal. All bridges were hydraulic crossings, except one that was a grade separation. Three traffic control phases of were utilized.		



05/16 - 12/17	SR 12, Starkville, MS: Lead Roadway Designer. The existing five-lane roadway was converted to a raised median with specifically designated access points. The project included replacement of all signals along the corridor, and adding ITS elements for interconnecting signals and cameras. Radius improvements were made at select intersections for improved mobility. Both ROW and construction plans were completed for two projects along the corridor in order to reduce impacts during the fall and spring semesters at Mississippi State University.
05/19 - 02/10	SR 463, Grandview to Main Street, Madison, MS. Lead Roadway Designer. Mr. Eidson immediately grasped the importance to both the City and MDOT of completing this final link of the SR 463 corridor. Due to the fact that the biggest portion of this project was the bridge over the railroad, Mr. Eidson's bridge construction experience led greatly to an effective partnership with the bridge design staff and resulted in the development of a high quality set of plans that had no significant issues during the construction phase on this complicated project.
03/15 - 01/16	Widening of I-55 from Byram to McDowell, Hinds County, MS. Lead Roadway Designer. In early 2015, Mr. Eidson led Neel-Schaffer's efforts in plan preparation for an interim project intended to complete an unfinished phase of a terminated construction contract that allowed traffic to be shifted into a more desirable traffic pattern. The necessary field survey and final plans were prepared within the condensed five-week deadline established by MDOT, which allowed for the interim project to be advertised and awarded by MDOT in an expedited manner. This effort required an extensive amount of coordination within both Neel-Schaffer and MDOT due to the aggressive schedule. Neel-Schaffer later also prepared plans for the completion of the ultimate improvements that are currently under construction. The ultimate project included roadway design, retaining wall design, traffic signals, roadway lighting and ITS elements. MDOT and Neel-Schaffer examined the contents of the plans on the initial construction project and necessary improvements, and determined the plan requirements for the final construction project. Some of the major changes in project approach included modifications to the hydraulic structures. The scheduled construction completion for this project is 2018. The extreme high priority of this work was recognized by all parties involved, and illustrated the capabilities of Neel-Schaffer and MDOT working together with a common goal.
11/18 - 11/19	MDOT SR 76 Roadway Design, Itawamba County, MS. Lead Roadway Designer. Neel-Schaffer was selected by MDOT to develop construction plans for a new 8.3-mile, four-lane divided arterial highway in Itawamba County. The \$96 million project to construct a new section of Mississippi State Route 76 will provide a connection from the Toyota Mississippi plant in Blue Springs to SR 25 in Itawamba County, completing a regional freight corridor that will link Toyota Mississippi with the Toyota-Mazda plant under construction in Huntsville, AL. The 8.3-mile addition marks the last stretch between the auto plants that is not four-laned. The project consists of over 9.1 miles of roadway and bridge after the local roads are included in the project totals. The project includes four bridges, totaling 0.313 miles in length, two double-barrel box bridges, four box culverts, and over 11,100 LF of drainpipe to properly convey the stormwater that travels through the area. Estimated earthwork quantities account for over 4.4 million cubic yards, while only 360,000 of unsuitable material must be removed. Over 151,000 tons of asphalt will be placed on top of 844,000 square yards of treated subbase. In addition to pavement marking, new signing will be constructed to trailblaze the path from Red Bay, AL, to Fulton, MS, and I-22/US 78. Neel-Schaffer completed the design plans in June 2019 and construction began in Spring 2020.
10/12 - 10/18	I-269, DeSoto & Marshall Counties, MS. Lead Roadway Designer. Developed right-of-way plans and construction plans on the grading projects, and later the construction plans on the paving project. His experience and knowledge was critical in developing the complex layout of the full cloverleaf interchange at the intersection of I-269 and US 78/I-22, where four parallel C/D roads were needed in order to facilitate an acceptable level of service for all movements. Mr. Eidson was also deeply involved in the later phase of plan development, when MDOT elected to split the grading into three individual projects very late in the preconstruction phase.

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.		
Name	Thomas Murphy, PhD, PE, SE		Years of relevant experience with this employer	25
Title	Senior Vice President		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		PhD / 2000 / Civil Engineering; MS / 1995 /Civil Engineering; BS / 1994 / Civil Engineering		
Active registration number / state / expiration date		PE No. 45353 / Louisiana / 09/30/2025; SE No. 1125 / Georgia / 12/31/2025		
Year registered	2021 (LA)	Discipline	Civil, Structural	
Contract role(s) / brief description of responsibilities		MPR 14 & 15; Bridge Engineering (Rehabilitation)		





Dr. Murphy is a Senior Vice President and the Chief Technical Officer of the firm. He leads the National Bridge Group and holds a PhD in civil engineering from the University of Michigan and is a registered Professional Engineer in over 30 States. His professional experience encompasses the analysis, design, detailing, and rehabilitation of a variety of bridges including cable-stayed, suspension, arch, truss, and girder bridges with special emphasis on seismic analysis and design. He is the Engineer of Record of two arch bridges crossing the Mississippi. Clients rely on Dr. Murphy to apply his exceptionally diverse background in bridge design, analysis, research and specification development, and failure investigation to each new project.

- ✓ **Meets MPR 14:** LA PE with 25+ years designing bridges over major rivers, including the Mississippi, Monongahela, and Payette Rivers
- ✓ **Meets MPR 15:** LA PE with 25+ years designing complex bridges, including the I-70 cable-stayed bridge over the Mississippi River and the Monongahela River Bridge
- ✓ AASHTO LRFD Research

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).
09/00 – 01/05	I-70 Bridge, St Louis, MO. Illinois DOT and Missouri DOT. Project Manager. To alleviate traffic crossing the Mississippi River in St. Louis, the clients sought solutions to relocate I-70 and I-64. M&M was selected to work closely with the DOTs on an aggressive public involvement campaign to evaluate numerous alignment and structure alternatives. The firm prepared a detailed bridge type study to evaluate each of the six designs, including performance, affordability, aesthetics, and public input. The DOTs ultimately selected an innovative cable-stayed bridge alternative. M&M then performed preliminary and final bridge design services for the new structure. Four traffic lanes plus two shoulders in each direction would carry the relocated roadway across the river. With a width of 222', it would be the widest cable-stayed bridge in North America. Our design included several innovations: two single-pylon towers inclined nine degrees from the river that eliminated obstructions to river traffic; a main channel span of 2,000'; and three planes of cables. To eliminate the potential vessel impacts and satisfy the need for a signature bridge, the structure would span the width of the river with no piers in the water. Equally important was redistributing stresses caused by a seismic event due to its location within the New Madrid Seismic Zone. The M&M design successfully met the client's needs for this project. However, due to funding changes and restrictions on client spending, our cable-stayed bridge design was not constructed. Dr. Murphy performed analyses of the global bridge structure for traffic and seismic loadings, as well as one of the first three-dimensional nonlinear construction stage analyses ever performed on a bridge of this size. He also performed detailed finite element modeling of various critical details including those details required for structural hardening to enhance bridge security.
09/16 – 05/22	I-74 Mississippi River Bridges, Bettendorf, IA. Iowa DOT. Engineer-of-Record. Dr. Murphy is the Engineer of Record for the arch superstructure of both bridges and has been involved in all aspects of the design and construction support services including stability evaluations, aerodynamic mitigation measures, security studies, seismic analysis, erection analysis, and specification development. The award-winning I-74 bridges consist of dual, 800' span basket handle true arch bridges that span the Mississippi in the Quad Cities area. M&M, as part of the Alfred Benesch team, designed both 800-foot span arch superstructures. Several bicycle and pedestrian facilities are included in the project area, including a multi-use path along the I-74 Bridge and connections to existing local paths in both Bettendorf and Moline.

12/11 – Ongoing	Hawk Falls Bridge Replacement, Carbon County, PA. <i>Pennsylvania Turnpike Commission.</i> Project Manager & Engineer-of-Record. Dr. Murphy is the Engineer of Record for the arch bridge and Project Manager for the entire team and is leading the development of the arch design for this \$75M project. This included initial structural arrangement and span layout, preliminary stability and moment magnification studies, and constructability reviews. He also facilitated coordination with multiple agencies\stakeholders. The existing Hawk Falls Bridge on the Pennsylvania Turnpike is a 738'-long, three-span deck truss bridge with a deck I-beam approach span. Another bridge located directly to the north of the Hawk Falls Bridge, is a 111'-long three-span overpass bridge crossing PA State Route 534. Both are located within Hickory Run State Park. The Turnpike desired to have both bridges widened and upgraded to allow for future widening to a six-lane mainline section. To accomplish this, M&M determined that replacing both structures was the most cost-effective and efficient option. A new three rib, 480'-long span steel arch and a new 151'-long, single span bridge are currently in construction, and will replace the existing structures.
02/05-08/09 01/16-07/16	Monongahela River Bridge Design, Pittsburgh, PA. <i>Pennsylvania Turnpike Commission.</i> Project Manager. Dr. Murphy, serving as Project Manager, is assisting in the management, design, and complex analysis for all structural aspects of the cable stayed bridge (span layout studies, bridge type studies, and TS&L preparation). His responsibilities also include monitoring of scope, schedule, budget, and subconsultant coordination. This new bridge design project is part of the 24-mile-long Mon/Fayette Allegheny Expressway. The Monongahela River Bridge is a mainline structure which will span the former U.S. Steel Duquesne Works, several railroad tracks, and the Monongahela River, touching down in North Versailles Township. The new bridge is expected to be a three-span structure with a main span of approximately 1,100' and back spans of approximately 600'. He developed span layout and tower designs for the cable-stayed bridge. Utilized cable design procedures developed on past M&M cable stayed bridge designs to directly account for the expected variations in cable forces arising from construction practices and balancing of geometry and force targets.
03/07 – Ongoing	AASHTO LRFD Specifications Support, Washington, DC. <i>AASHTO.</i> Principal Investigator. Overseeing all aspects of this project. M&M continues its support of AASHTO with this yearly maintenance agreement consisting of providing technical assistance in implementing, revising, and refining the LRFD specifications.
12/21 – 02/24	AASHTO LRFD Guide Specification for Structural Design with Ultra-High-Performance Concrete (UHPC), Washington, DC. <i>AASHTO.</i> Principal Investigator. AASHTO tasked Modjeski and Masters, Inc. with developing a Guide Specification for the design of structural concrete with UHPC. M&M, along with consultants Dr. Bayrak and Dr. Russo, reviewed proposed design provisions developed by FHWA and PCI, sorted through technical issues and developed a ballot item for the AASHTO Technical Committee on Concrete (former T-10 committee). Dr. Murphy is the Principal Investigator and Project Manager for this work and is overseeing all aspects of this project. AASHTO reviewed and approved the proposed Guide Specification in 2023.
08/22-10/23 02/24 – Ongoing	Rainbow Bridge Replacement, Boise ID. <i>Idaho DOT.</i> Project Principal. The existing bridge is a spandrel concrete arch crossing the Payette River north of Boise that was constructed in the 1930s. Due to geometric and structural conditions on the bridge a new structure will be constructed on a parallel alignment immediately north of the existing structure. Several concepts are under consideration, including concrete and steel arches as well as a steel girder structure. Challenges include the very steep, rocky slopes on either side of the canyon severely limiting available alignment options and requiring tiered tied back retaining walls to maintain slope stability, as well as the relative inaccessibility of the area which limits the size and weight of equipment and materials that can be delivered to the site. Modjeski and Masters is the Prime Consultant on the project, and performing the structural design of the new structure. Dr. Murphy is the Project Principal and is guiding the development of design alternatives.
11/16 – 08/19	NCHRP 12-108 Guide Specification for Service Life Design of Highway Bridges, Washington, DC. <i>National Academy of Sciences.</i> Principal Investigator. Dr. Murphy was the Principal Investigator and Project Manager for the development of the recently adopted AASHTO Guide Specification for Service Life Design of Highway Bridges. He led the research team that developed the AASHTO Specifications implementing service-life design, including probabilistically calibrated deemed-to-satisfy provisions for concrete durability.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Jason Stith, PhD, PE, SE		Years of relevant experience with this employer	14
Title	Structural Engineer		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		PhD / 2010 / Civil Engineering / Structural Engineering; MBA / 2005 / University of Kentucky / Business Administration; MSCE / 2005 / Civil Engineering; BSCE / 2004 / Civil Engineering		
Active registration number / state / expiration date		PE No. 50186 / Louisiana / 09/30/2025; PE No. 28365/ Kentucky / 06/2026; SE No. 31863 / Oklahoma / 02/28/2027		
Year registered	2011	Discipline	Civil, Structural	
Contract role(s) / brief description of responsibilities		MPR 20; Bridge Engineering (Replacement); Environmental Analysis & Compliance (Navigational/Coast Guard)		
Dr. Stith has experience in many phases of bridge design and inspection. This experience includes preliminary and final design of prestressed concrete, steel plate, and steel box girders, as well as advance finite element analysis of the behavior of various bridge types. His expertise is in the behavior of horizontally curved I-girder bridges during construction. He is proficient in the use of MDX, CONSPAN, ANSYS, Abaqus, MIDASCivil, MicroStation, Visual Studio, Intel Fortran, as well as word processing, and spreadsheet software. Jason has made significant contributions to numerous major bridge projects touching every stage of a bridge's life cycle (design, construction, inspection, and maintenance). In addition, he has applied his Steel Bridge technical expertise as the AASHTO/NBSA Committee Chair for Steel Bridge Constructability and Erection.			✓ Meets MPR 20: 5+ years performing navigational analyses acceptable to the U.S. Coast Guard ✓ Design and analysis of 20+ bridges in some of the highest seismic regions of the county including US 51 Cairo Bridge ✓ Vessel impact expert for design and analysis of river foundations	
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).		
05/19 - 12/25 (est.)		U.S. 51 Cairo Bridge Replacement. Kentucky Transportation Cabinet. Lead Structural Engineer. Coordinating efforts to design over 1 mile of bridge including a new 900' tied arch span. The bridge is located in deep soft soils in a high seismic region. Facilitated decision making between owners and the federal highway administration and lead the preliminary sizing.		
01/13 - 03/15		U.S. 51 Bridge over the Ohio River, Wickliffe, Kentucky and Cairo, Kentucky. Kentucky Transportation Cabinet. Civil Engineer. Performed preliminary vessel impact load calculations and performed preliminary seismic demand analysis. Michael Baker provided preliminary engineering and environmental services and evaluated bridge alternatives for a replacement bridge over the Ohio River between Wickliffe, Kentucky, and Cairo, Illinois, on U.S. 51. Services included preliminary bridge design, U.S. Coast Guard coordination, cost estimating and evaluation of alternatives.		
04/07 - 06/20		Kentucky Lake and Lake Barkley Replacement Bridges. Kentucky Transportation Cabinet. Civil Associate. Coordinated with a team to lead the development of the advance situation folder for the Kentucky Lake bridge which is a 4002-foot multi-unit bridge that includes a 55-foot basket-handle tied arch main span. Additionally, developed the quantities and cost estimate for the main span 550-foot basket-handle tied arch for the advance situation folder of the Lake Barkley Bridge. Also responsible for performing vessel allision studies/navigational analyses.		
01/11 - 06/11		Milton-Madison Bridge Replacement, Milton, Kentucky to Madison, IN. Indiana DOT. Civil Engineer. Assisted with the design review of this design-build 4 span 2,426-foot long truss bridge with a maximum span of 727-foot. Areas of review include the temporary bridge pier and sliding girder utilized in the bridge replacement completed with an innovative "truss sliding" methodology. Also responsible for performing vessel allision studies/navigational analyses. Michael Baker provided project management, design review, shop drawing review, construction management and inspection, public involvement, and environmental oversight, for the design-build reconstruction of the Milton-Madison Bridge, which carries U.S. 421 over the Ohio River. The bridge superstructure was replaced on the existing piers, using accelerated bridge construction techniques for lateral bridge sliding, allowing the bridge to remain open to traffic for all but 41 days during construction.		



04/22 - Ongoing	Seawolf Parkway Reconstruction at Pelican Island Channel over Gulf Intracoastal Waterway, Pelican Island Channel, Gulf Intracoastal Waterway, Galveston County, Texas. Texas DOT. Civil Engineer. Responsible for Vessel Allision Study, Vessel Impact Study, Barge Impact Study, and Navigation Impact Study in coordination with the U.S. Coast Guard. Michael Baker is providing engineering services for the preparation of bridge layout alternatives and refinements for development for the Seawolf Parkway reconstruction project at the Pelican Island Channel. The scope of work includes vessel allision studies, coastal hydrodynamic analysis, drainage analysis and design for approach roadway sections, drainage studies, and roadway alignment.
02/14 - 03/14	Historic Winona Bridge over the Mississippi River, Winona, MN. Minnesota DOT. Civil Engineer. Provided design review of vessel impact load report on the existing Winona Bridge and compared the final results to independent calculations. Also responsible for performing vessel allision studies/navigational analyses. Michael Baker was the prime design consultant for rehabilitation and reconstruction of the historic Winona Bridge to carry Trunk Highway 43 over the Mississippi River. Constructed in 1941, the original bridge is a two-lane, 2,291-foot-long truss structure with a main span of 450 feet. The three-span cantilever through truss structure is being retrofit with numerous members being strengthened in order to remove the existing load posting, provide internal redundancy to the existing fracture critical members, and extend the bridge's life by 50 years. Additionally, the existing timber pile river pier foundations were investigated to verify structural and geotechnical capacity as well as the effects of scour of barge impacts. The bridge is eligible for the National Register of Historic Places, extensive coordination occurred with the Project Historian in order to ensure compliance with Section 106 of the National Historic Preservation Act of 1966, the client's Cultural Resources unit, and the State Historic Preservation Office.
11/20 - 02/21	Brent Spence Bridge Repairs, Covington, Kentucky to Cincinnati, Ohio. Kentucky Transportation Cabinet. Civil Engineer. Responsible for performing vessel allision studies/navigational analyses. Michael Baker responded to a truck accident and subsequent fire on the Ohio-bound lower deck of the fracture-critical Brent Spence Bridge, which carries approximately 160,000 vehicles per day on I-71 and I-75 over the Ohio River between Covington, Kentucky, and Cincinnati, Ohio. An immediate inspection to determine the extent of the structural damage caused by the 1500-degree Fahrenheit fire was followed by the design of the upper deck floor system steel, drainage, concrete, and electrical components and let as a repair contract within six days. Michael Baker continued to provide public information assistance and design review during construction until the bridge was re-opened to traffic a mere 41 days after it was closed.
03/20 - 10/23	S.H. 100/U.S. 64 Over Arkansas River, Contract No. 2143, Gore, OK. White Engineering Associates, Inc. Project Manager. Performed independent design validation for a seven-span plate girder bridge over the Arkansas River.
01/05 - 12/13	Downtown Louisville I-65 Bridge over the Ohio River Bridge Type Selection and Final Design, Louisville, KY and Jeffersonville, IN. Kentucky Transportation Cabinet. Engineer. Responsible for design review and compliance with design specifications and contract documents as the owner's representative. Michael Baker performed a bridge type study and prepared the conceptual design for cost estimates and engineering design for a new bridge over the Ohio River.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Thomas Jackson "TJ" Holliday, PWS		Years of relevant experience with this employer
Title	Environmental Planning Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1998 / Biology	
Active registration number / state / expiration date		Professional Wetland Scientist No. 2447	
Year registered	2014	Discipline	Professional Wetland Scientist
Contract role(s) / brief description of responsibilities		MPR 7 & 8; Environmental Analysis & Compliance (Purpose & Need; Wetland Delineation; Community Impact Analysis; NEPA Documentation)	



TJ is an environmental specialist with experience involving various levels of environmental assessment and other issues related to the National Environmental Policy Act (NEPA). His responsibilities have included studies for wetlands, floodplains, water quality, coastal resources, threatened and endangered species, cultural resources, hazardous materials, noise and air quality, and community impacts. His primary project duties have included project management, data collection and analyses, mapping and aerial photo interpretation, document preparation, public outreach, agency coordination, and regulatory permitting and compliance.

- ✓ **Meets MPR 7 & 8:** Biologist with a degree in Biology and 25+ years performing wetland delineations and threatened/endangered species surveys
- ✓ Experience performing a wide range of environmental services for bridges over navigable waterways, including the Rio Hondo Lift Bridge
- ✓ Diverse environmental experience across the Southern U.S., including special focus on NEPA compliance

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).
01/10 – Ongoing	Natural Environment Master for Wetland and Other Waters Assessments and T/E Species Surveys for Roadway and Bridge Improvements, Statewide, Mississippi. MDOT. Environmental Lead. Responsible for environmental studies and reporting. Under three consecutive three-year contracts, Michael Baker has conducted listed species surveys and assessments of potential impacts to wetlands and other waters related to the replacement of bridges and construction of other improvements along various roadways throughout the state. Services include data collection and analysis, site investigations, wetland delineations, and report preparation.
02/13 - 10/13	New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Environmental Specialist. Conducted field studies and documented findings for wetlands and hazardous materials. Assisted with preliminary engineering and NEPA/environmental studies for at-grade highway-rail crossing consolidation and grade separation studies of Jefferson Highway (U.S. 90) and the NOPB and KCS rail lines in Jefferson Parish, Louisiana. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish.
01/14 - 03/15	Rio Hondo Lift Bridge Environmental Services, Cameron County, Texas. Texas DOT. Environmental Specialist. Responsible for the completion of a Categorical Exclusion (CE) Document. Completed field studies and coordinated a USCG navigation permit, as well as a Section 404 permit. Michael Baker is providing environmental services for the rehabilitation of the FM 106 lift bridge over the Arroyo Colorado River. Michael Baker's services include completion of the environmental scoping checklist, project coordination checklists, biological and water resources field surveys, environmental documentation, and public involvement including a Public Hearing. Michael Baker is assisting the department with agency coordination, specifically the U.S. Coast Guard, U.S. Fish and Wildlife Service, Texas Historic Commission and the Texas Parks and Wildlife Department, regarding specific bridge rehabilitation and design elements. Built in the early 1950s, the historic bridge is one of four movable bridges in the State of Texas. It spans the Arroyo Colorado, a navigable waterway that provides a route for ships and barge traffic coming inland from the Gulf.

04/22 - Ongoing	LA 30: EBR PL – I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA. <i>DOTD Headquarters. Environmental Specialist.</i> Responsible for the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project limits is roughly 14 miles from the East Baton Rouge/Iberville Parish line to the terminus at I-10 interchange. 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. Addition 7 miles of project has recently been added to the project to include LA 30 from Brightside/ Lee Drive Intersection to the East Baton Rouge/Iberville Parish line. Project challenges are the number of industrial pipelines that parallel LA 30 on both sides of the roadway along with railroad on the west side of LA 30 from Brightside Intersection to just south of East Iberville High School.
10/22 - Ongoing	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program – District 07, Louisiana. <i>DOTD. Environmental Lead.</i> Oversaw the research by the environmental team for environmental constraints that could serve as a roadblock for the replacement of a bridge structure. The information gathered allowed the engineers to make decisions on which bridges structures should move forward in design based off these environmental constraints. The constraints included but not limited to the following: Archaeological Sites, NRHP, Pre-1971 La HBI, 71-85 NRHP, Tribal Lands, Wetlands, Scenic Stream, Levee Permit, Coastal Zone, T&E Species, Section 4(f) and 6(f) lands, Navigable Waterway, UST or Contaminated Sites, Potential Mitigation Cost, and Additional Environmental Permits. Project includes five parishes in District 07 for the replacement of existing off-system bridges. DOTD broke the project into an Initial Phase and a Final Design Phase. Project priorities 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.
08/22 - Ongoing	Barksdale AFB Entrance Roads, Bossier Parish, LA. <i>NAVFAC. Environmental Lead.</i> 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. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange. Project includes the addition of street lighting in accordance with DOTD lighting guidelines. Additional responsibility is the coordination with DOTD for a project permit with District 04.
01/10 - 04/13	S.R. 16 from S.R. 15 to S.R. 19 Bridge Design, Neshoba County, Mississippi. <i>MDOT. Environmental Specialist.</i> Responsible for field surveys to identify wetlands and other waters of the U.S. and preparation of a jurisdictional findings report for 404 permitting process. Michael Baker provided engineering services for improvements to 10 miles of S.R. 16 from S.R. 15 to S.R. 19. Michael Baker's services included the Phase A preliminary bridge plans for eight bridges, including hydraulic design for three bridges and a railroad crossing bridge, and stream and wetland delineation.
04/15 - 07/15	Neches River Railroad Crossing Environmental Assessment/Geometric Schematic, Jefferson and Orange Counties, TX. <i>Texas DOT. Environmental Specialist.</i> Assisted with environmental field studies, document preparation, and provided QA/QC of the environmental document. Michael Baker prepared a geometric design schematic (30% plans, specifications, and estimate [PS&E]) and an Environmental Assessment (EA) for a new rail crossing of the Neches River in Beaumont. Michael Baker identified a purpose and need for the proposed project; developed four alternative alignments and four bridge options for the proposed crossing; and analyzed potential environmental issues, including extensive wetlands, historic and Section 4(f) resources, low income and minority neighborhoods, and a Superfund site, among others. The team also facilitated several stakeholder meetings; developed preliminary designs, cost estimates, and right-of-way requirements for each alignment; and recommended a "preferred alignment" and bridge type.
05/18 - 11/18	I-30 Crossing Design-Build, North Little Rock, and Little Rock, Arkansas. <i>Arkansas DOT. Environmental Manager.</i> Michael Baker provided engineering services for the 7.3-mile interstate widening and reconstruction project to improve I-30 from I-530 to I-40 and I-40 from Highway 365 to Highway 67/167. The project area included the Arkansas River Bridge and the confluences of multiple interstates in Little Rock and North Little Rock. Michael Baker's design efforts included reconstruction of mainlines, ramps, frontage roads, and cross streets to add capacity and correct inadequate design elements; pavement design; retaining walls; major drainage structures; large guide signs; relocation of existing utilities; and aesthetics.
05/10 - 02/13	S.R. 607 Improvements from Texas Flat Road to I-59, Hancock and Pearl River Counties, Mississippi. <i>MDOT. Environmental Specialist.</i> Responsible for wetland and other waters of the U.S. delineation and reporting. Michael Baker provided engineering services for the widening of S.R. 607 to four lanes from Texas Flat Road to I-59, including the reconstruction of a bridge over Alligator Branch, the replacement of a bridge over Second Alligator Branch, and the replacement of a bridge over Indian Camp Creek.

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.		
Name	Maria Reid		Years of relevant experience with this employer	< 1
Title	Biologist		Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization			BS / 1998 / Forest Management and Wildlife; MS / 2000 / Agribusiness and Agricultural Economics	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			MPR 8; Environmental Analysis & Compliance (Threatened & Endangered Species)	
Maria has over 24 years of experience in environmental and regulatory compliance in both the private and public sectors. She has managed, planned, and participated in projects requiring protected species surveys, general wildlife inventories, forest inventories, biological assessments (BAs), wetland delineations and permitting, categorical exclusions, environmental assessments (EAs), and environmental impact assessments (EIS) in Louisiana, Mississippi, Alabama, Michigan, New York, Georgia, Tennessee, Florida, Arkansas, Texas, California, New Mexico, and Arizona, as well as numerous wetland delineations in Louisiana, Mississippi, Alabama, and Florida. Maria has completed the NEPA and Transportation Decision Making course (2014).			✓ Meets MPR 8: Biologist with a degree in Forest Management & Wildlife, and 20+ years performing threatened/endangered species surveys ✓ NEPA Specialist for the highly similar MRB South GBR: LA 1 to LA 30 Connector project	
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).		
01/22 – Ongoing		Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. DOTD. Deputy Project Manager. Maria served as Deputy Project Manager on the Enhanced Planning Study and Environmental Assessment for a proposed new bridge crossing of the Mississippi River for the purposes of providing transportation system redundancy and additional capacity across the Mississippi River and alleviating traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. This project required an elevated level of public involvement which included quarterly updates to the Capital Area Road and Bridge District (CARB-D). CARB-D is a commission made up of Parish Presidents from Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes, the Secretary of DOTD, and a commission chairman appointed by the Governor. CARB-D meetings are considered open to the public and are streamed through the Louisiana State Senate's website. The Enhanced Planning Study was completed and the documentation produced was accepted by FHWA Louisiana in December 2023 as the first approved Planning and Environmental Linkage (PEL) document in Louisiana. NEPA phase field studies were started in 2024. Anticipate NEPA initiation in Spring 2025.		
06/2005 – 09/2005; 06/2010 – 09/2010		2005 and 2010 Updates of the Pondberry Profile. USACE, Vicksburg District. Field Biologist and Technical Assistant. As part of a team of ecologists, Ms. Reid conducted a population inventory of 62 pondberry colonies in Bolivar, Sharkey, and Sunflower counties, Mississippi. Pondberry is listed as Federally endangered. The surveys verified the status, health, and number of individual stems of each of the colonies and added to the profile of these Mississippi colonies which were previously surveyed by GSRC in 2000 and 2005. In 2010, Ms. Reid prepared the findings report which was submitted to the USACE.		
Summers, 2004 - 2012		2005 and 2010 Updates of the Pondberry Profile. USACE, Tulsa District. Field Biologist. Assisted with annual field surveys along a 280-mile reach of the Red River to record interior least tern populations and nesting status/success for the USACE Tulsa District. Nest sites were recorded with GPS, and all adults, fledglings, eggs, nests, and chicks were counted during each of the biweekly nesting season surveys. The findings reports were submitted to the U.S. Fish and Wildlife Service. Ms. Reid was listed on the scientific collections permit from the USFWS.		





06/10 - 12/11	Threatened, Endangered, and Rare Species Survey, Stennis Western Maneuver Area (WMA). <i>Naval Facilities Engineering Command Southeast. Project Manager & Field Biologist.</i> Planned and conducted surveys which identified the natural communities present at Stennis WMA, assessed the quality of habitat, and detected federal and state threatened, endangered, and rare species, such as ringed map turtle, Gulf Coast toad, ornate chorus frog, swallow-tailed kite, black-crowned night heron, and Louisiana black bear. The surveys also accounted for 116 migratory birds and mapped invasive species populations established on Stennis WMA. The multi-season surveys resulted in a natural resources report to assist Stennis WMA, NCBC Gulfport and NAVFAC Southeast in managing the range for military use and natural resources.
08/07 - 09/08	Customs and Border Protection Secure Border Initiative (SBI) SBInet Program Management Office, Washington, D.C. (Customs and Border Protection Secure Border Initiative). Environmental Manager. Completed a one-year assignment as an environmental planning subject matter expert in the SBInet Program Management Office – Environment, Land and Facilities Branch. My duties included assisting project environmental planning, monitoring and oversight to ensure compliance with legal, regulatory, and tribal environmental policy and requirements; attending meetings; assisting in negotiating mitigation measures under the Endangered Species Act and other regulatory schemes; conducting literature reviews; preparing and coordinating reports; identifying and helping to resolve project implementation environmental risks and impacts; and collaborating across multiple government and industry organizations.
09/11 - 09/13	Environmental Compliance for the Tactical Communications (TACCOM) Land Mobile Radio (LMR) Modernization Project, Arizona Focus Area, U.S. Border Patrol, Tucson and Yuma Sectors, Arizona, Customs and Border Protection. <i>USACE, Fort Worth District. Environmental Manager.</i> Ms. Reid was responsible for the coordination and preparation of an EA and BA for the proposed installation, operation and maintenance of communication equipment on 4 sites throughout southern Arizona on the Cabeza Prieta National Wildlife Refuge and the Coronado National Forest. The project required coordination between the U.S. Department of Interior (U.S. Fish and Wildlife Service Ecological Services and Cabeza Prieta Refuge), U.S. Department of Agriculture, Forest Service, U.S. Air Force- Luke Air Force Base, and U.S. Marine Corps-Barry M. Gold Water Bombing Range. The installation sites are in designated Wilderness Area and sensitive habitats for threatened and endangered species (i.e., Sonoran pronghorn [<i>Antilocapra americana sonoriensis</i>], lesser long-nosed bat [<i>Leptonycteris yerbabuenae</i>], jaguar [<i>Panthera onca</i>], ocelot [<i>Leopardus pardalis</i>]).
11/08 - 08/09	Environmental Compliance for the SBInet Northern Border Project, U.S. Border Patrol, Buffalo and Detroit Sectors, New York and Michigan, Customs and Border Protection. <i>USACE, Fort Worth District. Environmental Manager.</i> Ms. Reid was responsible for the coordination and preparation of an EA for the proposed installation, operation and maintenance of 13 communication and sensor towers along the St. Clair River between Lake St. Clair and Lake Huron in the Detroit Sector Area of Operations for the U.S. Border Patrol. She also conducted field surveys for the initial site selection process, vegetation mapping, and threatened and endangered species. The Buffalo Sector proposed a similar tower project; however, as part of the project team, Ms. Reid determined that the project had adequate NEPA coverage in a previously approved CBP RVS project from October 2004.
02/20 – 01/22	LA 427 (Perkins Road): Siegen Lane – Highland Road (Environmental Assessment, H.002344). <i>DOTD. Environmental Manager.</i> This project would widen Perkins road from a two-lane roadway with poor level of service to a four-lane divided roadway with improved level of service with implementation of access management. The project was proposed as part of the Road Transfer Program and Mayor Holden's Green Light Program. The EA and line and grade-level design were prepared by consultants; however, Ms. Reid was involved in project decisions including: extension of the project termini (extension from Pecue to Highland in September 2014); additional noise studies with homeowner association outreach in 2016; EA and technical report review, comment, and submittal to FHWA. FHWA signed the Finding of No Significant Impact on February 9, 2017.
08/24 - Ongoing	Various Projects. <i>DOTD. Environmental Impact Manager.</i> The DOTD Environmental Section evaluates the environmental consequences of each DOTD project on the natural and human environment and promotes compatible solutions in serving the transportation needs of Louisiana. As Environmental Impact Manager, Ms. Reid supported that role by: Managing staff workload, evaluating job performance, reviewing staff work, and counseling employees; Managing in-house, in-depth analyses, research and field investigations on cultural and natural resource issues; Researching, writing, and publishing of detailed reports including EISs, EAs, BAs, wetland delineations, and habitat evaluations (including monitoring of sensitive species); Conducting public involvement events, answering questions from the public and other interested parties; Representing DOTD at interagency meetings with Federal, state and local agencies to coordinate and facilitate discussions on project proposals, project impacts, and permit and mitigation requirements; Acting as a representative of DOTD at meetings with elected officials, business groups, citizen groups, educational forums, and the affected public to provide information on specialized topics; and Initiating, negotiating, and managing contractual agreements with other local, state, and federal agencies, and consulting firms

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Martin Fuess, RPA		Years of relevant experience with this employer	31
Title	Senior Archaeologist & Principal Investigator		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MA / 2000 / Anthropology/Archaeology; BA / 1987 / Anthropology/Archaeology		
Active registration number / state / expiration date		Registered Professional Archaeologist		
Year registered	2016	Discipline	Registered Professional Archaeologist	
Contract role(s) / brief description of responsibilities		MPR 9; Environmental Analysis & Compliance (Archaeological Studies & Historical Resources)		
Martin has extensive experience in cultural resource management, with an emphasis in both prehistoric and historic site archeology. He currently acts as a principal investigator, project and task manager, point of contact for cultural resource marketing opportunities, and report author, having prepared or coauthored a multitude of archaeological site reports, prehistoric and historic artifact analysis and interpretation sections, project prehistoric and historic contexts, and determination of eligibility reports. He is heavily involved in public outreach activities, including the development of award-winning educational project websites. He is skilled in historic artifact analysis and interpretation with an emphasis on the study of glass, as well as archaeological illustration and photography. Mr. Fuess meets the Secretary of the Interior's professional standards for archaeological investigators. ✓ Meets MPR 9: Registered Professional Archaeologist with a Masters' in Anthropology & Archaeology ✓ Served as Principal Investigator, Archaeologist, or similar role on hundreds of projects across Louisiana and the U.S. ✓ Experience working on multiple complex bridge projects and river crossings				
Experience dates (mm/yy-mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/09 - 03/10		East-West Corridor Environmental Assessment, Bossier Parish, LA. DOTD. Artifact Analyst. Served as prehistoric ceramic analyst and report author for three sites located in the Willow Chute Bayou region of Bossier Parish, northwestern Louisiana. The effort entailed the analysis of 406 sherds dating to the Bossier Focus of the Middle Caddoan period (ca. A.D. 1200-1500). Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard. The purpose of the new 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.		
04/12 - 05/16		New Orleans Rail Gateway EIS, Jefferson and Orleans Parishes, LA. DOTD. Archaeologist. Served as principal investigator for \$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 project management, review of previous studies, environmental resources investigations, GIS 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.		
10/13 - 04/16		Hot Springs - I-30 Widening, Highway 70, Garland and Saline Counties, AR. Arkansas DOT. Task Manager. Served as task manager for Phase I archaeological investigations as part of Section 106 studies and Environmental Documentation. Interfaced with Michael Baker Project Managers and Client Management Consultant. Michael Baker provided roadway and bridge design and environmental services for the widening of approximately 18.9 miles of Highway 70 from Dr. Martin Luther King Jr. Expressway interchange on the west in Hot Springs to the I-30 interchange on the east end. Michael Baker provided project management, developed conceptual alternatives, performed environmental impact studies, and facilitated public involvement efforts. Michael Baker also performed a geotechnical investigation and prepared a maintenance of traffic (MOT) plan and traffic management plan (TMP). Michael Baker developed preliminary and final roadway and bridge design, including traffic signal warrants analysis, right-of-way drawings, and hydraulic studies. Michael Baker also provided construction phase review services.		



- ✓ **Meets MPR 9:** Registered Professional Archaeologist with a Masters' in Anthropology & Archaeology
- ✓ Served as Principal Investigator, Archaeologist, or similar role on hundreds of projects across Louisiana and the U.S.
- ✓ Experience working on multiple complex bridge projects and river crossings

02/23 - 02/23	New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, LA. <i>DOTD. Archaeologist.</i> Supported environmental resources investigations. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish, between the Ochsner Health Foundation Hospital and Monticello Avenue. For the project, Michael Baker is performing solicitation of views (SOV) including Native American government-to-government coordination through FRA, environmental resources investigations, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, rail and roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach.
02/11 - 05/11	Dick Henderson Memorial Bridge Replacement, Kanawha County, WV. <i>West Virginia DOT. Artifact Analyst.</i> Performed prehistoric ceramic analyses and attendant reporting services. Michael Baker provided engineering services for the replacement of the Dick Henderson Memorial Bridge; the steel truss bridge that carries the WV 25 spur over the Kanawha River between the cities of Nitro and St. Albans. Michael Baker's services included an environmental assessment, a Phase II archaeological investigation, preparation of National Environmental Policy Act documentation, public outreach support, alternatives analysis, structural analysis, preliminary and final design, and shop drawing review.
03/18 - Ongoing	De Roche Creek Structures & Approaches (Lateral Slide Bridge Replacement), Clark and Hot Spring Counties, AR. <i>Arkansas DOT. Principal Investigator.</i> Michael Baker is providing roadway and bridge design services for the replacement of two parallel bridges over De Roche Creek on I-30 in Southwest Arkansas near the city of Arkadelphia. Michael Baker is implementing the state's first highway bridge replacement project to use the innovative Accelerated Bridge Construction method known as a lateral slide.
05/12 - 05/12	Donora-Webster Bridge Replacement Alternatives Analysis, Borough of Donora, PA. <i>Pennsylvania DOT, Central Office. Archaeologist.</i> Supported historical and archaeological resources investigations. Michael Baker provided environmental and preliminary engineering services to analyze alternatives for the replacement of the historic Donora-Webster Bridge. Services included project management; water resources, threatened and endangered species, and historic and archaeological resources investigations; a Level 2 categorical exclusion evaluation and a U.S. Coast Guard environmental assessment; traffic analyses; engineering alternatives development, impact analysis, and preferred alternative identification; and the planning and implementation of a proactive public involvement program.
06/16 - 06/17	I-40 Maumelle Interchange, Maumelle, AR. <i>City of Maumelle. Task Manager.</i> Responsible for task managing cultural resources investigations, including Phase I archaeological survey and related architectural history survey. Also acted as Archaeological Principal Investigator and Lead Author for Phase I report. Michael Baker provided engineering and environmental services for the construction of a new I-40 interchange near the city of Maumelle and a roadway connection to the existing Counts Massey Road. Michael Baker's services included a Phase I cultural resources investigation, submission of environmental documentation, a geotechnical study, surveys, roadway and bridge design, bidding-phase support, and construction support.
04/01 - Ongoing	I-69 Corridor Location Studies and Environmental Impact Statement Investigations, Port Huron, MI, to Lower Rio Grande Valley, TX. <i>Arkansas DOT. Artifact Analyst.</i> Served as historic artifact analyst and report author. Michael Baker is conducting location studies and is leading investigations for the draft and final EIS studies for the construction of I-69 from Indianapolis southwest to the Mexican border in the Lower Rio Grande Valley. Michael Baker's services include location and alignment studies, wetland studies, threatened and endangered species assessments, stream assessments, evaluations of oil and gas resources, Section 4(f) resources, Section 106 compliance, archaeological analyses, GIS development, environmental permit applications, karst studies, cultural resource and socioeconomic impact assessments, noise and air quality studies, hazardous materials evaluations, aesthetic impacts, and extensive agency coordination and public involvement services.
03/06 - 01/18	I-90 Bridge Replacement Project Over Six Mile Creek Phase I Cultural Resource Investigation, Erie, PA. <i>Pennsylvania DOT, District 1-0. Principal Investigator.</i> Served as Phase I Archaeological Principal Investigator and historic artifact analyst for a fast-track cultural resource investigation involving the emergency replacement of the Interstate 90 Bridge over Sixmile Creek, Erie County, Pennsylvania. Michael Baker conducted Phase I field investigations for the replacement of the I-90 bridge over Six Mile Creek. Michael Baker's tasks included a Phase I archaeological survey, geomorphological assessment, architectural studies, and Phase I report preparation.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Timothy Zinn	Years of relevant experience with this employer	31
Title	Architectural Historian	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MA / 1996 / Historic Preservation; BS / 1986 / Accounting/Computer Science	
Active registration number / state / expiration date		Architectural Historian (36 CFR61) Qualified; Historian (36 CFR61) Qualified	
Year registered	1996	Discipline	N/A
Contract role(s) / brief description of responsibilities		MPR 10; Environmental Analysis & Compliance (Archaeological Studies & Historical Resources)	



Mr. Zinn is the Historic Preservation Department Manager for the Pittsburgh office. He serves as both principal investigator and project and task manager for cultural resources investigations across the country in compliance with Section 106 of the National Historic Preservation Act, NEPA, and other state and federal laws governing cultural resources. He is skilled in the preparation of National Register of Historic Places (NRHP) nominations, historic resources surveys, state inventory forms, NRHP eligibility determinations, criteria of effect and adverse effect evaluations, MOAs and MOUs, programmatic agreements, public involvement coordination, archival records research, deed research, and Historic American Buildings Survey and Historic American Engineering Record documentation. For 13 years, Mr. Zinn was an instructor at the University of Pittsburgh within the Department of Anthropology where he taught a course on Cultural Resources Law and Practice.

- ✓ **Meets MPR 10:** Certified Architectural Historian a Masters' in Historic Preservation
- ✓ Worked with Chris Gesing and our team on similar projects such as the I-69 SIU No. 15, the U.S. 51 Cairo Bridge Replacement, and the North-South Expressway Location & Environmental Study

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).
04/01 - 04/16	I-69, Section of Independent Utility No. 15, U.S. 171 to I-20. DOTD. Architectural Historian. Responsible for reviewing cultural resources compliance reports, and Louisiana Historic Resource Survey Forms prepared by subconsultants.
02/21 - Ongoing	U.S. 51 Cairo Bridge Replacement, Wickliffe, Kentucky and Cairo, IL. Kentucky Transportation Cabinet. Architectural Historian. Supported the Section 106 process, which was a primary focus of the project due to the replacement of this US 51 historic National Register eligible structure. Additionally, the Area of Potential Effects encompassed numerous historic resources within the city of Cairo. Michael Baker is providing preliminary engineering and environmental services to replace the National Register-eligible, 82-year-old U.S. 51 Cairo Bridge. This vital connection, which stands at over a mile long with a cantilever truss and approach spans, is located between Wickliffe, Kentucky, and Cairo, Illinois, near the confluence of the Ohio and Mississippi Rivers. The goal of the project is to provide a constructible and affordable structure that will improve safety and the substandard load capacity of the geometrically deficient historic bridge caused by narrow lane widths, lack of shoulders, and tight curve of the existing bridge and its approaches.
08/1997 - 09/2005	North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. DOTD. Architectural Historian. Responsible for reviewing cultural resources compliance studies and Louisiana Historic Resource Inventory forms prepared by subconsultants. Michael Baker conducted a preliminary engineering and environmental study of the North-South Expressway in Caddo Parish, Louisiana for the DOTD. The proposed highway will be an interstate facility on new location, approximately 56 kilometers (35 miles) in length, between I-220 in Shreveport, Louisiana, and the Arkansas state line.
10/08 - 06/12	Phase I and Phase II Archaeological Investigations within the Van Metre Ford Bridge Replacement Project Area. Legion Design/Campbell & Associates Inc. Project Manager. Responsible for delineating an architectural area of potential effects, conducting an intensive-level historic resources survey, conducting background research on the project area and property-specific research for surveyed properties, preparing West Virginia Historic Property Inventory forms, determination of eligibility report, and determination of effects report. The proposed project consists of the construction of a replacement bridge adjacent to the existing 1832 Van Metre Ford Bridge over Opequon Creek.

05/08 - 05/11	East-West Corridor Environmental Assessment, Bossier Parish, Louisiana. DOTD. Architectural Historian. Assisted with the preparation of Louisiana Historic Resource Inventory Forms and a Determination of Eligibility Report. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard.
02/05 - 03/07	I-69 Tier 2 Section 5 - EIS and Engineering Services, Bloomington, IN. Indiana DOT. Historian. As Historic Properties Task Manager, responsible for identification and evaluation of above ground resources and for the preparation of Indiana Historic Sites and Structures Inventory Forms. Coauthored a Historic Properties Report, a Determination of Eligibility Report for review by the Keeper of the National Register, and an Identification of Effects Report. Michael Baker provided Tier 2 environmental and engineering services for one of six sections of the planned I-69 corridor. Section 5 is located in Monroe and Morgan Counties. Services included National Environmental Policy Act (NEPA) Environmental Impact Statement studies and documentation, engineer's report, and public involvement. Throughout this process, complex matters related to traffic, hydraulics, geotechnical conditions (including karst features), and structural requirements were identified. Through the minimization efforts used between the publication of the Draft and Final environmental impact statement EIS, including evaluation of the existing pavement, the continued use of an existing partial interchange, and engineered solutions to minimize right-of-way requirements, Michael Baker's team was able to identify a potential reduction of \$152 million in project costs.
05/02 - 04/21	Route 52 Causeway Replacement Project, Ocean City and Somers Point, NJ. New Jersey Department of Transportation (NJDOT). Architectural Historian. Responsible for editing written and photographic documentation for Historic American Engineering Record (HAER) recordation of World War Memorial Bridge and comparative bridge study.
08/00 - 09/00	Market Street Bridge Replacement - Phases I and II Archaeological Field Investigations, City of Williamsport & Borough of S. Williamsport, Lycoming County, PA. Pennsylvania DOT, District 3-0. Architectural Historian. Responsible for identifying and recording historic resources. Also responsible for preparing Pennsylvania Historic Resource Survey Forms for selected resources. The Market Street Bridge Replacement project consisted of Phase I and Phase II archaeological investigations. The urban setting of the project presented several challenges to the cultural resource effort which, spanning the Susquehanna River, required the definition of two, non-contiguous Areas of Potential Effect (APE), as well as separate APEs for archaeological resources and historic structures.
03/1996 - 07/1996	HABS/HAER Documentation for Overbrook Trolley Line, Stage II LRT Corridor, Pittsburgh, PA. Pittsburgh Regional Transit. Project Manager. Responsible for recording the National Register eligible Overbrook Trolley Line and four associated historic bridges according to HAER standards. Michael Baker's Cultural Resources Section assembled HAER information on the Port Authority of Allegheny County's Overbrook streetcar line, which included four historic bridges.
01/02 - 09/05	Hickory Street Bridge, S.R. 3005, Section B00, (over the Allegheny River), Warren, PA. Penn DOT, District 1-0. Architectural Historian. Responsible for conducting a historic resources survey, prepared Pennsylvania Historic Resource Survey Forms for surveyed resources, and was principal author of Determination of Eligibility Report. Also provided context sensitive design solutions for the design of the replacement structure. FHWA awarded Michael Baker's design with the 2006 Transportation and Historic Preservation Excellence Award for context sensitive solutions in a historic setting.
08/09 - 09/09	Birdsboro Bridge Replacement (S.R. 0082, Section 10B), Berks County, PA. Pennsylvania DOT. Historian. Participated in review of cultural resources studies and reports. Michael Baker performed an alternatives study, preliminary design, and final design of a bridge replacement for a 1,100-foot multispan concrete arch bridge over the Schuylkill River and Norfolk Southern Railway.

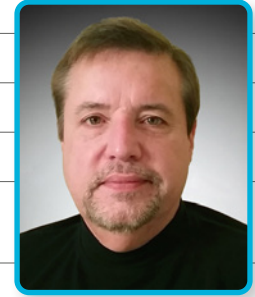
16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Thomas Bodor, RPA		Years of relevant experience with this employer	6
Title	PRINCIPAL INVESTIGATOR/DEPARTMENT MANAGER		Years of relevant experience with other employer(s)	29
Degree(s) / Years / Specialization			MA / 1994 / Applied Anthropology; BA / 1990 / Anthropology	
Active registration number / state / expiration date			Registered Professional Archaeologist; Basics of NEPA and Section 106 Integration; Advanced Section 106 Training	
Year registered	2002 (RPA); 1998, 2020 (106)	Discipline	Registered Professional Archaeologist	
Contract role(s) / brief description of responsibilities			MPR 11; Environmental Analysis & Compliance (Archaeological Studies & Historical Resources)	
Tom has directed complex, multi-year cultural resource projects, coordinated and supervised consultations between government agencies, stakeholders and SHPO/THPOs, including development of formal agreement documents, and development of 'best practices' approaches in cultural resource management. He has experience supervising the completion of technical documents, reviews, participating in public hearings, agency and stakeholder consultations, and other aspects of NHPA compliance. Mr. Bodor has led and served on partnerships and teams in developing and implementing governmental policies for regulatory requirements under the NHPA, NEPA, Endangered Species Act, Clean Water Act, and a suite of related Executive Orders. He has managed coordination of compliance requirements to meet federal, state, or local historic preservation and environmental regulations, as well as experience in federal agency training and teaching of federal preservation laws. He has supervised successful completion of hundreds of consultations for cultural resource concerns, as well technical studies in archaeology and historic preservation nationwide. ✓ Meets MPR 11: Registered Professional Archaeologist trained in NHPA Section 106 policy, and has implemented it on dozens of projects ✓ Experience working on multiple complex bridge projects and river crossings				
Experience dates (mm/yy-mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/23 - Ongoing		New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, Louisiana. DOTD. Principal Investigator. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish, between the Ochsner Health Foundation Hospital and Monticello Avenue. For the project, Michael Baker is performing solicitation of views (SOV) including Native American government-to-government coordination through FRA, environmental resources investigations, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, rail and roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach		
04/19 - Ongoing		Phase I and II Archaeological Investigations for Layton Bridge Over the Youghiogheny River and the Great Allegheny Trail Passage, Perry Township, PA. Pennsylvania DOT, District 12. Technical Manager. Assisted in coordination with PennDOT. Provided technical oversight on development of recommendations pertaining to historically significant stoneware pottery site within the APE for this bridge replacement project. Responsible for reviewing deliverables and ensuring quality of all products. Serving as a subconsultant, Michael Baker performed NEPA clearance activities and an alternatives analysis for the removal, rehabilitation, and replacement of the Layton Bridge, which carries S.R. 4038-D10 over the Youghiogheny River and the Great Allegheny Passage Trail in Perry Township, Fayette County, Pennsylvania. Because the bridge is listed on the National Register of Historic Places, Section 106 procedures were followed to complete this project. Preliminary and final design phases will involve detailed design of the rehabilitated or replacement river crossing, associated roadway upgrades including widening to accommodate pedestrian and bicycle use, and environmental considerations as the project is in a park.		
07/19 - 09/19		I-16/I-95 General Engineering Consultant Task Order Task Order 2, GA. Georgia DOT. Archaeologist. Provided technical review and assistance for Section 106 compliance requirements. Michael Baker provided general engineering consultant services as part of a design-build delivery project for the Major Mobility Investment Program which included the widening and interchange reconstruction of I-16/I-95 interchange.		

09/19 - Ongoing	Charles Anderson Memorial Bridge Preliminary Engineering Services, Pittsburgh, PA. <i>City of Pittsburgh.</i> Cultural Resources Specialist. Responsible for adequacy of cultural resource investigations pursuant to Section 106 of the NHPA and state-level preservation laws. Michael Baker is performing preliminary engineering services for the rehabilitation or replacement of the Charles Anderson Memorial Bridge in Pittsburgh, Pennsylvania. Tasks include project management, schedule monitoring, field surveys, research background drawings/information, research of required permits, coordination of public involvement, public and public official meetings, environmental documentation, purpose and needs, and historic bridge feasibility analysis to meet the project's purpose and needs.
01/21 - Ongoing	WMATA Bladensburg Bus Facility, Washington, D.C. <i>Washington Metropolitan Area Transit Authority.</i> Principal Investigator. Responsibilities include overseeing Section 106 NHPA compliance including archaeological investigations to locate the site of the 1850s Clark's Foundry site located in the APE for this large Design-Build contract to construct a new bus facility for WMATA. Michael Baker is providing engineering and design services for the Washington Metropolitan Area Transit Authority project, which includes demolition of existing bus maintenance facilities and construction of a new Bus Operations and Maintenance facility sized for a fleet of 300 transit vehicles. New facilities will include bus maintenance, body repair, paint, bus operations, bus fuel and wash, bus parking, and employee and visitor parking. The existing Shepherd Parkway facility will be modified to be the Compressed Natural Gas CNG fueling facility for the new facility.
04/21 - 06/21	Cultural Resources Management Plan, Paso Robles, California. <i>City of Paso Robles.</i> Archaeologist. Michael Baker prepared a cultural resources management plan and programmatic agreement for unknown resources that the Union Road/State Route 46 East Intersection Alignment Project may affect. The plan provided an ethnographic, prehistoric, and historic period context statement, a discussion of potential resource types within the area of potential effects (APE), a research design with research questions required to evaluate archaeological resources, and steps to take to complete the phased Section 106 approach for the project. The project has been reviewed and approved by Caltrans CSO and State Historic Preservation Offices (SHPO.) SHPO concurred with the building evaluations, phased Section 106 approach, and finding of effect for the project
08/19 - Ongoing	Karns Crossing Bridge Engineering and Design Services, Butler and Summit Townships, Butler County, Pennsylvania. <i>Pennsylvania DOT, District 10.</i> Technical Manager. Responsible for technical quality of archaeological investigations conducted for this project. Reviewed all deliverables to ensure adequacy for compliance with federal and state preservation laws. Michael Baker provided preliminary engineering, environmental, and final design services for the S.R. 0068 Karns Crossing Bridge in Butler and Summit townships, Butler County, Pennsylvania. The existing bridge, a 12-span 868-foot bridge structure that carries S.R. 0068 over the Bessemer and Lake Erie Railroad and Buffalo and Pittsburgh Railroad, is being replaced offline to the east of the existing bridge. Nine alternatives were investigated as part of the alternatives analysis. The proposed bridge is an 860-foot, three-span weathering steel plate girder bridge using phased construction. Tasks included project management, public involvement, utility engineering, final structure foundation report, roadway and pavement design, drainage design, supplemental surveys, stormwater management design, structure borings, erosion and sediment control, waterway permits, constructability reviews, environmental site assessment, wetlands mitigation, final plan checks, right-of-way plans, and alternatives analysis and development.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Andrew Kuchta	Years of relevant experience with this employer	33
Title	Noise Technical Manager	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BA / 1983 / Geography/Community, Urban & Regional Planning	
Active registration number / state / expiration date		FHWA Traffic Noise Modeling; NHI NEPA and Transportation Decision Making No. 142052; FAA INM Airport Noise Modeling; NHI Highway Traffic Noise No. 142063	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		MPR 5; Environmental Analysis & Compliance (Noise Studies)	



Mr. Kuchta is a noise technical expert and provides guidance to various staff members within Michael Baker across the country. He also coordinates with numerous State DOTs and Turnpike noise counterparts as well as those on the Federal Level, including the FHWA, EPA, and the Department of Homeland Security (USVISIT) on a regular basis in order to streamline project issues and delivery. Overall, **he has performed noise/air analyses, training and/or land use planning studies for more than forty State DOTs** and Turnpike Agencies, the Federal government, and international clients.

- ✓ **Meets MPR 5:** 26+ years performing noise analyses for highway projects using current FHWA noise models
- ✓ Worked with Chris Gesing and our team on similar projects such as the I-69 SIU No. 15, the LA 1 Improvements Alternatives Analysis, and the North-South Expressway Location & Environmental Study
- ✓ Supported numerous projects for both DOTD and MDOT

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).
04/01 - 04/16	I-69, Section of Independent Utility No. 15, U.S. 171 to I-20, Bossier, Caddo, and DeSoto Parishes, LA. DOTD. Task Manager. Responsible for noise analysis review. Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15.
09/99 - 09/04	Louisiana 1 Improvements Alternatives Analysis and Environmental Impact Statement, Lafourche Parish, LA. DOTD. Task Manager. Responsible for air quality and noise analysis. Michael Baker conducted a route location, conceptual engineering, and environmental evaluation for a 17-mile four-lane fully controlled access elevated highway on new location with bridges spanning navigable waterways.
11/93 - 06/94	U.S. 82/Mississippi River Bridge Location and Environmental Study, Washington County, MS, Chicot County, AR, and Greenville, MS. MDOT. Technical Manager. Responsible for completing air, noise, and energy analysis for the proposed widening and relocation of the U.S. Route 82 Bridge over the Mississippi River between Mississippi and Arkansas. Tasks included the prediction of the existing and future air and noise levels as a result of the project and recommendation of feasible mitigation alternatives.
08/97 - 09/05	North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, Louisiana. DOTD. Task Manager. Responsible for air quality and noise analysis. Michael Baker conducted a preliminary engineering and environmental study of the North-South Expressway in Caddo Parish.
04/09 - 03/10	East-West Corridor Environmental Assessment, Bossier Parish, Louisiana. DOTD. Task Manager. Responsible for noise analysis for 4 alternatives. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard.
09/19 - Ongoing	New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, Louisiana. DOTD. Task Manager. Responsible for noise and vibration analysis. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish.
10/94 - 01/95	S.R. 42 Noise Study, Between Hattiesburg and Petal, Forrest County, MS. MDOT. Task Manager. Responsible for air quality and noise analysis. Michael Baker performed Noise Study and Analysis including field readings and preparation of final report.

09/99 - 10/04	I-55 Widening From S.R. 302 To The Tennessee State Line, Including Preliminary and Final Plans from SR 302, to the TN State Line, DeSoto County, MS. MDOT. Assistant Project Manager. Responsible for completion of a noise analysis for widening of a proposed 12-mile major arterial connecting Memphis and its southern suburbs. Tasks included the final design of the State's first noise barrier construction.
2/05 - 4/05	I-55 Noise Traffic Study Between Church Road and Goodman Road, DeSoto County, Mississippi. MDOT. Technical Manager. Responsible for completing a noise analysis for a widening of a proposed 12-mile major arterial connecting Memphis and its southern suburbs. Tasks included the field measurements, model calibration, prediction of the existing and future noise levels, and recommendation of feasible mitigation alternatives.
08/11 - 05/14	I-69 SUPP 8 HIGH PRIORITY CORR 18. DOTD. Task Manager. Responsible for noise analysis.

16. Staff Experience:

Firm employed by Michael Baker International, Inc.

Name	Deborah Wilson	Years of relevant experience with this employer	1
Title	Technical Specialist - Air Quality	Years of relevant experience with other employer(s)	31
Degree(s) / Years / Specialization	MS / 1993 / Atmospheric Sciences, North Carolina State University		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	MPR 6: Environmental Analysis & Compliance (Air Quality)		



Deborah has over 30 years of experience as an air quality meteorologist and environmental specialist, along with more than 10 years of experience as a project manager. She has a strong analytical background with various business and technical skills for optimizing research techniques. She has a detailed understanding of developing guidance, ensuring compliance, and conducting assessments for sources of air emissions. Along with conducting environmental project assessments, she has developed training courses for air quality models and environmental regulations as well as workshop planning and agenda development. Deborah is proficient in all aspects of work related to air quality and the environment including hands-on technical involvement with emissions inventories, atmospheric dispersion modeling and meteorological data processing, environmental impact assessments, sustainability, and coordination with clients and regulators. In addition, she has given numerous presentations on air quality regulations and dispersion modeling, along with disaster preparedness, to various communities and audiences.

- ✓ **Meets MPR 6:** 30+ years performing air quality analyses for highway projects using current EPA models
- ✓ While at MARAMA, assisted the EPA in developing emission inventories for on-road, nonroad, aviation and commercial marine vessels (CMV) for the National Emission Inventory

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).
12/24 - Ongoing	New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, Louisiana DOTD. Environmental Specialist. 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.
02/25 - Ongoing	I-26 Widening MM145-172, Orangeburg, and Dorchester Counties, South Carolina. South Carolina DOT. Environmental Specialist. Michael Baker is designing a project to widen I-26 from two to three lanes in each direction for approximately 27 miles in South Carolina from mile marker 145 to 172, spanning from the eastern limits of US 601 interchange in Orangeburg County to the western limits of US 15 interchange in Dorchester County. The project includes designing four interchange replacements at SC 33, US 301, S-36, and SC 210, and includes replacements for ten bridges and seven bridge sized culverts.
2018 - 2023	MARAMA, Air Quality Scientist / Meteorologist. Mid-Atlantic Regional Air Management Association (MARAMA). Air Quality Scientist/Meteorologist. Worked for the Mid-Atlantic Regional Air Management Association (MARAMA) remotely in Florida supporting local and state air quality agencies in the region, but also across the US. Helped develop emission inventories with EPA for many sectors, including on-road, nonroad, aviation and commercial marine vessels (CMV) for the National Emission Inventory (NEI) for 2017 & 2020. Other tasks included coordination of these workgroups: AERMOD, CMV, Emerging Pollutants/Fumigation, Long-Haul Truck Hotelling, and MJO MOVES. For these workgroups, developed agendas and topics of conversation on a monthly or quarterly basis. Developed and moderated workshops for Mobile Sources, State Implementation Plans (SIPs), Air Permitting and Air Toxics. While in this position, monitored federal and state activities to keep current on relevant topics of concern to member agencies, along with participating in the following organizations: EPA, FHWA, The Association of Air Pollution Control Agencies (AAPCA), National Association of Clean Air Agencies (NACAA), and the Ozone Transport Committee (OTC) to share information and meet common goals. Responsible for updating the MARAMA Website using WordPress and coordinated a work group to discuss projects that use R programming code.

10/24 - Ongoing	Area Maintenance Support Activity and Vehicle Maintenance Shop, New Castle, Pennsylvania. <i>U.S. Army Corps of Engineers, Louisville District.</i> Environmental Specialist. Michael Baker offered architect engineering, environmental, and surveying services for a design-bid-build renovation project involving design, solicitation, and limited construction administration phase services related for the Army Reserve co-located Area Maintenance Support Activity and Vehicle Maintenance Shop in New Castle, Pennsylvania. Tasks included land clearing, paving, concrete aprons, vehicle wash rack and platform, bi-level equipment loading ramp, fencing, general site improvements, and utility connections.
06/24 - Ongoing	On-Call Air Quality and Technical Planning Services, Statewide, Pennsylvania <i>PENNDOT.</i> Environmental Specialist. Michael Baker is providing on-call support of metropolitan and rural planning organizations across the state of Pennsylvania on a broad range of services ranging from transportation conformity, travel demand modeling, climate evaluations and resiliency, congestion analysis, and other performance measure evaluations. The team is also assisting Pennsylvania Department of Transportation's Program Center and Traffic Operations divisions in addressing the requirements of the Federal Highway Administration Transportation Performance Management regulations.
06/24 - Ongoing	PTC GCE FY21-25. <i>Pennsylvania Turnpike Commission.</i> Environmental Specialist. Michael Baker performed tasks required by the Pittsburgh Turnpike Commission trust indenture, including system inspection (condition assessment), annual review of the capital and operating budgets, and oversight of a quality control program of capital projects. In addition, the scope includes various value-added tasks that includes strategic planning, design oversight, construction management, work zone safety initiatives, employee safety, diversity and inclusion support, toll enforcement and reciprocity, revenue assurance initiatives, asset management, managed lanes assessment, TSMO and CASE working group support, Microgrid program support, highway lighting management, workforce development training; joint-initiatives with other Commonwealth agencies such as PA's online work zone training for new drivers with Pennsylvania Department of Transportation and economic opportunity studies with DCNR and local economic development agencies; Act 44 financial relief efforts; operational efficiencies in maintenance and facilities; innovation council support and facilitation; and international industry association support.
2015	Paulding NW Atlanta Airport, Georgia. <i>Paulding NW Airport.</i> Environmental Specialist. Environmental Assessment for NEPA Air Quality analysis. Conducted an air quality assessment for airport operation updates and participated in a public meeting to explain air emission results.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Andrew Frishkorn, PG		Years of relevant experience with this employer	37
Title	Waste Management Technical Manager		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		Graduate Studies / Hydrology, University of Virginia; BS / 1984 / Geology/Chemistry, Juniata College		
Active registration number / state / expiration date		PG. No. 37 /Louisiana/ 08/12/2025		
Year registered	2014	Discipline	Professional Geologist	
Contract role(s) / brief description of responsibilities		MPR 12; Environmental Analysis & Compliance (Phase I Environmental Site Assessments & Hazardous Materials)		
Mr. Frishkorn has diverse educational and practical experience related to geological, hydrogeological, solid, and hazardous waste investigations under a variety of geological settings and regulatory conditions. He has been responsible for development and/or implementation of hazardous waste and/or hydrogeological investigations and Phase I Environmental Site assessments (ESAs) throughout the United States, including Louisiana. These projects have been conducted to meet the requirements of state and federal regulatory programs (e.g., RCRA and CERCLA) for a variety of steel, chemical, energy, transportation, manufacturing, military, and other governmental clients.		✓ Meets MPR 12: 30+ years performing Phase I Environmental Site Assessments ✓ 38 Years of Experience ✓ Hazardous Waste Expert		
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).			
08/08	700-08-0130: East-West Corridor Environmental Assessment, EA/FONSI, Bossier Parish, Louisiana. Northwest Louisiana Council of Governments (NLCOG). As Geologist, Mr. Frishkorn provided senior technical consultation concerning hazardous waste issues. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard. The purpose of the new 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.			
03/22 - present	Frankstown Road Improvements. Pennsylvania DOT – District 09. Task Manager. Performed Phase I, II and III environmental site assessments (ESA) to support upgrades to a highway in Altoona PA. The work included performance of a Phase I ESA for multiple parcels along a roughly 0.8-mile section of Frankstown Road. Based on the results of the Phase I ESA, a geophysical survey and environmental testing program were developed. Soil borings were drilled to characterize the material to be excavated during construction. Contract specifications were prepared for excavation, management, and disposal of contaminated materials. Cost estimates were developed for waste management items.			
06/16 – 07/21	Highland Park Interchange Improvements. Pennsylvania DOT – District 09. Task Manager. Responsible for development and implementation of a Phase I & Phase II ESAs, a Sampling and Analysis Plan (SAP), Health and Safety Plan (HASP), subcontractor procurement and oversight of sampling. Based on the results of sampling special provisions were prepared to support the contract documents. Cost estimates were developed for waste management items. Mr. Frishkorn provided technical review of contractor submittals including their HASP, SAP, waste management plan (WMP) and excavation work plan during construction. Michael Baker performed alternatives analysis, preliminary through final design and construction support services.			
02/21 - present	Sherman Minton Corridor Project: Phase I Design-Build Procurement Support, New Albany, IN. Indiana DOT. Technical Specialist. Responsible for providing technical review of the project Environmental Management Plan and Hazardous Materials Management Plan and Health. He provided periodic consultations on waste management issues identified during construction. Michael Baker provided preliminary engineering support and environmental services for the design-build rehabilitation of the Sherman Minton Bridge in New Albany, Indiana. Services include project management, agency coordination, environmental documentation, preliminary engineering and design, and utility coordination.			





05/21 – present	Salina Bridge Final Design, Bell Township and, Kiskiminetas Township, Pennsylvania. <i>Pennsylvania DOT – District 12. Task Manager.</i> Responsible for development and implementation of a residential well sampling program for properties near the bridge, development of waste management special provisions, dewatering quantity estimates, waste management cost estimates and performance of a Phase I ESA for an expanded project footprint including an approximately 0.4-mile section of Main Street. The residential sampling involved interviews and scheduling with local residents and their legal representation. This work was a continuation of hazardous and residual waste work conducted during preliminary design that included performance of a Phase I and Phase III ESA. Also responsible for development and implementation of a health and safety plan and sampling and analysis plan that was implemented during preliminary design in conjunction with geotechnical drilling to control costs. The preliminary design sampling included soil and groundwater characterization in the vicinity of a former industrial facility and active railroad. Michael Baker provided environmental and engineering services for the replacement design of the Salina Bridge, which carries S.R. 1060 over the Kiskiminetas River and Norfolk Southern Railway in Bell Township, Westmoreland County, and Kiskiminetas Township, Armstrong County, Pennsylvania.
09/21 – 03/23	I-80 Brookville East, Brookville, Pennsylvania. PennDOT – District 10. As Task Manager, Mr. Frishkorn was responsible for development and implementation of a Phase I ESA, in accordance with PennDOT Publication 281 for a roughly seven-mile section of Interstate 80, including three interchanges and multiple bridges to support preliminary design and highway improvements. Michael Baker is providing preliminary engineering for the I-80 Brookville East reconstruction project to achieve environmental clearance and a 30-percent design. Tasks include project management, surveys, public involvement, wetlands and water studies, hazardous and residual wastes, streams and waterways, agricultural resources, noise study, utility location, and plan development.
07/22 - 04/23	Squirrel Hill Interchange Improvements S.R. 0376 Section A76. <i>Pennsylvania DOT – District 11. Task Manager.</i> Performed a Phase I ESA for a complex urban interchange. Michael Baker performed alternatives analysis for this interchange improvement project.
01/23 - 04/23	I-79 Sec A65 and SR 910 Interchange. <i>PennDOT – District 11. Task Manager.</i> Mr. Frishkorn performed a Phase I ESA for a complex suburban interchange. Michael Baker performed environmental studies to support the alternatives analysis.
02/19 – 06/22	S.R. 0068 Karns Crossing Bridge, Butler County, Pennsylvania. PennDOT – District 10. As Task Manager, Mr. Frishkorn was responsible performance of a Phase I and II ESA for the bridge alternatives assessment. The project required coordination with two railroads. Each railroad had company specific Roadway Worker Training requirements. The work included development of a HASP, a Phase III ESA Sampling and Analysis Plan (SAP), collection of soil, groundwater, and waste samples in conjunction with the geotechnical program, waste management support and development of special provisions and remedial cost estimates for the bid documents. Michael Baker provided engineering and environmental services for the bridge replacement project.

16. Staff Experience:

Firm employed by		Ardaman & Associates, Inc.	
Name	Mark Woodward, PE	Years of relevant experience with this employer	7
Title	Principal Geotechnical Engineer	Years of relevant experience with other employer(s)	36
Degree(s) / Years / Specialization		MS / 2019 / Risk Management; MS / 1986 / Civil Engineering; BS / 1982 / Civil Engineering	
Active registration number / state / expiration date		PE No. 29797 / Mississippi / 12/31/2025	
Year registered	1991	Discipline	Civil
Contract role(s) / brief description of responsibilities		MPR 18; Geotechnical Analysis & Engineering (Geotechnical Engineering)	

Mark served as a geotechnical engineer for 36 years in the geotechnical branch of USACE New Orleans District, retiring as the Deputy Chief of the Geotechnical Branch and Dam and Levee Safety Program Manager. He was responsible for managing all departments in the branch including engineering, drilling, soils laboratory, dredge material testing, concrete testing, and administration. Mr. Woodward has considerable experience designing and managing various types of projects on the Mississippi River, Atchafalaya Basin and Storm Surge Levees in Southeast Louisiana, Mississippi and Texas, as well as mitigation and coastal projects in Louisiana. **These projects included design of major foundation elements** for dams, earthen levees, hydraulic structures, floodwalls, revetments, channel stabilization, bank degrading, ground improvement, deep excavations, relief wells, wick drains, dewatering systems, seepage and stability berms, preloads, reinforced levees and marsh creation for mitigation, coastal restoration and protection and beneficial use of dredge material in marsh and coastal environments with field investigations requiring use of specialized marine and marsh drilling equipment. Since 2018, Mr. Woodward has served as Principal Geotechnical Engineer of Ardaman for Louisiana, Mississippi, Alabama, Arkansas, and Texas. Mr. Woodward provides oversight and review of design major foundation elements for transportation, industrial, commercial and municipal projects.

- ✓ **Meets MPR 18:** MS PE with 30+ years in geotechnical design of major foundational elements in MS soils
- ✓ Extensive experience providing geotechnical design in both LA and MS soils, including the Vicksburg area
- ✓ Former Deputy Geotechnical Branch Chief for USACE New Orleans District, responsible for managing engineering, drilling, laboratory, testing, and related departments/staff
- ✓ Highly experienced managing interdisciplinary teams of geotechnical specialists

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).
05/83 - 01/15	Mississippi River and Tributaries Project - Geotechnical Investigation, Design, and Construction Oversight, Various Locations, LA and MS. Senior Geotechnical Engineer. Mr. Woodward conducted or oversaw the review of existing geotechnical data and implementation of field investigation to obtain subsurface data, selection and reduction of laboratory testing, geotechnical engineering analyses, development of conclusions and recommendations, final report preparation and construction oversight for over 50 levee and floodwall projects on the Mississippi River and Atchafalaya Basin. Responsible for providing final geotechnical approval of 1000 permits a year for construction activities on and around levees.
01/21 - 12/22	Vicksburg Substation Expansion, Freetown Road, Vicksburg, MS. Principal Engineer. Provided oversight and review of recommendations for both deep and shallow foundations for support of the proposed substation structure loads and site preparation.
2023 - 2024	Project Magnolia, Georgia-Pacific, Monticello, Lawrence County, MS. Principal Engineer. Provided oversight and review of recommendations for site preparation, foundation support of the proposed structures, and pavement design for plant expansion.
01/14 - 12/16	Fort Adams Revetment, MRL 306.6 to 311.0-L, Wilkinson County, MS. USACE Deputy Branch Chief (Geotechnical). In responsible charge of oversight and review of global stability analysis of the left descending bank of the Mississippi River in the state of Mississippi directly across from the USACE Old River Control Complex
03/16 - 05/18	Palmetto Revetment, MRL 319.2 to 325.9-L, Wilkinson and Adams Counties, MS. USACE Deputy Branch Chief (Geotechnical). In responsible charge of oversight and review of global stability analysis of the left descending bank of the Mississippi River in the state of Mississippi between river miles 319.2 and 325.9-L

11/18 - 12/21	I-12/I-20 Interchange Improvement and Barksdale Air Force Base Access Road, Bossier Parish, LA. Quality Assurance Engineer. Provided quality assurance for this project, reviewing all work product in design and construction phase. This Design Build project consisted of direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and an interchange and access road from Interstate 20 in Shreveport, Louisiana.
05/18 - 08/19	I-12 Widening (US 190 to LA 59), St. Tammany Parish, LA. Principal Engineer. Provided technical oversight for this project which included the widening of Interstate 12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation which included 23 deep soil borings, sampling, and laboratory testing along the 3-mile alignment between US 190 and LA 59 for lane widening which included four bridges structures. The field investigation, conducted in accordance with DOTD specifications, included field reconnaissance including determining access and gaining rights of entry, completing utility locations, locating/staking boring locations, and developing a plan for the initial mobilization of equipment to the site and mobilization between sites. Soil boring logs were created in DOTD format. Also rovided oversight for an effort to perform additional soil borings, lab testing and engineering analyses for a retaining wall for one of the bridge abutments
01/14 - 12/18	Dam and Levee Safety Program, Various Locations, LA. USACE New Orleans District. Program Manager. Served as the USACE New Orleans District Levee Safety Program Manager for over four years, responsible for Levee Evaluation Reports for Levee Certifications and the National Flood Insurance Program, Levee Inspection Reports on over 1300 miles of levee on an annual basis, Risk Assessments and Communication for all levees in the District's jurisdiction. Responsible for final Section 408 permitting approval to ensure that construction activities do not increase risk or diminish function of levees and do not cause harm to the public
01/19 - 12/23	Cheniere Spillway and Bridge Replacement, Ouachita Parish, LA. Senior Geotechnical Engineer. served as the Senior Geotechnical Engineer for this project which includes the replacement of the current damaged spillway and bridge. structure in Ouachita Parish.
04/21 - Ongoing	Rural Bridges Phase I, Claiborne Parish, LA. Geotechnical Engineer. The Rural Bridges project initiative is to replace many older bridges throughout the State of Louisiana. The geotechnical design includes geotechnical exploration, analyses, and foundation recommendations for three bridges.
05/18 - 07/18	IMTT Access Road Pavement, Avondale, Jefferson Parish, LA. Principal Engineer. Served as senior engineer for 2,200-foot-long x 50 -foot wide rigid and flexible roadway design for AASHTO loading per DOTD guidelines, including subsurface exploration and testing, California Bearing Ratio, subbase material and thickness recommendations, wearing course thicknesses, and construction recommendations.
01/06 - 05/06	Homeplace Levee with Ground Improvement, P24, Plaquemines Parish, LA. Lead Geotechnical Engineer. In the aftermath of Hurricane Katrina, Mr. Woodward was assigned to USACE Task Force Guardian as Geotechnical Engineer for Plaquemines Parish to restore levee damage to pre-Katrina conditions. The Homeplace Floodwall had translated due to loading and had to be removed. In order to replace the risk reduction system with an earthen levee, the foundation had to be improved. Using knowledge gained from full scale test section Mr. Woodward had coordinated pre-Katrina for Deep Mixing, Mr. Woodward designed ground improvement and reviewed/approved all construction submittals and oversaw construction.
06/98 - 07/98	Seven Oak Dam, San Bernardino, CA. Embankment Engineer. Served as the embankment engineer for the 600-foot-high earth fill Seven Oaks Dam during construction. This dam was for flood control, with no constant pool against it. It was a zoned dam with a clay core and varying rock gradations towards the upstream and downstream sides. Performed many large diameter sand cones on the rock fill. Looked for cracks at edges of the dam against the canyon wall so shotcrete could be applied, ensured that the clay core was not contaminated by equipment traffic, ensure proper gradation and compaction, monitored outlet works, spillway and tunnel construction. Monitored blasting and clay delivery system.
12/21 - 02/24	Pine Tree Substation, Hernando, MS. Principal Engineer. Served as Principal Engineer for the project consisting of foundation recommendations, site grading, stability and settlement.
11/19 - 01/20	Roxie Substation Expansion, Roxie, MS. Principal Engineer. Served as Principal Geotechnical Engineer overseeing subsurface exploration, lab testing, resistivity testing, and engineering analyses providing recommendations for both deep and shallow foundations.
12/21 - Ongoing	Telecom Horizontal Directional Drilling and Levee Crossing, Redwood, MS. Principal Engineer. Served as Principal Engineer for two Horizontal Directional Drills at Yazoo River and Hwy 61 borrow canal, which includes crossing the Federal Yazoo River Levee

16. Staff Experience:

Firm employed by	Burns Cooley Dennis, Inc.		
Name	Michael Wright, RPG	Years of relevant experience with this employer	5
Title	Geologist	Years of relevant experience with other employer(s)	40
Degree(s) / Years / Specialization	BS / 1980 / Geology		
Active registration number / state / expiration date	RPG No. 0241 / Mississippi / 12/31/2025		
Year registered	1999	Discipline	Registered Professional Geologist
Contract role(s) / brief description of responsibilities	MPR 19; Geotechnical Analysis & Engineering (Geologists)		

Mike served as a Geologist IV for the Geotechnical Branch of MDOT's Materials Division. In this role, he was **responsible for the operation and supervision of 2 geotechnical drill crews for the investigations of bridge sites**, retaining walls, hydraulic structures, landslides, and cut and fill sections associated with the State's highway system. These responsibilities include the development of drilling plans, design, installation and monitoring of piezometers and slope indicators, lithological characterizations of samples for testing, and review and finalize lithological logs including GPS locations. Administrative responsibilities included preparing budgets, purchasing supplies and equipment, maintaining detailed equipment and personnel records, and developing and maintain geotechnical databases. Additional responsibilities include: seismic monitoring of bridges during explosive demolition; electrical logging of geotechnical borings; investigation of geotechnical problems involving pavement failure, siltation, levee failures, and erosion. **Previously, he also served as Executive Director for the Mississippi State Board of Registered Professional Geologists.**

- ✓ **Meets MPR 19:** Professional Geologist with 14+ years performing geological investigations and recommendations in Mississippi
- ✓ Extensive experience on complex bridges crossing the Mississippi River

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).		
1991 - 1994	U.S. 61 Yokena Landslides, Warren County, MS. Geologist. The 10+ acre slides were located on the Loess Bluff which borders the Mississippi River. The slides developed after U.S. 61 was 4-laned a few years earlier. Two lanes were added to the Bluff side of U.S. 61 which resulted in the toe of the Bluff being removed. Removal of the toe of the slope, a high water table in the Loess silt (the main component of the Bluff), old slides, and lateral and transverse faults each contributed to the instability of the Bluff both prior to and after the highway construction. Repair of the slide required a combination of slope changes, excavation of the failed material, and interconnected drilled shafts back-filled with sand and gravel to serve as vertical drains. Horizontal drain pipes were used to remove the water from the shafts.		
1993 - 1996	U.S. 90 over East Pascagoula River, Pascagoula, MS. Geologist. Geotechnical investigation for relocated U.S. 90 over the East Pascagoula River - a structural high rise to replace the existing drawbridge. Design criteria for the bridge warranted additional information to finalize the foundation recommendations. Conceptual plans were developed for a pre-design load test project which included driven pre-stressed piles, multiple sizes of post-tension pipe piles (large diameter), and multiple sizes of drilled shafts. Osterberg load cell load testing was completed for each foundation type.		
1996 - 2002	U.S. 82 Cable-Stayed Bridge over the Mississippi River, Greenville, MS. Geologist. Geotechnical borings in the Mississippi River for the river piers and approach piers were supervised by MDOT Geotechnical Branch during the design phase. The drilled shaft construction and load testing for the river piers and approach piers during the early phases of the construction.		
1998 - 1999	U.S. 90 Over East Pascagoula River Load Test Project, Pascagoula, MS. Geologist. Design plans were reviewed for the pre-design load test project which included axial load testing of each foundation type, and dynamic and static lateral testing of pile and shaft groups. The load test project was conducted in the river to accurately reflect site conditions. Geotechnical aspects of the construction including the instrumentation of piles, shafts, and pipe piles were monitored. Load testing of the piles, shafts, and pipe piles was supervised. Dynamic axial load testing (driving) of the drilled shafts, supplemental axial load tests on piles and shafts in the foundation groups, and static and dynamic testing of pile and shaft groups were supervised and monitored. World records achieved in both the static and dynamic lateral load tests. This project, its designers, and contractors were nominees for the 1999 NOVA Award. The NOVA Award is an international recognition for innovative construction techniques. The nomination was for the method of applying full-scale dynamic loads to model ship impact loading conditions on bridge foundations.		

2004 - 2007	U.S. 61 Signal Hill Landslide, Warren County, MS. Geologist. The 15+ acre slide was located on the Loess Bluff which borders the Mississippi River. The landslide which was first observed in 1977 when it was threatening the newly constructed U.S. 61 bypass. Repairs in 1978 were limited by right-of-way restrictions. Significant movement in 2004 required a detailed geotechnical investigation which included over 50 borings, slope inclinometers, and piezometers. Detailed geological cross-sections were developed for the slide and the failure surfaces were defined. Burns Cooley Dennis was retained by MDOT to develop plans to stabilize the slide within the existing right-of-way. Two hundred fifty-two permanent ground anchors and blocks were used to stabilize the slide. At that time, this was reportedly the largest project of its kind.
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16. Staff Experience:

<i>Firm employed by</i>	Neel-Schaffer, Inc.		
<i>Name</i>	Nick Ferlito, Jr., PE, PTOE	<i>Years of relevant experience with this employer</i>	28
<i>Title</i>	Senior Vice President / Louisiana Area Manager	<i>Years of relevant experience with other employer(s)</i>	3
<i>Degree(s) / Years / Specialization</i>	MS / 1996 / Civil Engineering; BS / 1993 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	PE No. 28001 / LA / 09/30/2025; PTOE No. 930; Traffic Engineering Analysis Process & Report Modules 1-3		
<i>Year registered</i>	1998	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	MPR 21; Traffic Engineering (Traffic Studies / Analysis)		



With more than 30 years of experience managing a wide range of traffic and transportation projects. Nick overseeing all of Neel-Schaffer's operations across Louisiana. He has served as a project manager for many intersection/corridor signal timing studies, signal design projects, safety studies and other traffic engineering related projects for public and private projects. Nick is experienced with numerous traffic engineering software packages, including HCS, CORSIM, SYNCHRO, Tru-Traffic (TSPDraft), and SIDRA. He also completed the Naztec TS1/TS2 Controller 2-Day training course. He has also completed the NEPA and Transportation Decision Making course (2004), the Highway Safety Manual Workshop (2011) as well as DOTD's Traffic Engineering Process and Report (TEPR) training. He has served as the project manager and/or lead traffic engineer for nine IDIQ contracts with DOTD.

- ✓ **Meets MPR 21:** professional traffic engineer with 14+ years performing traffic forecasting, capacity analyses, and traffic simulation
- ✓ Project manager and/or lead traffic engineer for nine IDIQ contracts with DOTD.

<i>Experience dates (mm/yy-mm/yy)</i>	<i>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>
03/23 - Ongoing	IDIQ for Road Design Projects. DOTD. Lead Traffic Engineer. This contract includes three separate Task Order projects which include traffic services, road design, preliminary and final plan development. The projects include pavement preservation, constructing new roads, extend existing roads, construction of roundabouts, turn lanes and drainage improvements. US 90: Roundabout a LA 101 (Calcasieu) (SPN. H.015226); Traffic Services. This project includes the design for a roundabout with high-speed approaches. The design avoids impacts to a gas station, and other development at the intersection. It includes minimum right of way taking and detention pond design. LA 621: Realignment @ LA 73 (Ascension) (SPN. H.014366); Traffic Services. This project will widening LA 73 and realign LA 621 to near its existing intersection with LA 73 to relieve congestion and improve safety. This project includes the design of a multilane roundabout to provide connectivity for local roadways, traffic analysis, Transportation Management Plan, and 1 mile of mill and overlay for LA 621. LA 16: N 2nd Street to LA 445 (Tangipahoa Parish) SPN. H.009425.5; Traffic Services. Project includes the mill and overlay of LA 16 from N 2nd Street to east of Duncan Avenue, the in-place base rehabilitation and overlay of LA 16 from east of Duncan Avenue to LA 445. The scope of work will also include the hydraulic analysis and development of construction plans for the rehabilitation of the existing subsurface drainage system to improve drainage along LA 16 from US 51 to approximately 1000' east of Duncan Avenue. LA 182: US 90 - Greenwood St. Overpass SPN. H.016158; Traffic Services. This project includes pavement rehabilitation along LA 182 from WB Exit Ramp to Greenwood St. Overpass, in Morgan City, LA. The work includes pavement patching, mill and overlay, roadway reinforcing mesh, curb ramps and guard rail.
01/20 - Ongoing	I-20: LA 544 Overpass Replacement. DOTD. TMP & Traffic Analysis QA/QC. Preliminary and final design services for this project which will replace the LA 544 Overpass diamond interchange with a diamond roundabout interchange. The project includes a new bridge over I-20 with sidewalks and four multilane roundabouts within a roundabout interchange with two roundabouts on a 3% longitudinal grade & partially on bridge. Includes a level 2 TMP.
07/16 - Ongoing	I-49 South at Verot School Road, Lafayette, LA. QA/QC Reviewer. Performed Traffic QA/QC on the preparation of a Level 3 TMP and design of temporary and permanent traffic signals. Includes a multilane Roundabout.

07/20 - Ongoing	MRB South GBR: LA 1 to LA 30 Connector. DOTD. Project Coordinator. Led the development of regional mesoscopic model using Dynameq software and the analysis of proposed MS River bridge concepts under toll and non-toll options. Calibrated and validated 2019 base mesoscopic model, 2042 no-build model and 2042 build models for 20 bridge alternatives were developed and approved DOTD. Model results were used as one of the criteria to select the final three alternatives to bring into the environmental planning process. Phase 2 of the study which includes detailed traffic analysis is currently under contracting process.
08/20 - Ongoing	I-10 & I-12 College Drive Flyover Ramp Design Build, Baton Rouge, LA. DOTD. Project Manager. Responsible for Interchange Modification Report, TMP, and ITR of MOT Plans for the proposed College Drive Ramp improvements. The IMR was prepared in accordance with DOTD's TEPR and FHWA Policy Points. The IMR analysis was performed using Vissim software. In addition, the TMP was prepared for the various maintenance of traffic phases. Analysis used in the TMP included HCS analysis for detour evaluations and Dynameq (Mesoscopic Modeling) for evaluating various MOT strategies.
08/20 - Ongoing	College Drive Enhancement Project (Perkins Road to I-10), Baton Rouge, LA. Project Manager. Responsible for the Traffic Study component for the study of the College Drive corridor. The Traffic Study is being prepared in accordance with DOTD's TEPR and includes performing all analysis in Vissim to evaluate various alternatives. In addition to corridor improvements, a tiered analysis will be performed to evaluate various interchange alternatives for I-10 at College Drive.
12/19 - Ongoing	US 80 Feasibility Study, Haughton, LA. Project Manager. Responsible for the preparation of a Stage 0 Report in support of safety improvements along US 80 corridor, specifically in the vicinity of Bellevue Road and Mid-South Loop Road. All analysis performed in HCS for this study. The traffic study was performed in accordance with DOTD's TEPR.
02/18 - Ongoing	Kansas Lane-Garrett Road Connector and I-20 Improvements, Monroe, LA. Project Manager/Traffic Lead. Responsible for the preparation of a Level 4 Transportation Management Plan, review of MOT plans, design of temporary and permanent traffic signals and design of the relocation of DOTD ITS fiber optic trunk line.
02/15 - 12/17	US 51 (W University to I-55) Corridor Study (Contract No. 4400004064, T.O. No. H.011401.1). Traffic Engineer. Assisted with Corridor Operational Analyses. Includes analysis of eight roundabout geometry intersections.
01/15 - 06/15	LA 3002, 16 & 1034 Corridor Study Phase 2 (Contract No. 4400004064, T.O. No. H.011645.1). Traffic Engineer. Responsible for data collection and traffic signal analysis.
01/14 - 03/16	LA 73 Corridor Study (LA 74 to LA 621) Stage 0 Feasibility Study (Contract No. 4400003362, T.O. No. H.011160.1). Traffic Engineer. Responsible for data collection, warrant analysis, corridor operational analyses (Synchro and Sidra), Stage 0 traffic report preparation.
01/14 - 12/16	LA 30 Stage 0, Gonzales, LA - Traffic & Safety Study (S.P. No. 44-1862, T.O. H.010572.1). Traffic Engineer. Responsible for data collection, corridor traffic operational analysis (Synchro and Sidra), calibrated Vissim modeling, Stage 0 Traffic Report.
01/11 - 01/14	LA 447 Corridor Study (LA 16 to US 190), Walker, LA. Project Manager. Responsible for a traffic study to evaluate corridor improvements along LA 447 as well as interchange concepts at I-12. A TIER analysis was performed at the interchange of I-12 at LA 447 to evaluate various interchange configurations. The corridor analysis included HCS and Vissim analysis to evaluate RCUT and roundabout corridor concepts. Includes multilane roundabouts.
06/17 - 09/18	I-10 New Orleans Master Plan, Port Access Improvements. Project Manager. Created a plan or a program of projects which mitigates the severe congestion extending from Interstate 10 at its interchange with the Pontchartrain Expressway (US 90B / I-910) to the Crescent City Connection (CCC) crossing of the Mississippi River, including connecting ramps and roadways.
11/16 - 08/19	LA 385 Feasibility Study, Lake Charles, LA. Project Manager. Responsible for the Stage 0 Report in support of safety and traffic operational improvements along with the LA 385 (Ryan Street) corridor between LA 3186 south of I-10 to Eddy Street north of I-10, including the LA 385 interchange with I-10. Includes Multilane Roundabouts.
02/16 - 04/18	LA 22 Corridor Study, Rou Mar Nei Drive to 1st Street, Ponchatoula, LA. Project Manager. Responsible for a traffic study to evaluate corridor improvements along LA 22 as well as interchange concepts at I-55. A TIER analysis was performed at the interchange of I-55 at LA 22 to evaluate various interchange configurations. The corridor analysis included HCS analysis to evaluate RCUT and roundabout corridor concepts.
02/15 - 04/18	LA 384 Stage 0 Traffic & Safety Study, Lake Charles, LA. Project Manager. Responsible for traffic and safety study for LA 384 (Country Club Road) from Big Lake Road to McNeese Street. Includes Multilane Roundabouts.

16. Staff Experience:

<i>Firm employed by</i>	Neel-Schaffer, Inc.		
<i>Name</i>	Vijay Kunada, PE, PTOE, PTP	<i>Years of relevant experience with this employer</i>	18
<i>Title</i>	Senior Vice President	<i>Years of relevant experience with other employer(s)</i>	4
<i>Degree(s) / Years / Specialization</i>	MS / 2001 / Civil Engineering; MS / 2002 / Computer Science; BS / 1999 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	PE No. 32145 / LA / 03/31/2026; PTOE No. 2868; Traffic Engineering Analysis Process & Report Modules 1-3		
<i>Year registered</i>	2008	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	MPR 21; Traffic Engineering (Traffic Studies / Analysis)		



Vijay serves as a project manager for local and regional transportation plans, traffic impact studies, travel demand models, safety studies, signal warrant analysis, traffic signal timing plans, corridor analysis, interchange modification and justification studies, traffic simulation models (mesoscopic and micro), demographic forecasting, and other traffic engineering related projects for both public and private developments. He has extensive experience in traffic modeling including census data analysis, travel demand model development using TransCAD and CUBE, mesoscopic modeling using Dynameq and TransModeler, demographic forecasting, region wide safety data analysis, external travel surveys, Highway Capacity Software, Synchro, SimTraffic, ISATe, VISSIM, TransModeler, Dynameq, COSRSIM, DynaSmart-P, Trip Generation, traffic studies for Environmental Impact Statement projects, intersection studies and corridor analysis. His experience with traffic operational analysis includes microsimulation, freeway mainlines, ramp merge/diverge areas, weaving segments, multilane & 2-lane highways and intersection operations. Vijay has served as project manager for 20 local and regional transportation plans in the states of Louisiana (managed six out of 8 MPO area plans), Mississippi, Alabama, Arkansas, Tennessee and Texas. He has also completed DOTD's Traffic Engineering Process and Report (TEPR) training.

- ✓ **Meets MPR 21:** professional traffic engineer with 12+ years performing traffic forecasting, capacity analyses, and traffic simulation
- ✓ Provides broad range of traffic engineering services for numerous DOTD projects

<i>Experience dates (mm/yy-mm/yy)</i>	<i>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>
04/18 – 04/20	LA 328 (Rees Street) Corridor Study and Plan. Project Manager. Managed the feasibility study of improving La. Hwy. 328/Rees Street within the corporate limits of the City of Breau Bridge, Louisiana from Latiolais Road to E Bridge Street including the intersection of E Mills Ave at LA 328 improvements considering the impacts of the proposed E Mills Ave extension to Doyle Melancon Ext. Along with overall project management, led the traffic and safety study in accordance with DOTD's TEPR, three public meetings and stakeholder outreach. VISSIM was utilized to develop a video rendering of the proposed corridor concept operations to present at the public meetings. A locally preferred corridor concept was also developed.
09/20 – 12/21	Lafayette (LA) MPO 2050 Metropolitan Transportation Plan. Project Manager. Assisted the MPO with the development of performance based multi-modal long range transportation plan. Tasks also included travel demand model (TransCAD) development using big data sources, demographic forecasting, financial analysis, detailed modeling task and project prioritization process to develop the staged improvement plan.
07/20 – Ongoing	MRB South GBR: LA 1 to LA 30 Connector. Mesoscopic Modeling Lead. Oversaw the development of regional mesoscopic model using Dynameq software and the analysis of proposed MS River bridge concepts under toll and non-toll options. Calibrated and validated 2019 base mesoscopic model, 2042 no-build model and 2042 build models for 20 bridge alternatives were developed and approved DOTD. Model results were used as one of the criteria to select the final three alternatives to bring into the environmental planning process. Phase 2 of the study which includes detailed traffic analysis is currently under contracting process.
08/20 – Ongoing	I-10 & I-12 College Drive Flyover Ramp Design Build, Baton Rouge, LA. Mesoscopic Modeling Lead. Responsible for the analysis of Transportation Management Plan (TMP) for the proposed College Drive Ramp improvements. TMP was prepared for the various maintenance of traffic (MOT) phases. Leading the Dynameq (Mesoscopic Modeling) modeling for evaluating various MOT strategies and completed the modeling of MOT Phase 1.

08/16 – 10/18	I-10 Mobile River Bridge and Bayway Widening, Mobile, AL. IMR Lead. Oversaw development of IMR from data collection phase through the approval. Tasks included traffic forecast for toll and non-toll options, analysis of the proposed Mobile River Bridge and the widening of the Bayway using Synchro/HCS, as well as the proposed modifications to the interchanges within the study area including Diverging Diamond Interchange (DDI) configurations at three locations, VISSIM modeling for analyzing complex weave conditions and the development of IMR in accordance with ALDOT guidelines and FHWA Policy Points.
12/18 – 02/19	I-635 LBJ East Alternative Technical Concepts, Dallas, TX. Traffic Lead. Led the traffic analysis and refinement of the Alternative Technical Concepts (ATC) proposed for three interchanges associated the I-635 LBJ East Project in Dallas, TX. Freeway elements, ramp terminals and frontage roads were analyzed for the original build concept and the proposed ATCs and demonstrated the effectiveness of the proposed ATCs over the original build concept.
03/17 – 12/17	I-210 Bridge Traffic Impact Study, Calcasieu Parish, LA. Traffic Lead. Managed a traffic study to develop a preferred alternative by analyzing the impacts of various I-210 bridge closure alternatives, and to develop recommendations to manage the expected congestion related to the planned rehabilitation of I-210 bridge over Prien Lake in Lake Charles, Louisiana. Developed project specific travel demand model to model and understand the impacts of bridge closure scenarios.
11/15 – 03/19	I-49 Interchange Improvement at US 190 and LA 31, St. Landry Parish, LA. Traffic Lead. Tasks included the development of existing and future traffic projections and development of corridor concepts using Access Management strategies, road diet options and innovative intersection configurations such as R-Cuts, J-turns and Roundabouts.
09/20 – 06/21	MOVE 2046 Demographics and Travel Demand Model (TDM) Update. Traffic Lead. Managed the development of tour based regional travel demand model (TransCAD) along with a land use allocation model for scenario planning and development of regional demographics. This is the latest model that should be used for all traffic forecasting within the Baton Rouge MPO area. Mr. Kunada also managed the development of all TDMs for the Baton Rouge MPO area since 2006.
09/19 – 12/20	Monroe (LA) 2045 Metropolitan Transportation Plan (Connecting Ouachita 2045). Project Manager. Oversaw the development of performance based multi-modal long range transportation plan with detailed regional freight component. Tasks also included travel demand model (TransCAD) development using big data sources, demographic forecasting, detailed multi-modal operational and safety needs analysis with robust public and stakeholder engagement element.
05/14 – 03/16	LA 73 Stage 0, Prairieville, LA. Traffic Forecast Lead. Managed the development of future traffic forecast for the study using the CRPC Travel Demand model and considered future interchanges at I-10 and LA 74 and LA 429.
10/14 – 11/16	Interstate 10 at Ambassador Caffery Pkwy Interchange Stage 0 Study. Traffic Analysis Task Manager. Tasks included the development of existing and future traffic projections, safety analysis and development of future interchange conceptual geometry to improve safety and accommodate future traffic demands. AM strategies include channelized turn lanes, raised medians, RCUTs, limited access driveways.
10/13 – 09/18	Roundabout Stage 0 Feasibility Studies at Various Intersections, Lafayette, LA. Project Manager. Completed 23 roundabout studies using DOTD Stage 0 and Roundabout Policy.
11/15 - 02/19	Southcity Parkway Extension, Phase 1, Robley Drive to Kaliste Saloom Road, Lafayette Parish, LA. Project Engineer. Responsible for traffic forecast and analysis, including three roundabout geometry intersections. Environmental Assessment developed in conformance with USCG guidance, engineering line and grade and technical environmental studies supporting the design and construction of Southcity Parkway extension from current terminus west of the Vermillion River to Kaliste Saloom Road including a crossing of the Vermillion River, which is a navigable waterway.
02/13 – 02/17	Interstate 10 at Grand Prairie Hwy Interchange Justification Study. Risk Manager. Responsible for Traffic and Safety Analysis and developing the IJR report. Mr. Kunada led the traffic study from traffic forecasting to analysis of proposed alternatives including the no-build and build scenarios. Also led the safety analysis of the proposed alternatives using ISATe tool
10/20 – 03/22	Baton Rouge (LA) 2046 Metropolitan Transportation Plan (MOVE 2046). Project Manager. Oversaw the development of performance based multi-modal long range transportation plan with detailed regional freight component. MOVE 2046 tasks also include Congestion Management Process using big data sources and air quality conformity determination for the MPO with robust public and stakeholder engagement element.

16. Staff Experience:

Firm employed by		Lazenby & Associates, Inc.			
Name	Randy Hammons, PE			Years of relevant experience with this employer	23
Title	Project Engineer			Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization			BS / 1993 / Civil Engineering		
Active registration number / state / expiration date			Professional Engineer No. 29504 / Louisiana / 09/30/2025		
Year registered	2001	Discipline	Civil		
Contract role(s) / brief description of responsibilities			MPR 24; Surveying		





Randy has more than 25 years of experience in planning and designing highways and bridges on transportation projects in Louisiana, Arkansas, Mississippi, and Tennessee. For the last 16 years, he has supervised and processed topographic survey data, including establishing survey control, calculating existing alignments, creating digital terrain models (DTM's), and developing existing drainage maps for DOTD projects. Randy's highway bridge design experience has included the rehabilitation and structural design of superstructures composed of prestressed girder and slab spans, and substructures consisting of pile bents, multi-column bents, and spread footings. Experience has included use of the Bentley's ConSpan and RCPier for designing prestressed girders and concrete substructures.

- ✓ **Meets MPR 24:** Louisiana PE with 6+ years developing surface models from LiDAR data for DOTD projects
- ✓ Extensive survey experience along the I-20 corridor
- ✓ Provides survey support for a wide variety of DOTD bridges

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).
01/2017 - 01/2020	Contract No. 440009384: Retainer Contract for Professional Surveying Services - Statewide, LA. DOTD. Project Engineer. Responsible for processing topographic survey field data and developing topographic survey maps and images. This retainer contract contained six task orders to perform topographic surveys 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: <i>State Project No. H.003370.5 - I-220/I-20 Interchange and BAFB Access, Route I-220 & I-20 in Bossier Parish (04/2018 - 10/2018).</i> 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. <i>State Project No. H.007300.5 & H004774.5 - Kansas Lane - Garrett Road Connector and I-20 Interchange in Ouachita Parish (3/2018 - 9/2018).</i> 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. <i>State Project No. H.012036.5 - US 80: Boeuf River Bridge in Richland Parish (03/2019 - 6/2019).</i> 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.
01/20 - Ongoing	Contract No. 4400017710: Retainer Contract for Professional Surveying Services - Statewide. DOTD. Project Engineer. Responsible for processing topographic survey field data and developing topographic survey maps and images. This retainer contract has contained one task order to perform topographic surveys at a cost of \$393,871 over a 5-year time frame. The task order for Topographic Surveys is as follows: <i>State Project No. H.015052.5 - I-20 Widening & Improvements (Vancil to LA 34), Route I-20 in Ouachita Parish (05/2022-01/2023).</i> 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 of I-20 mainline.
02/11 - 05/17	H.003854 - Bossier North-South Corridor Swan Lake Rd (I-220 to Flat River), Bossier Parish, Louisiana. DOTD. Project Engineer. Responsible for preparing preliminary and final construction plans for a 120'-0", 6 span precast concrete slab span bridge widening over Flat River.
04/11 - 06/18	H011726 - Bossier North-South Corridor Swan Lake Rd (Flat River to Crouch Rd), Bossier Parish, Louisiana. DOTD. Project Engineer. Responsible for preparing preliminary and final construction plans for a 320'-0", 8 span concrete quad beam span bridge on new alignment over Cypress Bayou.

10/19 – 03/23	Contract No. 4400015236: Retainer Contract for Professional Surveying Services – Statewide. DOTD. Project Engineer. Responsible for processing topographic survey field data and developing topographic survey maps and images. This retainer contract has contained fifteen task orders to perform topographic surveys for various projects at a cost of \$1,825,144 over a 5-year time frame. Some of the task orders for Topographic Surveys were as follows: <i>State Project No. H.014646.5 – I-20: US 165 – E. of Garrett Road, Route I-20 in Ouachita Parish (08/2021-01/2022).</i> Topographic survey of a proposed 2.49 mi interstate widening near the intersection of Garrett Road and I-20 using GPS receivers, robotic total stations and SX-10 terrestrial scanner. Terrestrial mobile lidar was used to locate 7,130 LF of I-20 mainline. <i>State Project No. H.012030 – US 371: KCS RR Overpass HBI, Route LA 159 and US 371 in Webster Parish (10/2020-04/2021).</i> Provided topographic survey of two bridge replacements over KCS RR using GPS receivers, robotic total stations and SX-10 terrestrial scanner to locate bridges. <i>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).</i> Topographic survey of two bridge replacement sites using GPS receivers, robotic total stations and SX-10 terrestrial scanner to locate bridges. <i>State Project No. H.013832.5 – LA 6: Grand Ecore Bridge Deck Repair, Route LA 6 in Natchitoches Parish (04/2021-06/2021).</i> Topographic survey of the existing deck, barrier rails & river pier top of cap elevations for the Grand Ecore Bridge across the Red River using GPS receivers, robotic total stations and SX-10 terrestrial scanner to locate complete bridge deck & barrier rails. <i>State Project No. H.014554.5 – LA 3025: Coulee Mine Scour Repair, Route LA 3025 in Lafayette Parish (04/2021-07/2021).</i> Topographic survey of a bridge located near the intersection of LA 3025 & West Bayou Parkway using GPS receivers, robotic total stations and SX-10 terrestrial scanner to locate bridge, roadway and intersection. <i>State Project No. H.012541.5 – LA 594: Overpass I-20, Route LA 594 in Ouachita Parish (01/2022-06/2022).</i> Topographic survey of a bridge replacement near the intersection of I-20 and LA 594 (Texas Ave) using GPS receivers, robotic total stations and SX-10 terrestrial scanner. Terrestrial mobile LiDAR used to locate 4,200 LF of I-20 mainline and two bridge decks over interstate.
01/14 – 06/17	16-513-13-07, Part No. 01 – Replace Roaring Bayou Bridge, Big Lake Wildlife Management Area, Franklin Parish, Louisiana. DOTD. Project Engineer. Responsible for preparing final construction plans for a 200'-0", 8 span precast concrete slab span bridge, including construction engineering, and inspection services during construction of the bridge.
12/08 – Ongoing	H.007289 – Kansas Lane Extension, Ouachita Parish, Louisiana. DOTD. Project Engineer. Responsible for preparing preliminary and final construction plans for a 700'-0", 14 span type II concrete girder span bridge on new alignment over Bayou DeSiard and three (3) – 60'-0", concrete slab span bridges across minor streams in Chauvin Swamp.
04/23 – Ongoing	Contract No. 4400025025 – Off-System Bridge Replacement Program. DOTD. Project Engineer. Responsible for preparing preliminary and final construction plans for multiple state projects located in District 05. Numerous bridge sites consisting of concrete slab span bridges.

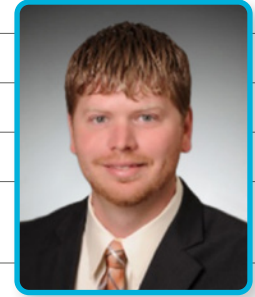
16. Staff Experience:

Firm employed by		Lazenby & Associates, Inc.	
Name	Ronald "Joey" Riggin, II, PE, PLS	Years of relevant experience with this employer	12
Title	Project Surveyor	Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 36016 / Louisiana / 03/31/2027; Professional Land Surveyor No. 5119 / Louisiana / 03/31/2027	
Year registered	2011 (PE); 2014 (PLS)	Discipline	Civil
Contract role(s) / brief description of responsibilities		MPR 25; Surveying	

Mr. Riggin is familiar with the requirements of the DOTD 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 years of experience in conducting and performing topographic surveys, property surveys, and developing right-of-way maps.

- ✓ **Meets MPR 25:** Louisiana PLS with 12+ years performing topographic surveys for DOTD projects
- ✓ Experienced in both topographic and hydrographic surveys

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/14 - 06/16	Contract No. 4400003471 - Retainer Contract for Professional Surveying Services - Statewide, LA. DOTD. Surveyor. Responsible for coordination and supervision of survey field crews performing topographic surveys and property surveys on 14 Task Orders for an accumulated value of \$436,473.00 for DOTD State Projects at various locations in northern Louisiana.
10/14 - 06/17	Contract No. 4400004541 - Retainer Contract for Professional Surveying Services - Statewide, LA. DOTD. Surveyor. Responsible for coordination and supervision of survey field crews performing topographic surveys and property surveys on 8 Task Orders for an accumulated value of \$811,513.00 for DOTD State Projects at various locations in Louisiana.
04/13 - 06/16	Contract No. 4400002862, S.P. # H.008768 - Hydrographic Survey Monitoring of Existing Bridges - Statewide (North Region), LA. DOTD. Surveyor. 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.
04/14 - Ongoing	Residential and Commercial Surveys, Ouachita Parish, LA. Various Private Clients. Surveyor of Record. Responsible for developing topographic surveys and property surveys for private clients on residential developments and commercial developments in Ouachita Parish and northern Louisiana. Also served as Engineer of Record for the overall design of residential and commercial developments.
03/15 - 08/17	H.011742: Ole Highway 15 Improvements, Ouachita Parish, LA. DOTD. Surveyor. Performed a topographic survey of a 2.2-mile section of Ole Hwy 15 from US 80 to LA 616 and served as Project Engineer responsible for roadway design. This project consisted of pavement reconstruction under the DOTD Urban Systems program. (Note that Lazenby typically performs a full topographic survey, within existing right-of-way, on pavement preservation projects on Ouachita Parish roadways. This is not typically done for DOTD on-system pavement preservation projects.)
09/18 - 01/23	Contract No. 4400012668 - Retainer Contract for Professional Surveying Services - Statewide (North Region). DOTD. Surveyor. 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 DOTD.
06/18 - 09/18	H.013776, Well Road, Ouachita Parish, LA. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of a mill, patch, and overlay of a 0.8-mile segment of Well Road from LA 838 to I-20 under the DOTD Urban Systems program.



08/18 – 11/18	H.013798: Harrell Road, Ouachita Parish, LA. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of a mill, patch, and overlay of a 1.8-mile segment of roadway from US 80 to LA 616 under the DOTD Urban Systems program.
12/18 – 02/19	H.013802: Garrett Road, Ouachita Parish. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of a mill, patch, and overlay of a 0.4-mile segment of roadway from LA 15 to Austin Street under the DOTD Urban Systems program.
01/19 – 04/19	H.013804: Wall Williams Road, Ouachita Parish, LA. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of segments of mill, patch, and overlay and segments of reconstruction of a 1.6-mile segment of roadway from Good Hope Road to LA 143 under the DOTD Urban Systems program.
04/19 – 07/19	H.014348: Lee Avenue, City of Monroe, Ouachita Parish, LA. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of a mill, patch, and overlay of a 1.2-mile segment of roadway from Jackson Street to Standifer Avenue under the DOTD Urban Systems program.
07/19 – 09/19	H.013796: Tanglewood Drive, Ouachita Parish, LA. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of roadway reconstruction a 0.3-mile segment of roadway from LA 15 to Dellwood Drive under the DOTD Urban Systems program.
02/20 – 04/20	H.014347: South Grand Street, City of Monroe, Ouachita Parish, LA. DOTD. Lead Surveyor. Responsible for supervision and scheduling of field survey crews, analysis of survey data, and development of field roll for use in project design. This project consisted of a mill, patch, and overlay of a 1.8-mile segment of roadway from Orange Street to Standifer Avenue under the DOTD Urban Systems program.
11/20 – Ongoing	Contract No. 4400019714 – Retainer Contract for Professional Surveying Services – Statewide (North Region), LA. DOTD. Surveyor. Performing hydrographic surveys on major bridge structures in northern Louisiana for monitoring channel scour. Duties include supervision of field crews, analysis of survey data and development of required hydrographic survey reports at the various bridge locations for submission to the DOTD.
01/17 – 01/20	Contract No. 4400009384 – Retainer Contract for Professional Surveying Services – Statewide, LA. DOTD. Surveyor. Responsible for coordination and supervision of survey field crews performing topographic surveys and property surveys on 14 Task Orders for an accumulated value of \$989,478 for DOTD State Projects at various locations in Louisiana.
10/19 – 02/24	Contract No. 4400015326 – Retainer Contract for Professional Surveying Services – Statewide, LA. DOTD. Surveyor. Responsible for coordination and supervision of survey field crews performing topographic surveys and property surveys at various locations in Louisiana. A total of 17 Task Orders were issued for an accumulated value of \$1,858,496.
01/20 – Ongoing	Contract No. 4400017710 – Retainer Contract for Professional Surveying Services – Statewide, LA. DOTD. Surveyor. Responsible for coordination and supervision of survey field crews performing topographic surveys and property surveys at various locations in Louisiana. To date, two Task Orders have been completed for a value of \$492,689.

16. Staff Experience:

<i>Firm employed by</i>	The Lakvold Group LLC		
<i>Name</i>	Angela Lemoine-Lakvold	<i>Years of relevant experience with this employer</i>	25
<i>Title</i>	Certified General Real Estate Appraiser	<i>Years of relevant experience with other employer(s)</i>	14
<i>Degree(s) / Years / Specialization</i>	MBA / Business Administration / 1998		
<i>Active registration number / state / expiration date</i>	Louisiana State Certified Real Estate Appraiser No. G0575		
<i>Year registered</i>	1992	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	MPR 13; ROW / Conceptual Relocation Plan		



With nearly 40 years of experience in real estate, Angie began her career with DOTD as an appraiser in 1986. Since then, she has specialized in infrastructure and litigation appraisals, serving DOTD and local municipalities on more than 100 projects involving right-of-way acquisition, Conceptual Stage Relocation Plans (CSRPs), and other associated real estate services. She is a Member of the Appraisal Institute (MAI) and a Senior Residential Appraiser (SRA); in 2012, she obtained a Right-of-Way - Appraisal Certification (R/W-AC) from the International Right-of-Way Association. Angie is also the former Secretary, Treasurer, Vice President and President of the Appraisal Institute's State Chapter for Louisiana.

- ✓ **Meets MPR 13:** real estate professional with 10+ years preparing Conceptual Stage Relocation Plans for projects in Louisiana and Mississippi
- ✓ Completed dozens of appraisal courses and seminars

<i>Experience dates (mm/yy-mm/yy)</i>	<i>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>
09/14 - 01/15	State Project No. H.002344, CPP No. 12-CS-HC-0015, East Baton Rouge Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the Conceptual Stage Relocation Plan (CSRP) for the Perkins Road-Siegen Lane to Highland Road project.
06/15 - 09/15	State Project No. H.004932 (Design-Build), St. Mary Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the US 90 (Future I-49) La 318 Interchange.
12/16 - 02/17	State Project No. H.007970, CPP No. 12-CS-HC-0043, East Baton Rouge Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the Old Hammond Highway (LA 426) Segment 1.
05/18 - 08/18	State Project No. H.005734, F.A.P. No. H005734, Livingston Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the LA 447 Corridor Study, Route LA 447.
06/18 - 12/18	State Project No. H.001271, Natchitoches Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the Cane River Bridge Church Street, Route LA 1-X.
07/19 - 09/19	State Project No. H.000284 and H.000289, F.A.P. No. H000284 and H000286, St. Tammany Parish, LA and Hancock County, MS. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the US 90 Pearl River Bridges, Route US 90.
05/19 - 08/19	State Project No. H.009932, F.A.P. No. H009932, Ouachita Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the US 80 Widening: Vancil Road to Well Road.
01/18 - 08/19	State Project No. H.011670 (Design-Build), F.A.P. No. H011670, Jefferson Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Prepared the CSRP for the Interstate 10/Loyola Interchange Improvements.
04/24 - 01/25	State Project No. H.005168 (Formerly Legacy State Project No. 700-92-0021), F.A.P. No. DE-9208 (500), Jefferson Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Provided real estate and ROW support for the New Orleans Gateway Program, Jefferson Highway Rail Crossing Relocation.
12/24 - 01/25	State Project No. H.003931, F.A.P. No. 010121, Calcasieu Parish, LA. DOTD. Right-of-Way & Relocation Specialist. Provided real estate and ROW support for the I-10 Calcasieu River Bridge project.

16. Staff Experience:

Firm employed by		KCI Technologies, Inc.	
Name	John Armeni	Years of relevant experience with this employer	18
Title	Regional Practice Leader / VP of Estimating	Years of relevant experience with other employer(s)	21
Degree(s) / Years / Specialization		BS / 1986 / Civil Engineering, University of Cincinnati	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		MPR 26; Independent Contractor Estimates	



Mr. Armeni spent the better portion of his career working for major Heavy Civil Construction contractors throughout the southeast United States on Major Bridge projects as a project engineer, project manager and chief estimator. Then, in 2007, John began and operated an independent cost estimating firm "Armeni Consulting Services, LLC" (ACS) which specialized in developing independent cost estimates, CPM schedules and constructability reviews for a variety of clients including contractors, owners and design firms. ACS was acquired by KCI Technologies, Inc. in February of 2023.

- ✓ **Meets MPR 26:** 18+ years of experience developing Independent Contractor Estimates for major roadway and bridge projects
- ✓ Nearly 40 years of focused cost estimating experience, including numerous complex projects for DOTD and other agencies in the Southeast U.S.

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).
08/09-12/09	Mississippi River Bridge (MRB) South, Baton Rouge, LA. Atlas/DOTD. Chief Estimator. The bridge is currently in the early phases of design and will be a cable stay bridge with a potential main span ranging in length from 1,600 feet to as long as 1,900 feet, with the main tower as tall as 600 feet above the water. KCI's role is to develop a preliminary budget estimate along with construction means and methods. The current preliminary design utilizes floating caissons for the main pier foundations and investigates the use of sand-island caissons for the back span piers.
07/15-09/19	LA-1 Phase 2B, 2C and 2E, Golden Meadow, LA. HNTB/DOTD. Estimating Manager. Provided a detailed contractor-style production-based estimate for HNTB, who is the designer of record, in order set the budget for the DOTD. The LA-1 Bridge Project Phases 2 and 3 was the bridge portion that was constructed to elevate the existing LA-1 highway connecting Golden Meadow and Leeville, LA extending to US90. This included the 8.3 miles of elevated bridge structure through sensitive wetlands of Bayou Lafourche using Top-Down Method of construction.
04/21-Ongoing	I-10 LA 415 to Essen Lane on I-10 and I-12, Baton Rouge, LA. Krebs/DOTD. Estimating Manager. This CMAR project is the largest urban interstate reconstruction project in the history of the Louisiana Department of Transportation. The purpose of the project is to replace the aging infrastructure throughout the corridor and to widen the interstate from six to eight lanes. The prime contractor for the project consists of a joint venture between Kiewit Infrastructure South Co. and Boh Bros. Construction Co., LLC. KCI is a sub-consultant to Krebs Corporation on the Independent Cost Estimator (ICE) team and is responsible for estimating all the bridge structures throughout the corridor.
08/23-Ongoing	John J. Audubon Bridge over the Mississippi, Pointe Coupee Parish, LA. Flatiron/DOTD. Engineering Consultant. The John J. Audubon Bridge is a cable-stayed structure over the Mississippi River. The main span was 1,583 feet, which was the longest cable stay bridge span in North America at the time of construction. John's role on the project was that of a specialty consultant working on the project site to assist the contractor in developing details for the temporary access and lowering of the precast cofferdam structure (64 ft x 160 ft) with a follower cofferdam into the base of the Mississippi River. He also assisted the General Superintendent during the construction of the initial eight-foot diameter drilled shafts which were drilled into the river bottom using the oscillator method of installation.
01/23-Ongoing	I-10 Mobile River/Bayway Bridges, Mobile, AL. ALDOT. Chief Estimator. The project is being procured by ALDOT as two separate Progressive Design-Build (PDB) contracts. The I-10 Mobile River Bridge contract will address congestion along the I-10 corridor through Mobile and a safer direct route for vehicles transporting hazardous materials via a new signature cable stay bridge. The Bayway Bridge contract is a 7.4-mile-long bridge across Mobile Bay to the eastern shore. John's role on the project is that of the Chief Estimator for the Independent Cost Estimator (ICE) providing quality control and review of the production-based estimate, the project schedule, and the construction means and methods for the project.

SUPPORT PERSONNEL

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Alison Gonzalez, PE			Years of relevant experience with this employer	4
Title	Project Manager			Years of relevant experience with other employer(s)	12
Degree(s) / Years / Specialization			BS / 2007 / Civil Engineering		
Active registration number / state / expiration date			PE No. 47215 / LA / exp. 03/31/2027		
Year registered	2022	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Roadway Engineering (Louisiana)		





Alison is a transportation engineer specializing in highway location and design and bicycle/pedestrian facility design projects. In these roles, she is responsible for the development of conceptual layouts and construction plan designs for highway design and location projects in Georgia. Her detailed responsibilities include roadway geometric design; drainage analysis and design; construction staging design; erosion, sedimentation & pollution control and monitoring plan preparation; signing & marking design; quantities and cost estimates; and construction and right of way plan preparation.

- ✓ 15+ years of relevant design experience
- ✓ Extensive experience in roadway design, including drainage design, construction staging, and erosion control

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	US 371: KCS RR Overpasses HBI, Webster Parish, LA. DOTD. Roadway 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.
05/23 - Ongoing	LA 30: EBR PL - I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA. DOTD. Roadway Engineer. 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.
12/21 - Ongoing	SR 25 @ Savannah & Middle River. Scott Bridge Company, Inc. 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.
04/20 - Ongoing	Sea Island Road at Dunbar Creek. Georgia DOT. 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.

01/18 – Ongoing	I-16/I-95 General Engineering Consultant Services, Savannah, GA. <i>Georgia DOT. Subject Matter Expert.</i> 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.
09/17 – 04/23	Bridge Bundle - SR 10 Loop EB & WB at Middle Oconee River (PI#0013715), SR 82 at Middle Oconee River (PI#0013819), Clarke and Barrow Counties, GA. <i>Georgia DOT. Assistant Project Manager.</i> Responsible for this 0.10-mile long bridge replacement project on the northwest side of the heavily traveled 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&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.
06/16 – Ongoing	Quacco Road Widening, Chatham County, GA. <i>Chatham County. Design Engineer.</i> Developed designs 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.
05/14 – 04/19	Operational, Safety and Pedestrian Improvements along Maxham Road, Douglas County, GA. <i>Douglas County. Lead Engineer.</i> Developed designs 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.
11/01 – 10/15	SR 25 CO/Bay Street Widening, Chatham County, GA. <i>Chatham County. Design Engineer.</i> 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.
03/19 - 08/20	Savannah River International Trade Park Traffic Improvements, Chatham County, GA. <i>Georgia Ports Authority (GPA). Project Manager and Engineer of Record.</i> Responsible for the design and development of preliminary construction plans, final construction plans, and NPDES permitting for the improvements at the Savannah River International Trade Park (SRITP) facility. The development and sale of approximately 5.3 million square feet of warehouse space within five separate land parcels at the SRITP will result in increased traffic volumes at the site. This project consists of a signal upgrade at the intersection of SR 21 and International Trade Parkway (ITP) and the construction of a roundabout at the ITP intersection with Little Hearst Parkway.
02/14 - 04/16	Sun Valley Drive Extension and Roundabout, Roswell, GA. <i>City of Roswell. Lead Roadway Engineer.</i> Responsible for conceptual design, preliminary and final construction plans, right of way plans, and NPDES permitting for the construction of the Sun Valley Drive Extension to connect with Warsaw Road. This project includes 0.6 miles of roadway improvement, along with a roundabout, regional stormwater management facilities, a shared use path, sidewalks, streetscaping and lighting.

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.	
Name	Mai Nguyen, PE	Years of relevant experience with this employer	8
Title	Roadway Design Engineer	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		BS / 2008 / Civil Engineering	
Active registration number / state / expiration date		PE No. 38189 / Louisiana / 03/31/2026	
Year registered	2013	Discipline	Civil
Contract role(s) / brief description of responsibilities		Roadway Engineering (LA)	



Mai has over 15 years of experience as a Roadway Design Engineer, including over six years working for DOTD roadway design. She is proficient with modeling and developing roadway plans in accordance with DOTD design guidelines. She has completed numerous roadway construction plans, including roadway alignments, cross sections, geometric details, graphical grades, drainage design, construction sequencing, striping, and signing layout, and cost estimates. She also has completed countless interchange geometric designs, roundabouts, and unconventional intersections following AASHTO and LAD-OTD design guidelines. She is experienced with utility coordination, creating detour plans, and working with Contractors and DOTD Engineers to ensure the project is constructed according to plans. She has been involved with preliminary and final roadway design plans, feasibility studies, stage 0 reports, environmental assessment study, roadway concept layouts for traffic studies, develop high level cost estimates for multiple District Safety Investment Plans. She is Certified as a Work Zone Traffic Control Supervisor, Technician and Flagger.

- ✓ 15 Years of Experience
- ✓ Former DOTD Employee (Roadway Designer)
- ✓ Extensive experience with DOTD Design Guidelines

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).
01/20 - Ongoing	I-20: LA 544 Overpass Replacement, Lincoln Parish, LA. Roadway Design Lead. Responsible for preliminary and final design services for this project, which will replace the LA 544 Overpass diamond interchange with a diamond multilane roundabout interchange on a 3% longitudinal grade. The new bridge over I-20 will include sidewalks and four multilane roundabouts. This project includes a level 2 TMP.
03/23 - Present	IDIQ for road design projects - this contract includes three separate Task Order projects which include traffic services, road design, preliminary and final plan development. The projects include pavement preservation, constructing new roads, extend existing roads, construction of roundabouts, turn lanes and drainage improvements US 90: Roundabout a LA 101 (Calcasieu) (SPN. H.015226). Project Engineer and Design Services. This project includes the design for a roundabout with high-speed approaches. The design avoids impacts to a gas station, and other development at the intersection. It includes minimum right of way taking and detention pond design. LA 621: Realignment @ LA 73 (Ascension) (SPN. H.014366); Project Engineer and Design Services. This project will widening LA 73 and realign LA 621 to near its existing intersection with LA 73 to relieve congestion and improve safety. This project includes the design of a multilane roundabout to provide connectivity for local roadways, traffic analysis, Transportation Management Plan, and 1 mile of mill and overlay for LA 621. LA 16: N 2nd Street to LA 445 (Tangipahoa Parish) SPN. H.009425.5; Project Engineer and Design Services. Project includes the mill and overlay of LA 16 from N 2nd Street to east of Duncan Avenue, the in-place base rehabilitation and overlay of LA 16 from east of Duncan Avenue to LA 445. The scope of work will also include the hydraulic analysis and development of construction plans for the rehabilitation of the existing subsurface drainage system to improve drainage along LA 16 from US 51 to approximately 1000' east of Duncan Avenue. LA 182: US 90 - Greenwood St. Overpass SPN. H.016158. Project Engineer and Design Services. This project includes pavement rehabilitation along LA 182 from WB Exit Ramp to Greenwood St. Overpass, in Morgan City, LA. The work includes pavement patching, mill and overlay, roadway reinforcing mesh, curb ramps and guard rail.

09/22 – Present	E. Milton Ave Improvements, Lafayette Parish, LA. Project Engineer. This project will widen an existing Roundabout at E. Milton Ave./Chemin Metairie Rd intersection from single lane to multi-lane and widen and overlay E. Milton Ave. and Chemin Metairie Rd. in Youngsville, LA. This project includes curb and gutter with side-walks. Mai is designing this project and assisting with plan production. Established design criteria, typical roadway sections, horizontal and vertical geometry, ID structure locations and more. Ms. Nguyen is working on the roadway design for the City of Youngsville. Project includes preliminary and finals plans.
08/22 – Ongoing	LA 89 at Chemin Metairie Parkway, Youngsville, LA. Project Engineer. This project will provide a new two-lane connector roadway with drainage between Chemin Metairie Parkway and LA 89. Mai is working on the roadway design for the City of Youngsville. Project includes preliminary and final plans.
04/18 – Ongoing	I-49 South at Verot School Road. Project Engineer. This project which will construct 2.4 miles of mainline freeway, bridges, and an interchange at the intersection of I-49 South/US 90 and Verot School Road. Work includes a major bridge design and a roundabout at the relocated intersection of Verot Rd and South Collage Rd. NSI is designing the interstate mainline and frontage roadways (drainage, preliminary and final road design and TMP) as well as the drainage along these corridors. NSI is also completing the traffic design. Includes roundabout.
09/14 – 08/15	LA 16: Roundabout @ LA 447, Livingston, LA. Project Engineer. Responsible for developing roundabout preliminary roadway plans in accordance with DOTD design guidelines, creating horizontal and vertical alignment layouts, modeling roadway to determine required right-of-way limits, developing sequence of construction, and perform hydraulic analysis.
11/15 – 07/20	Southcity Parkway Extension, Lafayette, LA. Project Engineer. This project will construct a new 1.7-mile, four-lane median divided corridor between US 167 (Johnston Street) with Kaliste Saloom Road. It includes three multilane roundabout intersections and new bridge design. The roadway and drainage design are being completed in conformance with DOTD guidelines. NSI provided public outreach, environmental, road design (preliminary and final plans) and traffic services.
01/11 – 01/14	LA 447 Corridor Study, Walker, LA (LA 16 to US 190). Project Engineer. Corridor study to evaluate corridor improvements along LA 447 between LA 16 and Burgess Ave. Project included the interchange at I-12. Includes multilane roundabouts

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Ronald "Jay" Stuart, II, PE			Years of relevant experience with this employer	19
Title	Project Manager			Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization			BS / 1998 / Civil Engineering, Mississippi State University		
Active registration number / state / expiration date			PE No. 16349 / Mississippi / 12/31/2026		
Year registered	2004	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Roadway Engineering (Mississippi)		





Jay is a roadway engineer in Michael Baker's Jackson, MS office. Prior to joining Michael Baker, he served MDOT as a roadway designer and worked for several consultants with an emphasis in municipal projects. Jay's MDOT experience includes preparing construction plans for widening of six miles of I-20 in Rankin County from four to six lanes, preparing right-of-way plans for widening 10 miles of S.R. 19 from two to four lanes in Philadelphia, preparing right-of-way plans for widening four miles of S.R. 45 from two to four lanes in Columbus, preparing construction plans for paving 16 miles of S.R. 304 in Desoto County, and preparing construction plans for widening eight miles of S.R. 61 from two to four lanes in Jefferson and Adams Counties.

- ✓ Extensive MDOT roadway design experience, including work along I-20
- ✓ Former MDOT Roadway Designer
- ✓ Specialized experience designing major highway interchanges for MDOT, including the I-55 & SR 463 project

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).
09/06 - 03/12	Reconstruction of I-55 from North of Old Agency Road to South of SR 463, Madison County, Mississippi. MDOT. Engineer. Responsible for roadway design. 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.
06/11 - 08/11	I-10 and Cedar Lake Road Interchange Improvements, Harrison County, MS. MDOT. Highway Engineer. Responsibilities included the final roadway design of the I-10 Interchange at Cedar Lake Road. Michael Baker developed final design plans for interchange improvements for the I-10 and Cedar Lake Road interchange to address existing and projected traffic operational issues. Michael Baker provided field surveys, performed a traffic analysis of the interchange based on volumes, and studied the interchange exit ramps to improve existing queuing conditions. Michael Baker's designs revised the exit ramps from tapered exits to parallel exits; widened the ramps to have two lanes providing dual lefts for the westbound exit and dual rights for the eastbound exit. The designs also revised Cedar Lake Road to accommodate the changes to the ramps and upgraded existing signals to accommodate new intersection improvements.
04/12 - 04/13	SR 178 Bridge Replacement ROW Plans, Itawamba County, Mississippi. MDOT. Highway Engineer. Assisted in roadway design. Michael Baker developed final right-of-way plans for replacement of eight bridges, extension of two box bridges, removal of one box bridge, and addition of a stream relocation and a new box bridge under a relocated local road. The roadways, totaling approximately seven miles along S.R. 178 between Clay and the Alabama State Line, were upgraded either to new construction standards or to 3R standards, depending on the locations. The project was divided into five sites. Three sites required detour roads, and two sites were temporarily closed to traffic. Michael Baker also performed all hydraulic analyses at the bridges and box bridges.
03/20 - 08/20	U.S. 49 North to I-29 West Flyover Bridge Rehabilitation, Rankin County, Mississippi. MDOT. Roadway Engineer. Responsibilities included traffic control, pavement markings, and construction signing design for the project. Michael Baker provided engineering services for the replacement of the curved right-side railing and overhang on the U.S. 49 North to I-20 West flyover bridge in Rankin County. Michael Baker developed bridge rehabilitation, traffic control, signing, and electrical plans, and wrote a Special Provision Specification for a high friction overlay to be applied to the bridge deck. Michael Baker also performed a deck condition evaluation and coordinated all traffic control during the deck scanning procedures.

10/18 - 10/19	S.R. 28 Bridge Replacements, Simpson County, Mississippi. MDOT. Project Manager. Responsible for the day-to-day management, invoicing, final roadway design, and 3-D modeling. Michael Baker prepared bridge hydraulic recommendations, preliminary bridge plans, and final right-of-way plans for the replacement of the S.R. 28 bridges over the Strong River, Quinn Creek, and Big Creek between the Copiah County line and Pinola in Simpson County.
04/16 - 04/17	S.R. 397 Bridge Replacement, Kemper County, Mississippi. MDOT. Project Manager. Responsible for the day-to-day management, invoicing, final roadway design, and 3-D modeling.
10/15 - 12/16	S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, Mississippi. MDOT. Highway Engineer. Responsible for the construction cost estimate. Michael Baker is providing engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design. 10/13/2015 - 12/5/2016
10/11 - 06/14	S.R. 4 Bridge Replacement over Burlington Northern Railroad, Holly Springs, Mississippi. MDOT. Transportation Engineer. Responsible for roadway design. Michael Baker prepared preliminary bridge plans and final right-of-way plans for the replacement of the S.R. 4 bridge over the Burlington Northern Railroad. The existing bridge, which was constructed in 1950, is a three span steel girder bridge with spans of 50 feet, 50 feet, and 43 feet. The new bridge structure will be prestressed AASHTO girder spans with spans of 65 feet, 110 feet, and 65 feet, on drilled-shaft bents, which will span the railroad right-of-way. Michael Baker developed the final right-of-way plans, designating a detour route, as S.R. 4 was closed during construction.

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.	
Name	Reid Haygood, PE		Years of relevant experience with this employer
			6
Title	Engineer II		Years of relevant experience with other employer(s)
			2
Degree(s) / Years / Specialization		BS / 2017 / Civil Engineering	
Active registration number / state / expiration date		PE No. 32176 / Mississippi / 12/31/2025	
Year registered	2021	Discipline	Civil
Contract role(s) / brief description of responsibilities		Roadway Engineering (Mississippi)	



Mr. Haygood joined Neel-Schaffer in 2019 and has over eight years of roadway design and project management experience. He is a Professional Engineer in the firm's Transportation Department and has contributed to several projects providing plan preparation to DOT standards, cost estimating, construction management, construction inspection, planning studies, ADA design, drainage design, LPA coordination, traffic control plans, and signing and pavement marking plans. Reid is well versed in Open Roads Designer, GEOPAK, AutoTURN, Bluebeam Revu, and ArcGIS.

- ✓ 8 Years of Dedicated Roadway Project Delivery
- ✓ DOT Project Experience

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).
01/18 - 03/20	I-55 from SR 463 to Gluckstadt Rd, MDOT. Design Engineer. This projects includes production of Phase A plans for the widening of 4 miles of I-55 including two new hydraulic bridges and ramps at the proposed Reunion Boulevard interchange. Reid was responsible for designing the vertical alignments, superelevation, and construction phasing using OpenRoads Designer. Careful coordination with structural and hydrualic engineers was required to make sure the roadway and bridge profiles provided adequate vertical clearance over two stream crossings. Reid also worked with hydraulic engineers to optimize the temporary and proposed drainage systems, including ditches. The project is currently being designed.
01/20 - 03/21	Ceres Boulevard Extension Design and CE&I, Warren County, MS. Project Manager. The Ceres Boulevard Extension Project will lengthened Ceres Boulevard roughly 1100' east of the existing road terminus, with the goal of providing access to land for future development within the CERES Industrial Park. To make this development location easily accessible, a 93-foot-long, 3-span bridge was built to cross Crouches Creek. Reid was involved in every stage of the project including preliminary cost estimates, roadway design, plan production, bidding, and construction management under the direction of a Professional Engineer. During the design phase, Reid coordinated with Engineers to ensure that the roadway design would be congruous with the proposed precast bridge and would meet the hydraulic analysis requirements. During the construction phase, Reid was in charge of construction inspection, regular coordination with the Contractor, tracking project quantities, and communicating project updates to the Owner and project Engineer. This project was completed Spring of 2021.
06/23 - Ongoing	US 51 Corridor Study, Desoto County, MS. Roadway Engineer. Reid designed the full corridor layout for the 5.5 mile stretch of road from Church Road to Green T Road. He evaluated several horizontal and vertical alignment options to produce a constructible design that reduced impacts on property owners while meeting the applicable design criteria. Reid created preliminary plans and 3D model using OpenRoads Designer for the corridor showing the locations of the proposed centerline, travel lanes, turn lanes, a multi-use path, slope stakes, and proposed right-of-way. Preliminary signal layouts and one preliminary roundabout were designed for consideration by MDOT. He oversaw the cost estimating of the full corridor buildout, which is anticipated to cost roughly \$80 million, and participated in multiple meetings with stakeholders to discuss the corridor details.
02/20 - 10/21	I-59/US-49 Planning Study, Hattiesburg, MS. Engineer Intern. Multiple modifications to the existing I-59/US-49 interchange were being explored to meet future traffic demands. Reid provided preliminary interchange designs for several configurations including a Diverging Diamond Interchange, a Single-Point Urban Interchange, and a variety of partial cloverleaf interchanges. The interchange options were evaluated based on projected 2040 traffic volumes, construction costs, available right-of-way, turning paths of trucks, constructability, the ability to build the improvements in phases, accessibility to businesses along US-49, and environmental impacts.

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.		
Name	Jason Miles, PE		Years of relevant experience with this employer	16
Title	Senior Project Manager - Structures		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2008 / Civil Engineering	
Active registration number / state / expiration date			Professional Engineer No. 37773 / Louisiana / 09/30/2026	
Year registered	2013	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Bridge Engineering (Rehabilitation)	
Mr. Miles has been employed as a Design Engineer in the New Orleans office of Modjeski and Masters, Inc. since 2009. During this period, he has been engaged in multiple complex projects. The majority of his time has been spent in complex structural analysis, 3-D structural modeling, steel member shop drawing review, assessment of steel fabricator quality control reports, and in performing finite element analysis using both the LUSAS and Florida Pier programs. Mr. Miles attended the AASHTOWare Bridge Rate (BrR) meeting titled "AASHTOWare Bridge Design and Rating Software User Group Meeting" in August 2014 and 2016. He also completed NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures and NHI Course No. 130081, LRFD for Highway Bridge Superstructures. Mr. Miles also has experience with finite element analysis, in particular through the use of Lusas software to check AASHTOWare BrR results. ✓ Familiarity with the Existing I-20 Structure ✓ Major River Crossing Expertise ✓ DOTD Design and Load Rating Experience				
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).		
06/20 - Ongoing		H.010603.6 I-20 Mississippi River Bridge Monitoring, Vicksburg, MS. DOTD. Project Manager. Piers E-2 and E-1 of the I-20 Bridge in Vicksburg have been experiencing movements and have been under a monitoring program since 2002. The objective of this project is to capture both longitudinal and transverse displacements and tilts of the piers and provide system redundancy through the installation of jointmeter/tiltmeters and GPS instrumentation systems. Replacement vibrating wire jointmeters will be installed at five locations to determine the magnitudes of displacement over time. Replacement biaxial tiltmeters will be installed at four locations to determine the changes in tilt occurring over time at the bridge piers. All measurements will be reported wirelessly to a data logger connected to a cellular modem. Mr. Miles serves as the project manager and will be analyzing and monitoring data to provide advance warning of pier and bridge longitudinal movement and pier tilt.		
02/23 – Ongoing		Load Rating of 160 Bridges. Statewide, LA. DOTD. Deputy Project Manager. Providing technical guidance to bridge raters involved in a variety of bridge types, including steel trusses and movable spans. Ratings are being performed using AASHTOWare BrR with refinements done in Excel when needed. Also performing general QA/QC and rating report review. M&M is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the DOTD Policies and Guidelines for Bridge Rating and Evaluation, and DOTD Bridge Design and Evaluation Manual.		
03/21 - 10/21		I-210 Bridge over Prien Lake Structural Rating, Calcasieu Parish LA. DOTD. Deputy Project Manager. Modjeski and Masters, Inc. performed the as-is/as-repaired Load and Resistance Factor Rating (LRFR) of Prien Lake Eastbound and Westbound Main Bridge and Approaches for a total length of over 17,000 feet. Analysis included LUSAS FEM models, AASHTOWare BrR models of continuous span girders and ratable superstructure components, analysis of girder splices for rating and use of the AISC moment Gradient Modified Cb as needed. The "Girder System Superstructure" definition was used for the girder spans, and the "Floor System Superstructure" definition was used to model the continuous stringer units and floorbeams without crossframes. The steel plate girders were modeled separately from the multi-span continuous stringer floor system because of the pin and hanger arrangements. All BrR-models utilized a line girder analysis. Design and legal load capacity ratings were calculated for the girders and link joint connections of the steel plate girder spans, and for the caps of the pile bents. Ratings for the superstructure and substructure were calculated using Load and Resistance Factor Rating (LRFR) methodology. Mr. Miles provided QA/QC, including calculation checking and report review.		





11/19 – 05/21	H.009859.5: Load Rating of Fourteen Complex Bridges. Statewide LA. DOTD. Deputy Project Manager. Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. For the complex bridges, a three-dimensional structural model is needed. M&M is also developing influence lines and COMPSTIL2 input files for complex substructures including hammerheads and inverted-T pier caps. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, DOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Miles operated as a co-manager overseeing the technical aspects of the complex bridge ratings. Mr. Miles provided QA/QC, including calculation checking and report review.
07/19 – 04/21	H.012485.1: Load Rating of 354 Off System Bridges. Statewide LA. DOTD. Deputy Project Manager. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, DOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Miles provided technical guidance to bridge raters involved in a variety of bridge types, including slab spans, prestressed girder spans, and grid deck on steel beam spans. Mr. Miles provided specific guidance on ratings of timber substructure elements. Ratings were performed using AASHTOWare BrR with refinements done in Excel when needed. Mr. Miles also performed general QA/QC and rating report review.
02/17 – 08/18	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Statewide LA. DOTD. Deputy Project Manager. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the DOTD Policies and Guidelines for Bridge Rating and Evaluation, and DOTD Bridge Design and Evaluation Manual. Mr. Miles participated in the load rating analysis and reporting for this project.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	George Manning, PE, SE		Years of relevant experience with this employer	9
Title	Lead Structural Engineer		Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		MS / 1998 / Civil Engineering, University of Illinois at Urbana-Champaign; BS / 1994 / Civil Engineering, Rensselaer Polytechnic Institute		
Active registration number / state / expiration date		PE No. 62055771 / Illinois / exp. 11/2025; SE No. 81006203 / Illinois / exp. 11/2026		
Year registered	2002; 2005	Discipline	Civil, Structural	
Contract role(s) / brief description of responsibilities		Bridge Engineering (Replacement)		
George is responsible for the layout, design, and plans preparation of various highway bridges. He has designed PSC beam, steel plate girder, and concrete bridges on various foundations. He is also experienced in the design of cast-in-place retaining walls and layout of envelopes for MSE retaining walls and sound barrier walls. He brings specialized expertise in design for multi-use trails and pedestrian bridges over a river with aesthetic and architectural features.			✓ 24 years' experience managing designs for major bridges across the Southern U.S. ✓ Specialized experience in the design of highway structures	
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).			
11/16 - 11/18	PI 0000784 I-285 & SR 400 Reconstruction Design & Review Services, Atlanta, Georgia. Georgia DOT. Structural Engineer. Responsible for review and independent design for structural components for this project. Reviewed design-build engineer plans and calculations for conformance with client requirements. Michael Baker is serving as the submittal review consultant for the reconstruction of the I-285 and S.R. 400 interchange in Atlanta, Georgia. Michael Baker is responsible for reviewing all developer submittals on the project, which consists of about 4 miles of improvements on I-285 and 5 miles on S.R. 400. The project includes the construction of barrier-separated collector-distributor lanes along the roads to help reduce weaving, merging, and accelerating and decelerating conflicts, and involves the reconstruction of existing ramps and bridges in the interchange, the replacement of the bridge on Mt. Vernon Highway, and the construction of new flyover bridges.			
07/15 - 05/2017	Islands Expressway Bridge Replacement Engineering Services, Chatham County, Georgia. Chatham County, GA. Senior Structural Engineer. Responsible for structural design and review of project. Supervised two engineers in the design of two bridges and layout of eight MSE walls. Provided quality reviews for entire project. Monitored the structural budget and schedule. Coordinated with client and Georgia DOT. Michael Baker provided preliminary and final roadway, bridge, and structure plans for construction of two new, high-level, fixed-span, multi-lane bridges over the Wilmington River (Intracoastal Waterway) along C.R. 787/Islands Expressway. Michael Baker performed a topographical survey and prepared a database of existing facilities; supervised subsurface utility engineering to locate and identify existing underground/under channel utilities; performed geotechnical studies; performed a hydrologic, hydraulic, and scour analysis for the Wilmington River; performed environmental investigations and analyses; prepared environmental documentation in the form of a NEPA Categorical Exclusion (CE) document; and performed federal and state-level permitting, including agency coordination, mitigation design; and preparation of permit applications.			
10/21 - Ongoing	S.R. 25 Over Savannah and Middle Rivers Design-Build, Port Wentworth, Georgia. Georgia DOT. Structural Engineer. Structural engineer for the project and provided support to lead structural engineer. Responsible for providing quality review on final design calculations and final plans. Assisted with final quantity calculations. Provided guidance on AASHTO LRFD code implementation. Michael Baker is acting as a subcontractor for replacement of the S.R. 25 bridges over the Savannah and Middle Rivers near Port Wentworth, Georgia. The Michael Baker team is providing project management, roadway design, structural design, bridge hydraulic study, drainage, traffic engineering, and environmental permitting services for this design build project.			
11/14 - 6/15	PI 0008690 Jimmy DeLoach Connector Design-Build, Port Wentworth, Chatham County, Georgia. Georgia DOT. Structural Engineer. Responsible for providing construction support services. Responded to contractor RFIs. Michael Baker served as the lead design firm on a design-build project for a new 3.1-mile roadway alignment that begins at Bourne Avenue/S.R. 307 and terminates at the existing eastern end of Jimmy DeLoach Parkway, with new interchanges constructed at Grange Road and Jimmy DeLoach Parkway. Michael Baker provided roadway, bridge, and drainage design; geotechnical studies; environmental permitting; right-of-way acquisition; and utility coordination.			





08/17 - 10/18	PI 752015_Courtland Street Over CSX Design-Build, Atlanta, Georgia. <i>Georgia DOT.</i> Structural Engineer. Responsible for structural engineering for this design-build project. Lead a team of 4 engineers for this bridge replacement project. Major elements included the design of micro-piles, foundations, substructure, and superstructure. Managed the team for the aggressive schedule. Michael Baker provided engineering services for the replacement of the Courtland Street Bridge over the CSX Railroad and MARTA transit system in downtown Atlanta through a design-build project delivery method. Services included project management, roadway design, structure design, traffic engineering, survey, lighting, utility coordination, and construction support.
08/16 - 9/17	I-16/I-95 Interchange and I-16 Widening, Chatham County, Georgia. <i>Georgia DOT.</i> Senior Structural Engineer. Responsible for providing costing plans for 8 bridges as part of the I-16 Corridor improvements. Bridges consisted of bridge maintenance, widening, replacement, and new parallel bridge. Michael Baker served as the general engineering consultant to provide development of costing plans and environmental documentation for a future design-build project. As a subconsultant, Michael Baker is providing support for roadway and bridge design and ecology services for the widening of 7.5 miles of I-16 from two to three lanes, replacement of bridges over CSX railroad, and improvements to the interchanges at I-95 and I-516.
06/16 - 7/17	I-75 and I-575 Tolled Managed Lanes Design Review, Cobb and Cherokee Counties, Georgia. <i>Georgia DOT.</i> Senior Structural Engineer. Responsible for providing review services for this design-build project. Reviewed shop drawings, RFIs, and design changes as the owner's representative. Michael Baker provided design review of all submittals for the design-build construction of nearly 30 miles of tolled managed lanes along I-75 and I-575. Michael Baker's services included providing subject-matter experts in all related disciplines and reviews of all submittals for the project using review checklists and document control software.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Jeffrey McRae, PE		Years of relevant experience with this employer	26
Title	Technical Manager - Bridge		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 1996 / Civil Engineering	
Active registration number / state / expiration date			PE No. 34554/Louisiana/ 09/30/2025	
Year registered	2009	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Bridge Engineering (Interchange/Minor Structures)	
With more than 25 years of experience focused on bridge design projects, Jeff is responsible for overseeing the completion of contract plans from the conceptual stage through final design on numerous bridge projects, generation of bridge quantity calculations, checking of concrete and steel bridge shop drawings, and generation of substructure and superstructure design calculations.			✓ 25+ years leading major bridge designs and design reviews ✓ Extensive bridge design experience	
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).		
01/99 - 12/10		I-55/I-20/ US 49 Rehabilitation; Stack #3 Design Phase, Jackson, Mississippi. MDOT. Bridge Technical Manager and Engineer. Responsibilities included generation and checking of engineering design calculations, bridge quantities, and final design contract plans. Responsibilities included generating design calculations and contract plans for the substructure and AASHTO beam superstructure spans as well as checking of curved steel girder design for Ramp G-6 over I-20 and U.S. 49. Responsibilities also included checking and regeneration of form grades, beam seats, etc. at four other bridge sites. Michael Baker provided engineering services (field surveys, preliminary through final design, and certain construction phase services including public relations assistance) for the rehabilitation of the interchanges of Interstate 20 with both Interstate 55 and U.S. Highway 49 in Jackson, Mississippi. The total project will be built through a series of four separate construction contracts all designed by Michael Baker. Current project is "STACK III". The project was awarded The 2010 Grand Conceptor Award for Engineering Excellence presented by the American Council of Engineering Companies of Mississippi.		
05/14 - 04/16		U.S. 49 Florence to Scales Construction Engineering and Inspection, Rankin County, MS. MDOT. Assistant Engineer. Responsibilities included generation of bridge design calculations and final contract plans, as well as QA/QC. Michael Baker provided engineering services, including field surveys, preliminary through final design, construction phase services, and public relations support, for the construction of U.S. 49 from Florence to the Scales Area. Working as an extension of client staff, Michael Baker provided construction management, Phase C Design (RFI/submittals), utility coordination, scheduling review (Primavera P6), material testing, erosion control, surveying, traffic control, and public relations support, for the construction of U.S. 49 from Florence to the Scale Area.		
02/23 - Ongoing		I-2/I-69C Interchange and I-2 Reconstruction Design-Build, Pharr, McAllen, and San Juan, TX. Texas DOT. Project Advisor. 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, it developed roadway designs and alternative concepts as well as maintenance and protection of traffic (MOT) plans for efficiently redirecting traffic. Its roadway, bridge, and MOT teams collaborated using 3D models to ensure designs met requirements set by the Texas Department of Transportation (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 the four direct connectors using minimal closures. By eliminating these restrictions, the contractor could offer a lower bid, reducing costs and saving money.		
06/18 - 08/18		I-285 & SR 400 Reconstruction Design & Review Services, Atlanta, Georgia. Georgia DOT. Project Advisor. Michael Baker is serving as the submittal review consultant for the reconstruction of the I-285 and S.R. 400 interchange in Atlanta, Georgia. Michael Baker is responsible for reviewing all developer submittals on the project, which consists of about 4 miles of improvements on I-285 and 5 miles on S.R. 400. The project includes the construction of barrier-separated collector-distributor lanes along the roads to help reduce weaving, merging, and accelerating and decelerating conflicts, and involves the reconstruction of existing ramps and bridges in the interchange, the replacement of the bridge on Mt. Vernon Highway, and the construction of new flyover bridges.		





06/91 - 12/05	Shepherdstown Bridge, Jefferson County, West Virginia, and Washington County, Maryland. West Virginia DOT. Engineer. Responsibilities included generation and checking of engineering design calculations. Responsible for assisting with design and development of preliminary and final bridge plans for the replacement of this historical bridge structure over the Potomac River in Shepherdstown, WV. Michael Baker was selected by the West Virginia Division of Highways (WVDOT) to provide all environmental and engineering services for the replacement of the James Rumsey Bridge. The bridge is a historic structure of Wichert Truss design originally constructed in 1937. It is listed on the National Register of Historic Places. The James Rumsey Bridge carries WV Route 480 and MD Route 34 vehicular traffic over the Potomac River. The bridge currently has sidewalks on both sides that carry pedestrians and bicyclists. The bridge also crosses over the C&O Canal National Park and National Register listed C&O Canal on the Maryland side. The town of Shepherdstown, West Virginia lies on the west side of the bridge. The replacement of the bridge is necessitated by its rapidly deteriorating condition. The AASHTO LRFD Bridge Design Specifications were used for this bridge design.
01/16 - 04/16	S.R. 3 Bridge over Coldwater River Replacement, Tate County, MS. MDOT. Engineer. Michael Baker provided engineering services for the replacement of the bridge carrying S.R. 3 over Coldwater River. Michael Baker's services included bridge hydraulic one- and two-dimensional model analyses, scour analysis and evaluation, bridge scour and stream bank stabilization design, conceptual and preliminary structural design, and preparation of right-of-way plans.
03/04 - 09/04	I-55 Widening and Reconstruction from Relocated S.R. 304 to Church Road, DeSoto County, MS. MDOT. Engineer. Responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans. Michael Baker provided engineering services, including preliminary and final contract plans, right-of-way appraisal maps, deeds, and individual parcel plats for the reconstruction of approximately 4 miles of I-55 from the relocated S.R. 304 Interchange to just south of the Church Road Interchange in DeSoto County.
01/14 - 03/16	S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, MS. MDOT. Engineer. Responsibilities included generating preliminary bridge ROW plans, geometric calculations and design calculations for three hydraulic bridge crossings. One of the crossings, Strong River, required four separate alternates to be detailed as well as a construct-ability report and cost estimate comparison discussing the advantages and disadvantages of each alternate. Michael Baker is providing engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.
09/19 - 02/21	S.R. 9 Bridge Replacements, Calhoun County, MS. MDOT. Project Manager. Responsibilities included overall project management, QA/QC of bridge design calculations, and generation of final contract plans. Michael Baker provided engineering and design services for final bridge construction plans for four bridge replacements: 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 S.R.9.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Shalin Sheth, PE		Years of relevant experience with this employer	2
Title	Bridge Engineer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		MS / 2019 / Civil Engineering (Structural); BTech / 2016 / Civil Engineering		
Active registration number / state / expiration date		PE No. 48337 / LA / 03/31/2026		
Year registered	2023	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Bridge Engineering (Interchange/Minor Structures)		
Shalin's experience includes structural design bridge design, bridge load rating, bridge load testing, and project management, for a variety of projects. He has worked in the structural forensics field as an intern, before working as a bridge EI. He has experience with drafting and detailing bridge widening plans, along with structural designing of bridge components. His professional experience also includes load rating bridges of various types, performing field load testing of bridges, computing bridge quantities and cost estimates, preparing bridge rehabilitation plans, conducting GPR surveys of bridge decks, training junior engineers, and various administrative tasks.			 ✓ Performed hundreds of load ratings for DOTD structures ✓ Well-versed in DOTD bridge design guidelines ✓ Highly proficient in a wide range of bridge design and load rating software, and in instructing others in its use ✓ Recently performed bridge inspection for simple span bridges in Mississippi and currently performing bridge load ratings on those structures for MDOT	
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).		
11/22 – Ongoing		Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. DOTD, District 07. Bridge Engineer. Responsible for developing engineering design calculations, bridge geometry, bridge quantities, and design plans. Michael Baker was selected by DOTD to provide bridge, roadway and environmental services for the replacement of off-system bridges in the five parishes located in DOTD District 07. Structures replaced by this program include numerous culverts, box culverts, and slab span bridges. Currently, 10 of the 12 bridge surveys have been approved, hydraulic studies are ongoing and initial submittals in February 2024, Solicitation of Views have been sent out, and Preliminary Plans have started.		
11/21 – Ongoing		US 371: KCS RR Overpasses HBI, Webster Parish, Louisiana. DOTD. Bridge Engineer. Responsible for 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. Ensured that bridge plans meet both DOTD and KCS Railroad Design Guidelines. Project includes the design of a detour structure (Akrow Bridge) for the bridge site at Sibley in order to keep US 371 open under traffic. 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.		
07/19 – 08/22		Macarthur Interchange Completion Phase II at US90-Z Eastbound, Jefferson Parish, Louisiana. DOTD. Engineer Intern. Responsible for 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. Also developed 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 DOTD 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.		

05/21 – 08/21	Mermentau River Swing Span Truss Bridge Repairs at Grand Cheniere, Louisiana. DOTD. Engineer Intern. Responsible for preparing a structural rehabilitation solution to repair a steel truss member with structural deficiency, along with repair solutions for floorbeams and stringers using steel cover plates. Drafted and redrew the fender system plans and railing repair plans and reviewing overall bridge repair quantities and the plan set. Assisted with 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.
07/19 – 02/21	Load Rating of 311 Bridges, Louisiana. DOTD. Engineer Intern. Responsible for 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 DOTD. 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.
07/22 – 08/22	Load Rating of 176 Bridges, Louisiana. DOTD. Engineer Intern. Responsible for 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.
07/22 – 08/22	Load Rating of 114 Bridges, Louisiana. DOTD. Engineer Intern. Responsible for performing load rating for a historic steel beam bridge, and a prestressed concrete girder bridge. The typical load rating process involves modeling the superstructure and substructure in AASHTOWare BrR and LEAP Bridge Concrete respectively, along with compiling the load rating report. Also reviewed over 40 concrete slab bridges to be load rated by three junior engineer interns.
03/23 - Ongoing	I-2/I-69C Interchange Construction Support (Design-Build). Texas DOT. Bridge Engineer. Responsibilities include addressing RFIs, FDCs (Field Design Change), NDCs (Notice of Design Change) by performing structural analysis, making changes to the construction plan set sheets using Microstation as required, reviewing changes and drawings by other engineers, ensuring conformance to TXDOT construction specifications, coordinating with subconsultants and prime contractor DPJV (Dragados-Pulice Joint Venture), working with Bentley and Axiom to prepare custom drawing configuration files to prepare record drawings in accordance with TxDOT's requirements for 19 bridges (steel, prestressed concrete, concrete slab bridges).
10/23 - Ongoing	Load Rating based on 2023 Bridge Inspection Recommendations. Mississippi OSARC. Bridge Engineer. Responsibilities include performing load rating evaluation for 8 bridges (concrete slabs, steel girders, steel and timber girder/stringer/floor-beam systems, steel railcar bridges) using AASHTOWare BrR for superstructure analysis and an in-house spreadsheet developed for substructure analysis, preparing load rating summary reports and critical finding recommendations if applicable, and providing guidance to engineer interns.
09/23 – 09/23	Bridge Inspections. Mississippi OSARC. Assistant Team Lead. Responsibilities included performing a preliminary study of previously available inspection reports, filling out inspection forms as required by OSARC both prior and after inspections, conducting in-depth inspections of bridges (concrete channels, concrete slabs, reinforced concrete girders, steel girder bridges), noting defects in both superstructure and substructure, documenting photographs and measurements, assigning condition ratings to bridge elements, and recommending bridge closures based on critical findings if applicable, for 27 bridges.

16. Staff Experience:

<i>Firm employed by</i>	Neel-Schaffer, Inc.		
<i>Name</i>	Cindy Rich, PE	<i>Years of relevant experience with this employer</i>	32
<i>Title</i>	Senior Engineer Manager	<i>Years of relevant experience with other employer(s)</i>	13
<i>Degree(s) / Years / Specialization</i>	B.S. / 1980 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	PE No. 35210 / LA / 03/31/2026		
<i>Year registered</i>	2010	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	Bridge Engineering (Interchange / Minor Structures)		



Ms. Rich joined Neel-Schaffer in 1993 and now serves as Manager of the Structures Department for the firm's Jackson (MS) office. She has extensive experience in the design of major, complex concrete, steel bridges, and hydraulic structures. She is a certified bridge inspector who has played a lead role the last eight years in our firm's Fracture Critical/Complex Bridge Inspections and Load Rating program. Complex bridge design projects include MS 302 directional interchange at Germantown Road near Olive Branch, I-10 across Bayou Enceinte, and Jourdan River on the Mississippi Gulf Coast, US Highway 82 across the Mississippi River near Greenville, and I-269 in north Mississippi. She has been involved extensively with the review of shop drawings for both structural steel and concrete structures, and the rating of over 1,000 bridges for MDOT.

- ✓ 43 Years of Experience
- ✓ Complex Bridge Expert
- ✓ 1,000+ Bridge Ratings Completed

<i>Experience dates (mm/yy-mm/yy)</i>	<i>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>
11/15 - 07/20	Southcity Parkway Extension, Phase 1, Robley Drive to Kaliste Saloom Road, Lafayette Parish. Senior Engineer. Neel-Schaffer is contracted for 3 phases of this project: EA, preliminary design and final design. Several conceptual bridge layouts were developed and studied for crossing the Vermillion River at various locations. The bridge design includes a prestressed beam span of 100 feet over the navigation channel and 75-foot approach spans. The overall bridge length is 700 feet and the overall width is 84.5 feet. Main piers in the river will be designed by vessel collision forces. All preliminary designs for spans were based on AASHTO LRFD design requirements as will the vessel collision forces in final design. Bridge Engineering Manager for the Vermillion River bridge crossing design in conformance with AASHTO LRFD design requirements.
07/15 - Ongoing	US 90 Pearl River Bridges Environmental Assessment, St. Tammany Parish, LA & Hancock Count. Senior Engineer. Project includes the replacement of 5 bridges which span the Pearl River. All bridges were developed using AASHTO LRFD design requirements. Both fixed and movable bridge options were considered. The East and West Pearl River bridges were laid out as high-rise types to allow the passage of commercial navigation. The 3 Middle Pearl bridges were laid out with minimum vertical clearances above the 100-year flood elevations. Bridge Engineering Manager for the preliminary design of concrete spans in conformance with USCG navigation requirements and AASHTO LRFD design requirements.
2011 - Ongoing	Pike County Bridge Inspections, 2011-2020, Pike County Board of Supervisors, Pike County, MS. Engineer Manager/ Bridge Inspection Team Leader. NSI performed approximately 60 to 100 routine bridge inspections for bridges with steel, timber, and concrete elements across the county. NSI is currently responsible for the inspection of all non-complex bridges such as prestressed concrete multi-girder bridges and concrete box culverts. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings performed utilized LRFR, LFR & ASD.

11/18 - 03/24	CTA Tram and Pedestrian Bridge, Gulfport, MS. Project Manager. Responsible for all contract administration, design, and plan development with the prime architect on this complex project scheduled to be constructed under an MDOT permit. As a subconsultant to Eley Guild Hardy Architects, Neel-Schaffer provided engineering design, layout and plan development for a 439-foot long steel box girder and prestressed concrete beam span bridge over US 90 for the Coast Transit Authority. The new bridge will connect the new Mississippi Aquarium with Jones Park. The project also includes retaining walls, concrete slab span pedestrian ramps and lighting. The steel box girder spans are significantly curved with a radius of 172 feet and have both radial and skewed supports. The web depth of the box girders is limited to 38 inches due to the existing grade constraints of the aquarium, Jones Park and US 90. Roadway and Civil Site Design elements included the design of storm water collection and management on the bridge and adjacent roadway approach and tie in of drainage to existing subsurface structures. Roadway and sidewalk design plans were developed to provide access to the bridge at the south abutment with Jones Park/20th Avenue and paving/tie in at the north abutment with the MS Aquarium approach roadway ramp.
07/16 - 07/20	Norrell Road Interchange, Hinds County. Structural Engineer Manager. Responsible for overseeing all structural design and plans. Designed a new bridge along the frontage road near the Norrell Road Interchange. The railroad and frontage road alignments were highly skewed in relation with each other, thus, to minimize the span length required over the railroad, the bridge was laid out in an "S" shape. The bridge is comprised of 13 prestressed beam spans. All beams are 72" prestressed bulb tees. Simple supported spans were used in the (reverse) curvature on each end of the bridge, 4 125 feet in length and 6 135 feet in length. One 3-span continuous-for-LL straight unit with lengths of 100'-140'-100' was used over the railroad crossing with the interior bents skewed approximately 41 degrees. The end spans of this unit were trapezoidal. All intermediate bent columns were founded on 4'-6" diameter drilled shafts.
05/17 - 04/19	US 49, Forrest County. Structural Engineer Manager. Responsible for overseeing design and plans. Responsible for plan development for a highway safety construction project for MDOT on US 49. This required 8 retaining walls were located close to the existing right-of-way. A soldier pile retaining wall was chosen because it requires only a small amount of excavation and would allow the walls to be constructed inside the right-of-way. The walls consist of steel piles with a cast-in-place concrete facing panel anchored to the flanges. The cast-in-place concrete facing panel allowed greater tolerance for pile placement.
2/09 - 05/18	I-269, DeSoto and Marshall Counties, MS. Engineer Manager. Bridges associated with I-269 from SR 305 to east of SR 178 in DeSoto and Marshall counties. This large project includes 17 separate bridges with combined lengths of approximately 18,750 feet. All bridges were designed using the AASHTO LRFD Bridge Design Specifications. All bridges were designed with prestressed beam superstructures with the exception of one bridge site (crossing the Coldwater River) in which continuous steel girders were used. Because the site is located in north Mississippi, seismic design played a major role in the sizes and types of various substructure systems required on all the bridges.
05/95 - 07/09	US 82 Mississippi River Bridge and Approaches. Engineer Manager. This 2.8 mile-long, four-lane bridge spans the MS River near Greenville, MS. The new bridge was built approximately 2,900 feet south of the two-lane bridge it replaced. Engineer Manager

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc		
Name	Randy Boudreaux, PE		Years of relevant experience with this employer	36
Title	Structural Engineer		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization			BS / 1985 / Civil Engineering; MS / 1987 / Civil Engineering	
Active registration number / state / expiration date			PE No. 0032362 / Louisiana / 09/30/2026	
Year registered	1999	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Bridge Engineering (Interchange / Minor Structures)	
Mr. Boudreaux joined Neel-Schaffer in 1989 and has over 36 years of structural design experience. His experience has included the design and/or rehabilitation of bridges, buildings, flood control structures, and temporary retaining structures. Mr. Boudreaux's responsibilities include producing and checking design calculations, preparing contract plans and specifications, preparing preliminary cost estimates, reviewing shop drawing submittals and reviewing surveys, soil borings, engineering studies or other information required for planning and design of projects.			✓ 38 Years of Dedicated Bridge Experience ✓ DOTD Experience ✓ Flood and Temporary Retaining Structures Expert	
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).		
11/18 - 03/24		CTA Tram and Pedestrian Bridge, Gulfport, MS. Project Manager. Responsible for all contract administration, design, and plan development with the prime architect on this complex project scheduled to be constructed under an MDOT permit. As a subconsultant to Eley Guild Hardy Architects, Neel-Schaffer provided engineering design, layout and plan development for a 439-foot long steel box girder and prestressed concrete beam span bridge over US 90 for the Coast Transit Authority. The new bridge will connect the new Mississippi Aquarium with Jones Park. The project also includes retaining walls, concrete slab span pedestrian ramps and lighting. The steel box girder spans are significantly curved with a radius of 172 feet and have both radial and skewed supports. The web depth of the box girders is limited to 38 inches due to the existing grade constraints of the aquarium, Jones Park and US 90. Roadway and Civil Site Design elements included the design of storm water collection and management on the bridge and adjacent roadway approach and tie in of drainage to existing subsurface structures. Roadway and sidewalk design plans were developed to provide access to the bridge at the south abutment with Jones Park/20th Avenue and paving/tie in at the north abutment with the MS Aquarium approach roadway ramp.		
06/19 – 08/03		US 90 across East Pascagoula River, Jackson County, MS. Structural Engineer. Performed structural design, detailing and quantity takeoffs. The 3,500-foot bridge has prestressed concrete bulb-tee spans with 80-foot by 150-foot navigation channel and deep piers designed for vessel collision. Scour analysis included effects of both stream flow and tidal action and design of mitigation features.		
12/08 - 06/09		I-20 Bridge Replacements, Jackson, MS. Structural Engineer. Performed LRFD structural design and detailing for a replacement bridge. The bridge consists of one continuous curved steel girder unit with spans of 134'-141'-145'-121'-121'. Bridge width (gutter to gutter) is a constant 72 feet and is in superelevation transition along the last two spans. The two centermost bents were designed as post-tensioned concrete "two-column" straddle bents (in-line with the steel girders) to minimize the depth of the substructure over the underlying US Hwy 51. The remaining bents were designed as traditional 4-column bents. All bents were supported on steel pile supported footings.		



16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Elizabeth Brock		Years of relevant experience with this employer	6
Title	Environmental Specialist		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		BS / 2010 / Environmental Science		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Environmental Analysis & Compliance (Wetland Delineation)		
Elizabeth is highly experienced in natural resources investigation and related GIS mapping, and in performing Environmental Site Assessments (ESAs), wetland delineations and evaluations, and Joint Permit Applications. She has conducted Phase I Environmental Site Assessments (ESAs) for projects pursuant to ASTM Standard E1527-13, which involves site inspections, land records reviews, aerial photograph analyses, topographic and geologic reviews, and technical report preparation. In addition, she completes technical reports for review by the USACE for Section 404 permitting purposes.			✓ Highly familiar with conducting wetlands evaluations and deliniations in compliance with USACE and related standards ✓ Experienced in performing construction compliance monitoring	
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		Heart of Georgia Taxiway A Rehabilitation Categorical Exclusion, Eastman, GA. <i>Heart of Georgia Regional Airport Authority.</i> Environmental Scientist. Assisting with environmental services, which includes review for wetland impacts in support of preparation of NEPA documentation. Michael Baker provided engineering and environmental services for the rehabilitation of Taxiway A for Runway 02-20, which has a length of 6,500 feet and a width of 50 feet. Rehabilitation will include milling of the existing surface, crack/joint sealing, placement of new HMA surface, and pavement markings.		
10/19 – 11/19		S.R. 27 over Big Black River Replacement Project, Warren and Hinds Counties, MS. <i>MDOT.</i> Environmental Specialist. Responsible for conducting environmental investigations necessary to prepare the Wetland Delineation in support of the proposed project to replace the existing bridge (Bridge # 117.9) over Big Black River along S.R. 27, in Hinds and Warren County, Mississippi. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of the bridge on S.R. 27 over Big Black River. For the project, Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. Michael Baker conducted field investigations in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE 1987 Wetland Delineation Manual and 2010 Regional Supplement guidance. It also mapped jurisdictional wetland areas and prepared technical reports.		
09/19 – 11/19		S.R. 12 over Moccasin Creek Bridge Replacement Project, Lexington, MS. <i>MDOT.</i> Environmental Scientist. Responsible for conducting environmental investigations necessary to prepare the Wetland Delineation in support of the proposed project to replace the existing bridge (Bridge # 69.2) over Moccasin Creek along S.R. 12 in the city of Lexington in Holmes County, Mississippi. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of a bridge over Moccasin Creek on S.R. 12. For the project, Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. Michael Baker conducted field investigations in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE 1987 Wetland Delineation Manual and 2010 Regional Supplement guidance. Additionally, Michael Baker provided wetland mapping and a technical report.		
09/23 – 09/23		Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program – District 07, Louisiana. <i>DOTD.</i> Environmental Specialist. Supported research on environmental constraints that could serve as a roadblock for the replacement of a bridge structure. The information gathered allowed the engineers to make decisions on which bridges structures should move forward in design based off these environmental constraints.		





08/22 - Ongoing	Barksdale AFB Entrance Roads, Bossier Parish, Louisiana. NAVFAC. Environmental Scientist. Responsible for the procurement of environmental permits for the 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 U.S. Army Corps of Engineers and Bossier Parish Engineering Department. The project was broken into two separate construction plans (Rough Grade and Final Design) and required additional coordination with DOTD and USACE. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange.
09/21 - 08/22	I-59 and US-11 Interchange Feasibility Study, Forrest County, Mississippi. MDOT. Environmental Scientist. Responsible for GIS services and assisted with the environmental services. Michael Baker prepared a feasibility study for the I-59 and US-11 Interchange, located in Forrest County, Mississippi, near the southwest boundary of Hattiesburg. The feasibility study included desktop and field data collection, traffic analysis, safety analysis, environmental and planning analysis, conceptual engineering design, and planning level cost estimates, as well as agency coordination and stakeholder outreach as required to successfully deliver 3 interchange concepts.
03/19 - 01/21	Lemoyne Boulevard Erosion Control, St. Martin, Mississippi. Jackson County Board of Supervisors. Environmental Scientist. Responsible for assisting with environmental services. Michael Baker provided professional services associated with performing a detailed drainage study for new erosion control improvements to an existing open channel drainage way located north of Lemoyne Boulevard in the St. Martin Community. The purpose of the drainage and erosion control study was to provide recommendations to the stormwater drainage channel to address channel re-alignment and implement new erosion control measures to mitigation channel migration and sedimentation of channel banks and bottom.
08/20 - 11/20 01/22 - 02/22	S.R. 601 Canal Road Wetlands Assessment, Harrison County, MS. MDOT. Environmental Scientist. Responsible for conducting environmental investigations necessary to prepare the Wetland Delineation in support of the proposed project in the City of Gulfport in Harrison County, Mississippi. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the construction of a new road to connect southern Gulfport to I-10. For the project, Michael Baker compiled and analyzed preliminary information regarding the project sites, including color infrared aerial photography, soil surveys, design plans for the roadway, and other readily available information. We then performed site investigations to delineate wetlands and other waters of the United States, completed data forms, and took representative photographs of identified resources
03/19 - 06/19	Saline and Caddo River Bridges Design Services, Pike, Howard, and Sevier Counties, AR. Arkansas DOT. Environmental Specialist. Responsible for environmental services. Michael Baker provided roadway and bridge design for the replacement of three bridges in Sevier, Pike, and Howard counties in Arkansas. Individual sites on the project include Highway 70 over the Caddo River, Highway 70 over the Saline River, and Highway 278 over the Saline River. Michael Baker provided plans for the replacement of the bridges and approaches and hydraulic and geotechnical studies and completed the environmental clearance documentation at all locations.
04/19 - 08/19	Bush Lane and Carol Plantation Road Resurfacing, Restoration, and Rehabilitation, Mobile, AL. Mobile County Engineering Department. Environmental Specialist. Responsible for assisting with environmental services. Michael Baker is performing engineering services for a resurfacing, restoration, and rehabilitation project on Bush Lane and Carol Plantation Road. Michael Baker is developing reports, plans, and calculations to support 50%, 90%, and 100% design review submissions. Major items of work include preliminary and final design plans; safety audit; preliminary and final cost estimates; and construction administration.
11/22 - Ongoing	Runway 31 Approach Obstruction and Acquisition, Hammond, LA. City of Hammond. Environmental Scientist. Responsible for environmental services. Michael Baker provided professional services associated with the development and submittal of the necessary NEPA Documentation in the form of a short form Environmental Assessment for the Runway 31 Approach Obstruction Mitigation project at Hammond Northshore Regional Airport.
08/19 - 09/19	Padgett Switch Road Resurfacing, Restoration, and Rehabilitation (RRR), Mobile County, AL. Mobile County Engineering Department. Environmental Scientist. Assisted with environmental services. Michael Baker provided engineering services for the rehabilitation of Padgett Switch Road from Highway 90 to Half Mile Road. Michael Baker's services include design, bidding-phase support, and construction services for grading, drainage, base, and paving of the roads. The project was funded by the 2016 Pay-As-You-Go funding program.

16. Staff Experience:

Firm employed by		RECON Offshore, LLC		
Name	Jason Burns, MA, RPA		Years of relevant experience with this employer	6
Title	Principal		Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		MA/2000/History and Historical Archaeology; BA / 1996 / Anthropology		
Active registration number / state / expiration date		Registered Professional Archaeologist		
Year registered	N/A	Discipline	Registered Professional Archaeologist	
Contract role(s) / brief description of responsibilities		Underwater Archaeology		
Jason is the co-founder and Principal of RECON Offshore. A US Navy veteran, he has been successful as a project manager, professional maritime archeologist, and marine surveyor with 23 years of experience. He has worked for federal/state government agencies, worked as a private consultant, and for non-profit/museum entities giving him a wide variety of experience. Jason has a successful record of contract procurement/management, fundraising and grant writing, public speaking, and has published a variety of scholarly articles.			✓ 23+ years of specialized expertise in underwater archaeology ✓ Experience performing similar services in Vicksburg ✓ Prior experience on the highly similar Mississippi River Bridge South project	
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).			
3/24 - Ongoing	Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. DOTD. Project Manager & Principal Investigator. Providing review of cultural resources marine remote sensing data, report preparation, and coordination of submerged cultural resources for the MRB South project.			
06/21 - 03/24	Mississippi River Bridge South GBR Pre-NEPA Tasks, Baton Rouge, LA. DOTD. Project Manager & Principal Investigator. Performed pre-NEPA tasks for this major project.			
2024	USS Cairo Conservation Project, Vicksburg, MS. National Park Service. Project Manager. Oversaw archaeological conservator personnel in support of this conservation project.			
2024	Gulfport Harbor Channel, Gulfport, MS. USACE, Mobile District. Marine Remote Sensing Specialist. Provided Phase I Submerged Cultural Resources Survey.			
2023	Ship Channel 75-foot Channel Deepening Project, Corpus Christi, TX. Port of Corpus Christi. Principal Investigator. Led marine archaeological investigations for this project.			
2023	Gomez Key Oyster Reef Expansion and Breakwaters, Levey County, FL. The NDN Corporation. Marine Remote Sensing Specialist. Provided review of cultural resources marine remote sensing data.			
2022	Pass Drury Closure, Little Dauphin Island, Mobile, AL. USACE, Mobile District. Remote Sensing Specialist. Provided Phase I Submerged Cultural Resources Surveys for proposed Pass Drury Closure.			
2022	Deer Island Restoration Areas, Biloxi, MS. USACE, Mobile District. Remote Sensing Specialist. Provided Phase I Submerged Cultural Resources Surveys for Deer Island Restoration Areas.			
2021	Kings Bay Navigation Channel Nassau County, FL and Camden County, GA. USACE, Jacksonville District. Remote Sensing Specialist. Provided submerged cultural resources survey.			

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Lu Ann May		Years of relevant experience with this employer	34
Title	GIS Analyst/NEPA Specialist		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			BS / 1983 / Management Information Systems / Indiana University of Pennsylvania	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Environmental Analysis & Compliance (GIS Analysis)	
Ms. May is a technical manager with extensive experience in National Environmental Policy Act, transportation planning, and geographic information system (GIS) applications. Her technical skills, combined with varied project experience, enable her to provide the knowledge needed to lead the most challenging projects. Her practical experience includes preparing environmental documentation, impact assessments, public and agency outreach presentations and exhibits, and GIS inventory and analysis.			✓ 38 Years of Experience ✓ NEPA Expert ✓ GIS Experience	
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).		
04/22 – Ongoing		LA 30: EBR PL – I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. DOTD. GIS Manager. Currently serving as the GIS Manager for 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. As GIS Manager, Ms. May was responsible for building the project GIS of environmental constraints.		
04/01 – 11/14		I-69 Section of Independent Utility (SIU) No. 15 EIS/ROD, Bossier, Caddo and DeSoto Parishes, LA. DOTD. Project Manager. Served as Assistant Project Manager and GIS Manager for a Stage 1 study of a \$1.7 billion, 35-mile interstate facility on new location between US 171 near Stonewall in DeSoto Parish, and I-20 near Haughton in Bossier Parish. She was responsible for supporting the project manager in all work activities for preparing an Environmental Impact Study (EIS). In addition, she was responsible for managing the project GIS of environmental data and performing GIS analysis to support technical studies and alternative comparison. 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.		
05/08 – 05/11		P700-08-0130: East-West Corridor Environmental Assessment, Bossier Parish, LA. Northwest Louisiana Council of Governments (NLCOG). GIS Manager. Responsible for the application of GIS to support the NEPA process for a new location eight mile, two-lane urban collector with right-of-way clearance for future widening to a five-mile facility when traffic conditions warrant. She performed GIS analysis to support agency and public meetings, property access, field studies, alignment development and selection, quantifying potential impacts, and preparation of the EA document and technical reports. 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.		





09/99 – 09/04	700-29-0112: LA 1 Improvements Alternatives Analysis and Environmental Impact Statement, EIS/ROD, Lafourche Parish, LA. DOTD. GIS Manager. Ms. May was responsible for building the project GIS which consists of field and secondary data sources and GIS analysis to calculate potential environmental impacts for each of the alignment alternatives to support alignment selection and EIS preparation. 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.
07/11 – Ongoing	H.005168: New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Assistant Project Manager and GIS Manager. Responsible for supporting the project manager in all work efforts associated with the engineering and environmental studies to develop an environmental impact statement (EIS) for \$638 million in improvements to the New Orleans Rail Gateway, the fourth-largest freight rail gateway in the United States. Also responsible for the development and analysis of a project-specific geographic information system (GIS) containing environmental and engineering coverages. 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, DOTD, NORPC, seven 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.
11/08 – 08/12	Grand Parkway Environmental Impact Statement, Houston, TX. The Grand Parkway Association. GIS Manager. Ms. May was responsible for building the GIS of environmental constraints and performing GIS analysis to produce environmental impact reports and corresponding graphic maps to support corridor selection and EIS preparation for four individual segments. Michael Baker developed alternative alignments, conducted environmental studies, facilitated public involvement and agency coordination activities, and prepared National Environmental Policy Act documentation for four individual segments of the proposed SH 99, Grand Parkway. Michael Baker provided overall project management; performed engineering and environmental studies, project Need and Purpose, and alternatives analysis; performed and managed field investigations and data collection; and prepared draft and final environmental impact statements and records of decisions. Additionally, Michael Baker developed an indirect and cumulative impact study; an administrative record; a GIS database; agency and public comment tracking systems; public hearing; video presentations; and a comprehensive public outreach program that included a website, visualizations, renderings, and resource agency workshops.
04/09 – 03/12	Southeast Arkansas I-69 Connector Location and Environmental Study, Monticello, AR. Arkansas DOT. GIS Manager. Ms. May was managed the input of environmental constraints from both field-verified and secondary data sources including wetlands, farmlands, floodplains, tax map parcels, historic/archaeological resources, threatened / endangered species, parks and other natural and socioeconomic resources. She was responsible for building the project GIS and performing GIS analysis to determine potential environmental impacts for each of the alternatives. Michael Baker conducted a location and environmental study for the Southeast Arkansas I-69 Connector. The proposed highway is an interstate facility, approximately 50 miles in length, which connects I-530 in Pine Bluff, Arkansas, to the proposed I-69 in the vicinity of Warren and Monticello, Arkansas. The project involved an engineering location study of several alternatives, an assessment of environmental impacts, the preparation of draft and final environmental impact statements and a record of decision, and Phase III archaeological mitigations.

16. Staff Experience:

Firm employed by		Burns Cooley Dennis, Inc.	
Name	Bradley Campbell, PE	Years of relevant experience with this employer	15
Title	Principal	Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		MS / 1987 / Civil Engineering; BS / 1984 / Civil Engineering	
Active registration number / state / expiration date		PE No. 12324 / Mississippi / 12/31/2026; PE No. 35421 / Louisiana / 09/30/2026	
Year registered	1990 (LA); 2010 (MS)	Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical Analysis & Engineering (Geotechnical Engineering)	



Bradley has over 38 years of experience in the geotechnical engineering profession. His advanced education includes a Master's Degree in Geotechnical Engineering from Ohio State University. Bradley is experienced in a wide variety of engineering projects including bridges, roadways, retaining walls, earth landslide remediation, earth dams, single- and multi-story buildings, rock slopes, industrial facilities, levees, floodwalls, solid waste disposal facilities, towers, and tanks. He has considerable experience in geotechnical investigations, analyses of slope stability, and design of remedial designs for slope failures or problematic slope movements. **Bradley has significant experience with large slope stability projects along the Mississippi River, in the Vicksburg area, and nationwide.**

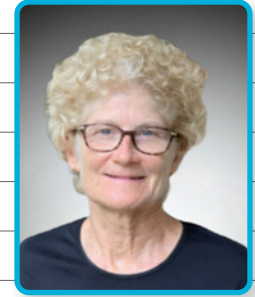
- ✓ MS PE with 8+ years in geotechnical design of major foundational elements in MS soils
- ✓ Extensive geotechnical experience in the Vicksburg area

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).
11/10 - 10/11	Slope Stabilization Wall for the Southern Portion of the Ameristar Casino Site, Vicksburg, MS. Geotechnical Lead. Supervised a supplemental geotechnical investigation and performed stability analyses to stabilize the northern end of the deepseated landslide that extends from the flat area above the river bend into the Forest Hill formation below the river bottom. <i>This landslide extends to the south of the Ameristar site and is the same landslide that has been affecting the piers for the I-20 bridge</i> and the Old Highway 80 bridges. The remedial design consisted of installation of approximately 116 micropiles extending to approximately El. -70 ft, and 110, 12-strand anchors. The anchors were oriented at about 10° from horizontal and extended a maximum length of 240 ft behind the wall into the Glendon formation limestone and marl located east of the scarp. The lockoff load for each anchor was 422 kips. The anchors and micropiles are both connected to a large CIP reinforced concrete wall face that extends between El. 70 ft and El. 107 ft. The wall was designed to provide over 200 kips/ft resistance against the landslide forces.
09/11 - 03/12	Old Highway 80 Bridge Slope Stabilization, Vicksburg, MS. Geotechnical Lead. Designed two soil nail walls: one to stabilize the loess bluff below the Old Highway 80 bridge over the Mississippi River, and the other to stabilize the loess bluff immediately north of the bridge under the Navy Circle Overlook. Performed slope stability analyses to determine the required nail lengths and spacings. The first wall was a tiered wall with shotcrete facing, and the second wall had a wire mesh facing that allowed vegetation to grow through it. <i>The second wall project was presented with the 2019 Engineering Excellence Grand Conceptor Award by the American Council of Engineering Companies (ACEC) of Mississippi.</i>
04/24 - 10/24	U.S. 61 South of Redwood Retaining Wall Remediation, Warrant County, MS. Geotechnical Lead. Supervised geotechnical investigation and developed design recommendation for stabilizing an approximately 15-ft high reinforced earth wall (RERW) that was originally constructed near the toe of the bluff in 1986, and has exhibited movement over the years during periods of heavy precipitation. The geotechnical investigation included installation of slope inclinometers and vibrating wire piezometers. The inclinometers indicated that the wall movements were occurring due to a global slide surface located near the interface of colluvial clays and the Glendon formation of the Vicksburg Group. Performed stability analyses and developed a stabilization design using two rows of driven stabilization piles in front of the RERW.
2020 - 2021; 2024 - 2025	Landslide Stabilization, Vicksburg National Cemetery, Vicksburg, MS. Geotechnical Lead. Designed an Anchored Soldier pile and lagging wall and earthen berm to stabilize a landslide that occurred in 2020. Performed stability analyses and structural design of the retaining wall. The landslide occurred in the Byram formation of the Vicksburg Group. Construction of this project was delayed several years due to the archaeological search for skeletal remains of union soldiers that were displaced by the landslide.

2016 - 2020	Natchez National Cemetery – Bluff Stabilization, Natchez, MS. Geotechnical Lead. Supervised geotechnical investigation, performed stability analyses and developed design concept for stabilizing the bluff at the VA Cemetery in Natchez, MS, which overlooks the Mississippi River. Design concept consisted of a 35-ft to 48-ft high, 1270-ft long soil nail wall constructed in the upper portion of the bluff. The soil nail wall incorporated prestressed anchors to protect against deeper global stability failures. Prepared drawings and specifications for the bluff stabilization. <i>This project was presented with the 2023 Engineering Excellence Grand Conceptor Award by the ACEC - Mississippi.</i>
1998 - 1999	Hickman Bluff Landslide Stabilization Project, Hickman, KY. Design Engineer. Responsible for stabilization system for a large landslide along the east side of the Mississippi River. The design consisted of an approximately 150,000 s.f. soil-nailed slope to stabilize the landslide. The design also consisted of a row of prestressed anchors to protect against deep-seated failures, horizontal drains to protect against elevated pore water pressures, and a reinforced slope constructed with lightweight fill to allow for reclamation of an area at the top of the bluff. Performed stability analyses and designed all elements of the stabilization design.
11/20 - 06/22	I-40 WB Near MM 343 Slope Stabilization, Roane County, TN. Design Engineer. Responsible for a VE slope stabilization system to stabilize a landslide affecting about 0.4 miles of I-40 W.B. The slope movements were deep-seated, over 100-ft deep in places, and were occurring close to the interface of the boulder stream colluvial, and the residual soils. The slope stabilization system consisted of 605, 12-strand tie-back anchors with design loads ranging from 377 to 422 kips. The total tieback loads imported to the landslide was about 235 million pounds. Each tieback reacted against an 8-ft by 10-ft reinforced concrete reaction blocks. Mr. Campbell supervised the slope stability analyses, designed the required anchor bond lengths, designed the reinforced concrete anchor blocks, and supervised the preparation of the shop drawings and specifications. <i>This project was presented with the 2023 Grand Conceptor Award for Engineering Excellence by the American Engineering Council by the ACEC - Tennessee.</i>
07/24 - 08/24	Big Fill Landslide, Teton Pass, Teton County, WY. Geotechnical Engineer. Prepared emergency design for a temporary soil nailed slope to allow for construction of the remediation of the Big Fill Landslide. The temporary 1H:1V nailed slope was 110 ft high, and consisted of 599 hollow bar soil nails and about 60,000 s.f. of wire mesh facing. Performed stability analyses, design soil nails and wire mesh facing, and prepared drawings and specifications.

16. Staff Experience:

Firm employed by		Burns Cooley Dennis, Inc.	
Name	Colleen Campbell, PE		Years of relevant experience with this employer
Title	Geotechnical Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2008 / Civil Engineering; BS / 1980 / Civil Engineering	
Active registration number / state / expiration date		PE No. 20685 / Mississippi / 12/31/2025	
Year registered	2012	Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical Analysis & Engineering (Geotechnical Engineering)	



Colleen has over 45 years of experience in the civil engineering profession. Her advanced education includes a Master's Degree in Civil Engineering, with an emphasis in geotechnical engineering, from the University of Pittsburgh. Prior to joining Burns Cooley Dennis, she worked at MDOT's Geotechnical Branch for six years. Colleen's experience includes engineering projects related to bridges, roadways, earth retaining structures, landslide remediation, and industrial, commercial, and solid waste disposal facilities. She has been responsible for all project phases of investigation, analyses, reporting, regulatory permitting and construction oversight. She has experience in geotechnical engineering, and hydrologic and hydraulic engineering. Geotechnical engineering experience includes the investigation and design of deep (driven pile and drilled shaft) bridge foundations, bridge scour, retaining wall structures, slope stabilization; and the application of LRFD design methodology to transportation structures. Her hydrologic and hydraulic engineering experience includes the planning, design and permitting of dams, principal and auxiliary outlet structures and stormwater management collection and conveyance structures and storm water pollution protection plans.

- ✓ Former MDOT Geotechnical Engineer bringing hands-on experience with their standards and infrastructure
- ✓ 45 years of focused geotechnical experience across Mississippi and the Southern U.S.

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).
02/12 – 12/17	Various Bridge Replacement Sites in Mississippi. MDOT. Engineer. provided geotechnical investigation and deep foundation design recommendations for multiple bridges in the State of Mississippi for MDOT. Foundation recommendations included steel H-pile, concrete pile, steel pipe pile and drilled shaft foundations.
05/19 – 03/23	Bridge Scour/Riverbank Revetment Stabilization. Geotechnical Engineer. Engineering services consisting of geotechnical explorations, engineering and slope stability analyses were performed for riverbank revetment and countermeasure structures. Earthwork construction recommendations and specifications were provided to various extents based on project requirements. Recent landslide remediation projects include: SR42 at Chickasawhay River Bank Stabilization. Two separate storm events destroyed the west bridge abutment closing the bridge, then a second storm during construction altered the countermeasure and revetment locations and configurations. U.S. 49 at Big Black River and Four Relief Bridges. The geotechnical evaluation revealed alluvial clay and sand above Yazoo clay (Jackson Formation) soils. Formational clay samples were evaluated by Texas A&M's Erosion Function Apparatus (EFA), and conventional geotechnical laboratory testing was performed to evaluate the soil scour rate and therefore delaying the replacement schedule for the scour sensitive bridge group. U.S. 80, I-20/I-55 Pearl River Countermeasure and Revetments. Geotechnical investigations and stability analyses were performed for this bridge system over a 0.7-mile reach of the Pearl River. Geotechnical recommendations and construction specifications were provided based on the engineering analyses.

04/19 - 04/21	Various Landslide Remediation Projects. Geotechnical Engineer. Engineering services consisting of geotechnical exploration and instrumentation plans, engineering evaluations, preliminary design of alternative remediation schemes, comparative alternative cost evaluations, final design of landslide remediations and preparation of construction stabilization plans, remediation and specifications and construction QA/QC These services have been provided to various extents based on project requirements. Recent landslide remediation projects include: <i>Bally's (formerly) Lady Luck Casino Entrance Road.</i> Stabilization of a 300-ft long loess bluff slope sliding on the Byram clays (Vicksburg Formation) along the primary entrance road to the Vicksburg, MS, Casino just south of the I-20 Mississippi River Bridge. Stabilization consisted of construction a large buttress with stabilization piles. Portions of the upper slope stabilization consisted of 9-ft long earth anchors and permanent erosion matting. <i>Old Mississippi River Bridge/Vicksburg NMP Navy Circle.</i> Stabilization of a 220-ft long landslide below the Old Mississippi River Bridge northeast bridge abutment and below the NMP Navy Circle Overlook consisted of a 15,000 sq. ft. soil nail wall utilizing 35-ft to 40-ft long soil nail and both shotcrete and vegetated "Tecco Mesh" surface protection. The adjacent surficial landslide remediation consisted of a soil buttress and 4,800 sq. ft. riprap slope protection. <i>Vicksburg NMP Texas Monument.</i> Daily QA/QC was provided for the stabilization of the loess bluff slope between the Texas Monument and the KCSRR. Stabilization consisted of a 230-ft long anchored soldier pile and lagging wall within the limits of the Vicksburg Civil War battlefield. Structure and vibration monitoring, construction inspection, materials testing, 120-ft long soil anchor proof testing and daily documentation of the construction progress were provided.
04/19 - 04/25	Various Bridge Projects. Geotechnical Engineer. Geotechnical engineering for bridge deep foundations consisting of driven pile and drilled shaft design recommendations, construction monitoring for trial shaft, test shaft, and bridge shaft construction. <i>Parkers Lake Bridge Replacement, Jackson County, MS.</i> The trial shaft revealed that unanticipated significant scour occurred into the Pascagoula formation soils requiring field design and modification of each of the eight (8) 72-in. diameter drilled shaft foundations. All drilled shafts were construction from a barge group on the lake. <i>Merrill-Salem Road Bridge over the Pascagoula River, George County, MS.</i> The 1,000-ft long river bridge foundation consisted of four 78-in. and four 90-in. diameter drilled shafts and eight concrete pile bents. The foundation contractor's trial and test shafts were strictly monitored to mimic the construction of the eight drilled shafts to be constructed from a trestle bridge over an environmentally sensitive reach of the Pascagoula River. <i>Kemp Bottom Road Bridge Replacement over Hennesseys Bayou, Vicksburg, MS.</i> Erosion and scour of the bayou channel caused slope failures at the riverbanks and exposure of the piles. Four 60-in. diameter drilled shafts and two pile bents were constructed through the Mississippi River alluvial deposits for construction of the 300-ft long replacement bridge and stabilization of the riverbank slope failures <i>Lake Harbour Drive Extension, Madison County, MS.</i> The deep foundations for the 450-ft long bridge over Interstate I-55 consisted of fifteen 54-in. diameter drilled shafts in Jackson formation Yazoo clays. Construction monitoring of the trial and test shafts and subsequent bridge shafts was conducted.

16. Staff Experience:

Firm employed by		Burns Cooley Dennis, Inc.			
Name	Marcos Rodrigues, PE			Years of relevant experience with this employer	19
Title	Company Title			Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2006 / Civil Engineering		
Active registration number / state / expiration date			PE No. 20264 / Mississippi / 12/31/2025		
Year registered	2011	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Geotechnical Analysis & Engineering (Geotechnical Engineering)		





Marcos has been engaged in the field of geotechnical engineering for over 19 years. Prior to joining Burns Cooley Dennis, he served as a Lieutenant Engineer Commander for the Brazilian Army. He is experienced in a wide variety of engineering projects and responsible for all phases of geotechnical investigations, analyses, design and construction. Mr. Rodrigues' engineering experience in roads and bridges encompasses a wide range of tasks and includes: planning and conducting field and laboratory investigations; preparing geotechnical reports and specifications; analyzing and designing driven and cast-in-place piles and drill shafts; monitoring and interpreting static pile load tests; performing dynamic pile testing (PDA) and estimating pile capacity using CAPWAP; evaluating pile driving systems with Wave Equation Analyses (WEAP) and developing criteria for production piles; conducting Low Strain Pile Integrity Testing to assess the structural integrity of deep foundation elements; evaluating embankment stability and settlement criteria; evaluating liquefaction potential, lateral spreading and seismic stability of slopes; and application of LRFD design methodology to transportation structures.

- ✓ Nearly 20 years of focused geotechnical experience across Mississippi and the Southern U.S.
- ✓ Supported numerous geotechnical investigations for bridges over navigable waterways

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).
07/24 - Ongoing	Graysport Crossing Road over Grenada Lake, Grenada County, MS. Geotechnical Engineer. Responsible for supervising and coordinating subsurface investigations and laboratory testing, and the preparation of the geotechnical report including axial pile capacity, and determination of seismic site classification and PGA. Also performed PDA of test piles, evaluated the driving system, and recommended pile driving criteria for production piles based on the dynamic testing results, CAPWAP analyses and WEAP. The new bridge has a total length of about 1,400 ft. The geological unit encountered within the project consist of Holocene age alluvium underlain by Eocene age Tertiary soil deposits of the Wilcox formation.
07/16 - Ongoing	Merrill-Salem Road over Pascagoula River, George County, MS. Geotechnical Engineer. Responsible for supervising and coordinating subsurface investigations and laboratory testing, and the preparation of the geotechnical report including embankment settlement and stability analyses, axial pile/shaft capacity, and determination of seismic site classification and PGA. Also designed the static load test, performed the review of the drilled shaft contractor's installation plan, observed trial and test shaft construction, interpreted of the bi-directional static load test, performed PDA of test piles, evaluated the driving system, and recommended pile driving criteria for production piles based on the dynamic testing results, CAPWAP analyses and WEAP. The new bridge has a total length of about 1,000 ft and the maximum embankment height is about 17 ft. The geological units encountered within the project consist of Recent age alluvium underlain by Miocene age Hattiesburg/Pascagoula formation.
01/22 - 04/25	Proposed Bridge over Pearl River, Madison and Rankin Counties, MS. Geotechnical Engineer. Responsible for supervising and coordinating subsurface investigations and laboratory testing, and the preparation of the geotechnical report including embankment settlement and stability analyses, axial pile/shaft capacity, and determination of seismic site classification and PGA. The proposed twin bridge will have a total length of about 3,750 ft with the maximum approach embankment height of about 25 ft. The geological units encountered within the project consist of Recent/Pleistocene age alluvium underlain by the Eocene age Yazoo formation.
03/24 - 07/24	Tanner Williams Road Bridge over Escatawpa River, Jackson County, MS. Geotechnical Engineer. Responsible for supervising and coordinating subsurface investigations and laboratory testing, and the preparation of the geotechnical report including embankment settlement and stability analyses, axial pile capacity, and determination of seismic site classification and PGA. The bridge has a total length of about 800 ft. The geological units encountered within the project consist of Recent Age Coastal deposits.

16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.	
Name	Ellen Howard, PE, PTOE		Years of relevant experience with this employer
Title	Company Title		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering	
Active registration number / state / expiration date		PE No. 38207 / Louisiana / 03/31/2026; PTOE No. 3735; Traffic Engineering Process and Report Modules 1-3	
Year registered	2013	Discipline	Civil
Contract role(s) / brief description of responsibilities		Traffic Engineering (Traffic Studies / Analysis)	



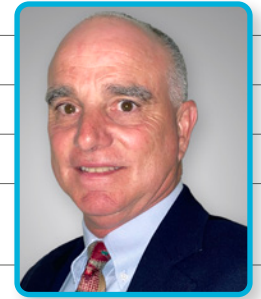
Before joining Neel-Schaffer, Ellen worked as a Traffic Engineer for DOTD District 62. She also worked as a Traffic Engineer Intern for DOTD's Traffic Engineering Management Section in Headquarters. She worked on a variety of projects involving Traffic Engineering Studies, Signal Timing and Coordination, Corridor Studies, traffic modeling using VISSIM and Transportation Management Studies. During her employment at ADOTD, she also reviewed numerous Corridor Studies, Intersection Studies, Safety Studies, Traffic Impact Studies, and Temporary Traffic Control Plans. She is proficient in Traffic Engineering software such as HCS, Synchro, SIDRA, SimTraffic, VISSIM as well as DOTD's CAT Scan safety tool. She also attended Highway Safety Manual (HSM) workshop, Highway Capacity Analysis Seminar, Roundabout Design Workshop, Traffic Signal Workshop, Synchro Training, Vissim Training, Access Management Location and Design Course, Alternative Intersections / Interchanges Workshop, and Crash Reconstruction for Traffic Engineers Course. With Neel-Schaffer, Mrs. Howard has served as a project engineer for the noted traffic related DOTD projects.

- ✓ 5 years of experience as a DOTD Traffic Engineer / Engineer Intern
- ✓ 15+ years of experience performing complex traffic engineering for numerous DOTD projects

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 - Ongoing	IDIQ for Road Design Projects. DOTD. Traffic Engineer. This contract includes three separate Task Order projects which include traffic services, road design, preliminary and final plan development. The projects include pavement preservation, constructing new roads, extend existing roads, construction of roundabouts, turn lanes and drainage improvements. US 90: Roundabout a LA 101 (Calcasieu Parish). This project includes the design for a roundabout with high-speed approaches. The design avoids impacts to a gas station, and other development at the intersection. It includes minimum right of way taking and detention pond design. LA 621: Realignment @ LA 73 (Ascension Parish). This project will widening LA 73 and realign LA 621 to near its existing intersection with LA 73 to relieve congestion and improve safety. This project includes the design of a multilane roundabout to provide connectivity for local roadways, traffic analysis, Transportation Management Plan, and 1 mile of mill and overlay for LA 621. LA 16: N 2nd Street to LA 445 (Tangipahoa Parish). Project includes the mill and overlay of LA 16 from N 2nd Street to east of Duncan Avenue, the in-place base rehabilitation and overlay of LA 16 from east of Duncan Avenue to LA 445. The scope of work will also include the hydraulic analysis and development of construction plans for the rehabilitation of the existing subsurface drainage system to improve drainage along LA 16 from US 51 to approximately 1000' east of Duncan Avenue. LA 182: US 90 – Greenwood St. Overpass. This project includes pavement rehabilitation along LA 182 from WB Exit Ramp to Greenwood St. Overpass, in Morgan City, LA. The work includes pavement patching, mill and overlay, roadway reinforcing mesh, curb ramps and guard rail.
06/22 - Ongoing	District 03 Safety Investment Plan. DOTD. Traffic Engineer. Responsible for this study evaluating crashes at 119 locations on the state and local highway networks using variations in crash statistics to identify possible roadway issues and potential low-cost safety improvements
04/20 - 07/21	District 05 Safety Investment Plan. DOTD. Traffic Engineer. Responsible for this study evaluating crashes on the state and local highway networks using variations in crash statistics to identify possible roadway issues and potential low-cost safety improvements. There were initially 81 locations with 53 additional locations added as a supplement.

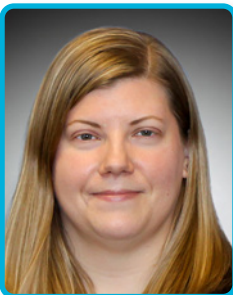
16. Staff Experience:

Firm employed by		Neel-Schaffer, Inc.	
Name	Ronald Kirk Gallien, PE, PTOE		Years of relevant experience with this employer
			2
Title	Senior Project Manager		Years of relevant experience with other employer(s)
			36
Degree(s) / Years / Specialization		BS / 1984 / Civil Engineering	
Active registration number / state / expiration date		PE No. 23428 / Louisiana / 09/30/2025; PTOE No. 1288; Traffic Engineering Process and Report Modules 1-3	
Year registered	1989	Discipline	Civil
Contract role(s) / brief description of responsibilities		Traffic Engineering (Traffic Studies / Analysis)	
Kirk has nearly 40 years of experience performing traffic and roadway engineering services across Louisiana. He worked for DOTD for more than 28 years, ending his career as the Assistant Secretary of Operations. In that time, he oversaw and performed numerous traffic studies, traffic management plans, signal upgrades, and other infrastructure improvements.			✓ Provided traffic technical assistance on modifications to the I-20 Mississippi River Bridge as a DOTD Engineer ✓ Experience on multiple complex bridges over major rivers
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).		
02/20 - Ongoing	I-20 at LA 544 Overpass Replacement, Lincoln Parish, LA. Traffic Engineer. Provided TMP review. This project will replace the existing LA 544 bridge crossing and interchange with a new bridge and roundabouts. This project includes four multilane roundabouts located in a tight project area with many constraints and large grade changes. The roundabouts will connect ramps and service roads with adjacent businesses. The project includes new bridge with sidewalk over I-20. The entire project limits are complete street compliant which means it provides facilities for all users.		
08/20 - Ongoing	I-10 & I-12 College Drive Flyover Ramp Design Build, Baton Rouge, LA. Project Engineer. Responsible for Interchange Modification Report, Transportation Management Plan and ITR of MOT Plans for the proposed College Drive Ramp improvements. The IMR was prepared in accordance with DOTD's TEPR and FHWA Policy Points. The IMR analysis was performed using Vissim software. In addition, the TMP was prepared for the various maintenance of traffic phases. Analysis used in the TMP included HCS analysis for detour evaluations and Dynameq (Mesoscopic Modeling) for evaluating various MOT strategies. The project also includes signal design.		
06/22 - Ongoing	Jimmie Davis Bridge (LA 511) (HBI) Design Build. Traffic Engineer. Provided traffic and TMP support. This project will replace the existing five-lane roadway with a four-lane median divided roadway with turn lanes. It will provide a new bridge crossing for LA 511 at the Red River and will also modify the existing bridge crossing for use as a linear park and provide a multiuse path. NSI is providing the traffic analysis, signal design, striping and signing plans, road design support and Bridge H&H and Scour for the river crossing.		
1994 - 2007	Various Projects, DOTD District 05. Traffic Operations Engineer. Performed numerous traffic studies and composed numerous traffic engineering reports regarding traffic control such as traffic signal installations and modifications, signing, pavement markings, and establishing speed limits. Annually investigated and analyzed existing traffic control devices at locations identified as having a high potential for safety improvement and recommended and implemented modifications to improve traffic flow and safety at these locations. Coordinated and supervised upgrading all traffic signals (approximately 275) in District 05 from electromechanical to electronic controller operations. Worked closely with private developers and public entities regarding access to proposed developments to ensure conformance with DOTD standards. Completed construction lay-out of pavement markings on numerous highway construction projects, including centerline passing/no passing zone markings on overlay projects. Served as the legal expert in traffic engineering for District 05, and responded to interrogatories and requests for production, gave depositions, and testified in court. Specific Projects have included: I-20 Mississippi River Bridge Modifications: Provided technical assistance regarding interstate lane closures and traffic control during design and construction of the project. Computerized Traffic Signal System in District 05: Provided technical assistance to the consultant during design of the project as well as construction personnel during installation of the field equipment. After completion of the project, implemented and used the computerized traffic signal system to manage traffic operations on US 165. I-20 Elevated Section Rehabilitation Ouachita Parish: Provided technical assistance regarding interstate lane closures and traffic control during design and construction of the project.		



2007 – 2014 2018 – 2020	Various Projects, DOTD District 05. Assistant District Administrator of Operations. Supervised traffic engineering and operations, district-wide roadway maintenance, bridge inspection and maintenance, and roadside development activities in District 05. Reviewed traffic impact studies and reviewed and approved access connection, utility, and project permits in District 05. Planned, managed, and directed all emergency response activities in District 05, which included emergency response, repairs, and recovery related to hurricanes, flooding, tornados, and winter weather.
2014 – 2018 2020 – 2022	Various Projects, DOTD Headquarters. Assistant Secretary of Operations. Completed traffic studies and prepared written Traffic Engineering reports. Specific duties of traffic engineering studies included compiling filed data, performing peak period observations, performing analyses, QA/QC of field data and analyses, forming conclusions and recommendations based on the results of analyses, and preparation of technical reports. Studies included developments such as a 600-student middle school, a 400-student charter school, commercial subdivision, and a 650-unit student housing facility near Louisiana Tech University. Traffic studies and Traffic Engineering written reports also included modifications to existing traffic control devices such as traffic signal installations and modifications, signing, and pavement markings. <i>District 05 Safety Investment Plan for DOTD District 05.</i> Compiled field data and assisted with analysis of data and preparation of a written report to create a Safety Investment Plan. This included analysis of crash data, determination of crash patterns, determination of appropriate safety countermeasures, benefit/cost analyses, compilation of results and compilation of recommended safety improvements for 32 state and local segments as well as 99 state and local intersections. <i>I-10 and I-12 College Drive Flyover Design-Build:</i> Prepared Level 4 Transportation Management Plan for the project. Preparation of the plan included identifying the scope, goals, and constraints of the project, performing traffic and safety analyses, and assessing detour routes to effectively manage traffic during the project. Assisted with developing plans for stakeholder and public involvement during the project as well as the development of plans for maintenance of traffic, temporary traffic control, and work zone management strategies to be implemented during the project. <i>Garrett Road-Kansas Lane Connector:</i> Assisted in preparation of a Level 4 Transportation Management Plan. Assisted with designing temporary traffic control and temporary traffic signal construction and operations required for the project. Reviewed plans and performed QA/QC for temporary and permanent traffic control throughout the entire project limits.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Carla Dietrich, PE, PTOE		Years of relevant experience with this employer	27
Title	Senior Transportation Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			BS / 1997 / Civil and Environmental Engineering, Carnegie Mellon University	
Active registration number / state / expiration date			PE No. 35480 / Louisiana / 09/30/2026; PTOE No. 2468 / 11/24/2026; Traffic Engineering Analysis Process & Report Modules 1-3	
Year registered	2010	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Traffic Engineering (Traffic Studies/Analysis)	
Ms. Dietrich is experienced in traffic engineering and transportation planning studies. She has served as a traffic task manager on various projects including conceptual engineering studies, corridor studies, feasibility studies, interchange justification reports, traffic impact studies, Vehicle Miles Traveled (VMT) assessments, and traffic analysis in support of environmental documents. Ms. Dietrich is knowledgeable in the areas of traffic signalization, safety, complete streets, access management, VMT, bicycle and pedestrian design, and context sensitive solutions. Her technical expertise includes crash analysis, traffic simulation, capacity analysis including roundabouts and coordinated signal systems, queuing analysis, and trip generation analysis.			 ✓ Trained in TEPR Modules 1-3 ✓ Worked with Chris and our team on the similar I-69 SIU No. 15 project ✓ Experience providing traffic engineering services on multiple DOTD projects	
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).		
04/03 -04/10		I-69, Section of Independent Utility No. 15, U.S. 171 to I-20, Bossier, Caddo, and DeSoto Parishes, LA. DOTD. Traffic Engineer. Responsible for the Point of Access Studies for the proposed I-69 Interchanges with I-20 and I-49. Studies to address FHWA requirements. Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15. Michael Baker's services included project management, environmental investigations, preliminary roadway engineering, geographic information system environmental mapping and analysis, global positioning system survey and digital orthophotography; conceptual bridge design, traffic demand modeling and traffic forecasting, preparation of a corridor preservation memorandum of agreement, preparation of draft and final environmental impact statements (EIS) and record of decision, and stakeholder outreach.		
08/03 - 04/05		U.S. 82 from U.S. 49N to MS 7N Planning/Traffic Study, Greenwood, Leflore County, MS. MDOT. Traffic Engineer. Responsible for traffic analysis of the U.S. 82 corridor from U.S. 82 Bypass to U.S. 49. Analysis included the evaluation of multiple alternatives to address projected deficiencies. Michael Baker provided professional and engineering services performing a traffic study of possible alternatives for the reconstruction of the existing U.S. Highway 82 Bypass in Greenwood from U.S. 49Nto MS 7N.		
10/17 - 09/19		New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Traffic Engineer. Provided traffic engineering support. 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.		
09/21 - Ongoing		New Orleans Rail Gateway - Avondale PEL Study, Jefferson Parish, LA. DOTD. Traffic Engineer. Provided traffic operations analysis oversight. 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.		

05/20 - Ongoing	New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, LA. DOTD. Traffic Engineer. Provided traffic engineering QC support. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish, between the Ochsner Health Foundation Hospital and Monticello Avenue. For the project, Michael Baker is performing solicitation of views (SOV) including Native American government-to-government coordination through FRA, environmental resources investigations, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, rail and roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach.
07/02 - 12/02	North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. DOTD. Civil Associate. Responsible for preparing Point of Access Study for the proposed North-South Expressway Interchange with I-220 that included traffic analysis and development of conceptual signing plan. Study addressed FHWA requirements. Michael Baker conducted a preliminary engineering and environmental study of the North-South Expressway in Caddo Parish, Louisiana for the DOTD. The proposed highway will be an interstate facility on new location, approximately 56 kilometers (35 miles) in length, between I-220 in Shreveport, Louisiana, and the Arkansas state line.
05/08 - 05/10	East-West Corridor Environmental Assessment, Bossier Parish, LA. DOTD. Traffic Engineer. Responsible for the traffic analysis associated with the Environmental Assessment and Purpose and Need Statement. Coordinated traffic data collection program and oversaw traffic analysis of Existing, No-Build, and Build conditions for two alternative alignments. Prepared traffic technical report. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard. The purpose of the new 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.
09/13 - 09/13	FAY-435 Preliminary Engineering, Alternatives Evaluation, and Final Design, Fayette County, OH. Ohio DOT, Central Office. Traffic Engineer. Provided traffic engineering support and quality control. Michael Baker provided engineering and design services for the FAY-435 Corridor, which has an interchange with I-71 and serves as the linkage to FAY-35, a major east-west limited access roadway in central Ohio. The corridor experiences heavy congestion due to the high truck volumes and presence of multiple commercial driveways. Drainage issues exist, and the pavement is in poor condition due to the traffic. Michael Baker performed a preliminary engineering and alternatives evaluation that included traffic analysis, safety analysis, drainage analysis, and pavement studies. Michael Baker developed final plans for stormwater systems, pavement, signing, striping, intersections, bridge replacement, and maintenance of traffic.
05/10 - 02/12	Donora-Webster Bridge Replacement Alternatives Analysis, Borough of Donora, PA. Pennsylvania DOT, Central Office. Transportation Engineer. Task manager for the traffic engineering component of the Donora-Webster Study. Responsible for overseeing data collection program, highway capacity analysis, and safety analysis. Michael Baker provided environmental and preliminary engineering services to analyze alternatives for the replacement of the historic Donora-Webster Bridge. Services included project management; water resources, threatened and endangered species, and historic and archaeological resources investigations; a Level 2 categorical exclusion evaluation and a U.S. Coast Guard environmental assessment; traffic analyses; engineering alternatives development, impact analysis, and preferred alternative identification; and the planning and implementation of a proactive public involvement program.
07/15 - 03/16	S.R. 304 and McIngvale Road Interchange Environmental Assessment and Phase A Right-of-Way Plans, DeSoto County, Mississippi. MDOT. Traffic Engineer. Responsible for managing traffic analysis task including capacity analysis, queue analysis, and documentation of results. Michael Baker performed an environmental assessment and prepared Phase A right-of-way plans for a proposed interchange at S.R. 304 and McIngvale Road. Michael Baker's services included data collection and analysis, traffic impact analyses, alternatives analysis, preparation of preliminary and final right-of-way plans, public involvement, and preparation of environmental assessment documentation.
10/09 - 04/10	West Ohio Street Bridge Replacement, Pittsburgh, PA. City of Pittsburgh. Traffic Engineer. Responsible for management of traffic engineering task. Michael Baker provided engineering services for the replacement of the West Ohio Street Bridge. Michael Baker's services included site investigation, preliminary bridge and roadway design, alternatives analysis, preparation of environmental and Section 4(f) analysis and documents, Section 106 historic resource analysis and documents, traffic studies, utilities coordination, public involvement, and final design.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Andy Lelewski, PE		Years of relevant experience with this employer	<1
Title	Technical Manager		Years of relevant experience with other employer(s)	25
Degree(s) / Years / Specialization		BS / 1997 / Civil Engineering, University of Pittsburgh		
Active registration number / state / expiration date		Professional Engineer No. 58669 / Florida / exp. 06/2025		
Year registered	2002	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Toll Feasibility Analysis		
With more than twenty five years of experience working in the toll road industry, Andy has spent the last 14 years in director roles at public toll road agencies including the Tampa-Hillsborough Expressway Authority and the North Carolina Turnpike Authority. He is well-versed in all aspects of the toll road industry including planning, engineering design, and implementation of toll facility infrastructure and toll technology systems, customer service and communications programs, policy development, finance controls, annual operations, and long term capital planning.				✓ Extensive P3 experience on NCDOT's I-77 Express Lanes program ✓ Implemented award-winning customer services and operability advancements at NCTA in 2016 and 2018
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		OPM for I-10 Mobile River Bridge and Bayway Project, Mobile, Alabama. <i>Alabama DOT. Tolling Expert.</i> Michael Baker is providing project management with oversight responsibilities for all aspects of the Mobile River Bridge and Bayway Project. The project involves reconstruction of I-10 through downtown Mobile, Alabama and across the Mobile Bay, with a total length of approximately 10 miles. The project includes a new 2-tower cable stayed bridge over the Mobile River, and replacement of the 7-mile long existing I-10 Bayway.		
06/22 - 05/23		All-Electronic Tolling System Replacement, Tampa, Florida. <i>Tampa-Hillsborough Expressway Authority. Director of Toll Operations.</i> Developed a toll collection system master plan that will provide for the replacement of an aging all-electronic toll collection system. The 5-year plan provided a path for reprocurring the roadside systems, operational back office, 3rd party interfaces, and customer service activities. Re-focused the functional operations of the toll operations unit focusing on solid project management practices and improved following of policies and procedures.		
2009 - 2022		Triangle Expressway & Monroe Expressway Tolling Systems Development, Raleigh, North Carolina. <i>North Carolina Turnpike Authority. Director of Toll Operations.</i> Implemented the business policies, toll collection / customer service / intelligent transportation systems, and operations and maintenance plans for the NCTA's first toll roads, the Triangle Expressway and the Monroe Expressway. These multi billion greenfield projects opened with all-electronic toll collection systems. • Responsible for Turnpike Authority executive level liaison activities and overall program / work planning for statewide toll road projects that were part of the NCDOT work program. • Responsible for the successful toll system implementation I-77 Express Lanes (2019) project. This project involved coordination with the NCDOT selected concessionaire and development of the system interfaces with the NCTA back office system. • Managed customer service related contracts and led the performance of staff and over 100 consultants and contractor positions to provide industry standard customer service to NCTA patrons. • Led the procurement of the legacy roadside toll collections systems, back office systems, and customer service operations contracts. The new contracts resulting in improved performance and overall cost savings. During Andy's time at NCTA, the Turnpike Authority twice won the IBTTA President's award, the highest award given by the association. The 2016 and 2018 honors were awarded for advancements of the Authority's customer service and toll interoperability program.		



16. Staff Experience:

Firm employed by		Civil Design & Construction, Inc.	
Name	Clarence "CJ" Goodspeed	Years of relevant experience with this employer	3
Title	SUE Manager	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		Design Support Services (Subsurface Utility Engineering)	
CJ has 30 years of experience in the investigation of underground utilities. He has been involved in almost every aspect of underground utilities, and his knowledge of reading multiple utility companies prints and understanding of how their systems are installed makes him a great asset to managing SUE investigations for this project.			✓ 30+ years of SUE experience
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).		
07/24 - Ongoing	College Drive. MOVEBR. SUE Task Manager. Provided field oversight to coordinate the collection of all the utility information and location for survey crews to collect data and incorporate it for the submittal of QL-B. This project included full SUE submittal for approximately 1 mile of roadway.		
11/24 - Ongoing	H.015949 LA 335. SUE Task Manager. Performing a SUE QL-B locates for the detailed topographic survey portion of the project at the intersection of LA 335 and Port Street. There were approximately 12 utilities in the project limits that CD&C's SUE department had to research and locate. CD&C also utilized GPR to locate what is suspected to be abandoned underground gasoline storage tanks in the intersection. CD&C is providing all appropriate SUE reports, data and plans for this project		
03/23 - 06/23	MSY Campus-wide Sewer Location. SUE Task Manager. Performed 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 force mains are to be located. Verification of pipe size and material is also required. CD&C provided all SUE appropriate reports and data for this project.		
01/24 - 03/24	RN Nuccio Rd SUE. SUE Task Manager. Provided SUE utility locations with SUE QL- B utility designation for this bridge replacement project. CD&C provided all SUE reports and data.		
03/24 - 08/24	MSY East Apron Expansion. SUE Task Manager. This project includes the coordination of SUE QL-B utility information and topographic survey for over 7 acres. CD&C's SUE crews marked underground utilities which were picked up by our survey crews to incorporate for the final deliverable. Final deliverables for this project included topographic survey, as well as SUE reports, data, and plans.		
03/24 - 05/24	MSY Employee Parking. SUE Task Manager. This project included SUE QL- B utility information and topographic survey for approximately 0.5 acres. CD&C's SUE crews marked underground utilities which were picked up by our survey crews to incorporate for the final deliverable. Final deliverables for this project included topographic survey, as well as SUE reports, data, and plans.		
02/24 - 05/24	BRMA Radar Decomp. SUE Task Manager. This project included SUE QL- B utility information and topographic survey for over 2 acres. CD&C's SUE crews marked underground utilities which were picked up by our survey crews to incorporate for the final deliverable. Final deliverables for this project will include topographic survey, as well as SUE reports, data, and plans.		
12/23 - 05/24	BRMA Taxiway F Reconstruction. SUE Task Manager. This project included SUE QL- B utility information and topographic survey for over 25 acres. CD&C's SUE crews marked underground utilities which were picked up by our survey crews to incorporate for the final deliverable. Final deliverables for this project will include topographic survey, as well as SUE reports, data, and plans.		
05/23 - 06/23	West Broussard @ Duhon SUE. SUE Task Manager. Provided SUE QL-A utility designation for approximately 2,000' of roadway. CD&C provided all SUE reports and data.		



16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	Gary Chodkowski, PE	<i>Years of relevant experience with this employer</i>	29
<i>Title</i>	Project Manager/Senior Associate	<i>Years of relevant experience with other employer(s)</i>	10
<i>Degree(s) / Years / Specialization</i>	BSCE, 1989, Civil Engineering, University of Pittsburgh		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 39376 / Louisiana / 03/31/2027		
<i>Year registered</i>	2014	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	Design Support Services (Independent Contractor Estimating)		



Gary will provide quality assurance, compliance, constructability, sequencing, and scheduling. One of Michael Baker's most experienced and highly skilled CPM Schedulers, Mr. Chodkowski will perform initial baseline schedule review of the contractor's schedule and of all CPM schedule updates. He has over 15 years' experience in urban freeway, including several major bridge replacement projects for DOTD and other state transportation agencies.

- ✓ Nearly 40 years experience
- ✓ Highly-experienced in CPM Scheduling

<i>Experience dates (mm/yy-mm/yy)</i>	<i>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>
05/10 - 08/13	Construction Inspection for Replacement of I-210 Piers 24 and 25 Protection System, Calcasieu Parish, Louisiana. DOTD. Scheduler. Responsible for reviewing and monitoring construction schedules. Project consisted of the removal and replacement of the pier protection system for piers 24 and 25 of the I-210 Bridge over the Calcasieu Ship Channel.
10/10 - 02/12	Milton-Madison Bridge Replacement CE&I, Milton, IN to Madison, KY. Indiana DOT. Scheduler. Developed a construction schedule during the preliminary design. Provided constructability and estimating assistance to the initial design team. Assisted the construction management team in the project schedule reviews and filled in for the transportation inspector manager. Michael Baker provided project management, design review, shop drawing review, construction management and inspection, public involvement, and environmental oversight, for the design-build reconstruction of the bridge, which carries U.S. 421 over the Ohio River. The superstructure was replaced on the existing piers, using accelerated bridge construction techniques for lateral bridge sliding, allowing the bridge to remain open to traffic for all but 41 days during construction.
07/16 - 06/20	IR 76 Main-Broadway Interchange, Akron, OH. Ohio Department of Transportation, District 4. Project Manager. Responsible for ensuring the project, including all construction management functions, was executed in compliance with the project scope and ODOT's policies, procedures, and specifications. Oversees and manages project staff, whose duties include inspecting, documenting, and recording quantities of work being performed. Ensured all work was performed according to project specifications and plans. Michael Baker is providing construction administration and inspection services for a major reconfiguration of an urban interchange on IR 76 and associated roadways, South Main Street, and South Broadway Street. Services include monitoring of progress and critical path method (CPM) schedule, review and management of submittals and requests for information (RFI), negotiation and management of change orders, tracking and documentation of pay quantities, and inspection of all contractor work and materials for compliance with contract requirements.
01/00 - 11/13	General Engineering Consultant (GEC) Program, Statewide, PA. Pennsylvania Turnpike Commission. For 13 years as Construction Program Manager, managed the PTC's \$600M annual capital construction plan. He also served as expert consultant for quality management, materials sampling and testing, scheduling, construction sequencing, constructability review, and estimating. He developed CPM schedules, constructability reviews, cost estimates, and QA/QC program documentation for major mainline reconstruction projects throughout the PTC system, which encompasses 545 miles of roadway. Gary has managed contractor operations for design-build and design-bid-build projects on major expressways, including new interchange construction, bridges, tollway widenings, resurfacing, service plazas, toll collection, and noise wall facilities for projects totaling more than \$3.5B in construction value. He also managed development of a new Construction Operations Manual, which included a system wide QA Plan for the Pennsylvania Turnpike Commission.

02/13 - 06/18	H.010620: US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Owner Verification, Lafayette Parish, LA. DOTD. Scheduler. Responsible for reviewing the initial baseline construction schedule for the reconstruction of I-90. Michael Baker provided contract and project management services to the DOTD for the US 90 Design-Build Project from Ambassador Caffery to Albertson's Parkway. The project included the implementation of a new frontage road system, improvements to L.A. 182, new ramps, and a new drainage system and mainline structure over Albertson's Parkway and the BNSF Railroad. Michael Baker provided project scoping, conceptual design, and performance specifications and performed design and schedule reviews, construction inspection, and quality assurance verification during the life of the project.
04/16 - Ongoing	Highway 18 Widening (CA1002-Manila-East) Construction Services, Mississippi County, AR. Arkansas DOT. Scheduler. Responsible for reviewing the preliminary, baseline, and updates for compliance in accordance with the contract documents. Also, responsible for reviewing project time impact studies to determine the time adjustment needed for the contract. Michael Baker is providing construction management and inspection services for the construction of approximately 1.8 miles of Highway 18 roadway and bridge widening and replacement immediately east of Manila, Arkansas, in Mississippi County. Michael Baker's services include project management, utility relocation coordination, construction management, and inspection.
06/07 - 10/11	Allegheny River Bridge Replacement, Pittsburgh, PA. Pennsylvania Turnpike Commission. Project Manager. Provided construction oversight for twin cast-in-place concrete box girders, using the balanced cantilever method, approximately 2,350 feet long and up to 120 feet high; constructed to replace the bridge carrying the mainline Pennsylvania Turnpike over the Allegheny River. Each bridge is about 61 feet wide and features three 12-foot-wide travel lanes, a 12-foot-wide outside berm, and a 10-foot-wide inside berm. Both decks have concrete road surfaces. Michael Baker provided engineering services for the project under its general engineering consulting contract. The project also included replacement of an overpass, new entrance acceleration and exit deceleration ramps for an interchange, two new bridges carrying I-76 over the interchange ramps, replacement of an older pedestrian bridge over the turnpike, and the construction of five retaining walls: 1,300 feet long, 30 feet high; 600 feet long, 70 feet high; 400 feet long 200 feet long, both 12 to 16 feet high; 1,000 feet long, 60 feet high.
11/11 - 12/17	I-794 Lake Freeway and Hoan Bridge over the Milwaukee River, Milwaukee, WI. Wisconsin DOT. Scheduler/Constructability Reviewer. Responsible for reviewing the site and initial planning design for the development of a constructible project schedule. The project includes phased bridge redecking for major interstate I-794 that travels over the Milwaukee River via a through truss and has more than 2.5 miles of elevated approaches and the interchange with I-94. Michael Baker provided preliminary and final design services for the I-794 Lake Freeway and Hoan Bridge Project, which included major improvements to the freeway and the Daniel Hoan steel tied-arch bridge. Services included preliminary and final roadway and structure design; development of PS&E packages; preparation of an environmental report; agency, railroad, utility, and subconsultant coordination; survey; traffic analysis; safety analysis; traffic control; construction staging; risk assessment; constructability reviews; construction sequencing; and bridge load rating calculations.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Mohamed Bagha, PE, PMP, CFM, ENV SP		Years of relevant experience with this employer	20
Title	Regional Practice Lead - Water		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		Master's Certificate / 2011 / Project Management Program; ME / 2003 / Civil Engineering; BE / 1998 / Civil Engineering		
Active registration number / state / expiration date		PE No. 102919 / Texas / 03/31/2026		
Year registered	2009	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Design Support Services (Hydrology & Hydraulics)		
Mohamed has extensive experience in water resources engineering. His skills include advanced 1-D, 2-D, and unsteady model development for hydrology and hydraulics, stormwater management, and watershed planning. He is well versed in stream restoration and natural channel design and drainage design for transportation and scour analysis. He has managed a diverse array of water resources projects for federal, state, and municipal clients. Mohamed has been part of FEMA flood insurance mapping initiatives at the national and regional levels, has expertise with hazard mitigation applications, and is proficient in the use of GIS applications in the water resources domain.			✓ H&H expert with 25+ years of diverse experience in stormwater management, hydrologic modeling, and GIS mapping ✓ Deputy Project Manager & Modeling Lead for DOTD's Louisiana Watershed Initiative modeling contract	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/20 - Ongoing	Louisiana Watershed Initiative Modeling Contract - Region 6, Louisiana. DOTD. Deputy Project Manager & Modeling Manager. Provided input on tiered modeling approaches and reviewed modeling design plans for multiple HUC-8 watersheds. Michael Baker is providing engineering and modeling services to DOTD for Region 6 for the Louisiana Watershed Initiative (LWI). The LWI project was launched in 2018 and introduced a watershed-based approach to reducing flood risk in Louisiana. It is organized by seven modeling regions, each of which encompasses multiple HUC-8 watersheds. For the contract, Michael Baker is providing hydrologic and hydraulic modeling, data collection and analysis, stakeholder engagement, and surveying.			
05/18 - Ongoing	I-37 Engineering and Environmental Services, Corpus Christi, Texas. Texas DOT. Task Manager. Task lead responsible for drainage design. Performed hydrologic and hydraulic modeling for existing and proposed conditions at Nueces River bridge crossing, performed impact analysis and mitigation. Developed drainage report, coordinated with client. Michael Baker provided structural, environmental, and hydrological engineering services for the preparation of plans, specifications, and estimates (PS&E) for the widening of I-37 in Corpus Christi, Texas. Its services included preparing roadway and bridge designs, hydrologic and hydraulic designs, designs for stormwater drains and traffic signals, surveying, geotechnical data collection, subsurface utility engineering, and design support. It also prepared environmental permitting to meet the guidelines of the Clean Water Act and the Rivers and Harbors Act.			
06/20 - Ongoing	US 59 Wharton PS&E, Wharton County, Texas. Texas DOT. Project Manager. Responsible for oversight of hydrologic and hydraulic analysis and drainage design. Oversaw the development of a watershed model on the Colorado River to better understand how the Colorado River floodplain impacts the US 59 alignment. Oversaw the development of local hydrology and hydraulics for streams that also carry overflow from the Colorado River. Michael Baker provided design and engineering services for the reconstruction of U.S. 59 from S.H. 60 to one mile south of F.M. 961. This project involves upgrading U.S. 59 to a rural freeway standard since the route lies on the future I-69 corridor. The existing conditions consist of four lanes, divided, with a depressed median, while the proposed condition calls for six lanes, divided, with a median barrier. For the project, Michael Baker provided data collection, hydrologic and hydraulic modeling and analysis, and drainage designs.			





01/06 - 02/07	57th Avenue Bridge Over Skunk Creek, Glendale, Arizona. <i>City of Glendale. Water Resources Engineer.</i> Provided hydraulic modeling and scour analysis of the proposed Skunk Creek bridge to required determine pier foundation and embankment depths. This project was an improvement project for the bridge over Skunk Creek and the associated multi-use path below. The project included ADA connections to the multi-use trail system and pedestrian paths, realigning 57th Avenue, bridge design and construction, and flood and bank protection treatments. Michael Baker was responsible for the construction design and ensuring the environmental and CWA compliance requirements are met; Michael Baker also coordinated with the City of Glendale and the Flood Control District of Maricopa County for the CWA 401/402/404 permitting process, floodplain use permit application, and FEMA regulatory compliance. Michael Baker was contracted to perform the environmental permitting, public meetings, and coordination with Federal and state agencies
10/15 - 01/16	Mill Branch Bridge Replacement Design Study, Hampshire County, West Virginia. <i>West Virginia DOT. Water Resources Engineer.</i> Responsible for developing hydrologic and hydraulic modeling using rainfall-runoff models and step-backwater hydraulic modeling to determine bridge opening requirements for proposed hydraulic crossings. Computed water elevations that were part of the input required to determine bridge deck and low chord elevations. Also wrote comprehensive drainage reports to document approach, analysis and findings. Michael Baker performed a design study for the replacement of the U.S. 50 bridge over Mill Branch. Michael Baker's services included data collection and analysis, alternatives analysis, preparation of conceptual maintenance of traffic plans, cost estimates, and preparation of a design study report.
12/15 - 08/16	Presidio International Bridge Preliminary Engineering, Presidio, Texas. <i>Texas DOT. Drainage Manager.</i> Responsible for drainage design for high priority International Bridge Crossing. Developed hydrologic and hydraulic models for existing and proposed conditions along roadway to evaluate impacts of additional runoff arising from proposed roadway expansion. Developed corrected effective and proposed conditions hydraulic HEC-RAS models for new International Bridge over Rio Grande, and coordinated review with client and with International Boundary and Water Commission (IBWC), resulting in an accelerated review of the hydraulics and impact assessment. Responsible for accelerated reviews with TxDOT and IBWC obtained design approval two months ahead of schedule. Michael Baker provided preliminary engineering services to complete the development of the 30% geometric design schematic, drainage, and conceptual traffic control for the widening of the International Bridge and U.S. 67. Proposed improvements include constructing two new traffic lanes and expanding the International Bridge from two to four lanes. Michael Baker verified preliminary right-of-way requirements and utility relocations; provided overall project management, scheduling, and administration; and utilized the established preferred alternative, traffic projections, and design criteria to finalize the schematic
05/18 - 07/18	I-30 Crossing Design-Build, North Little Rock, and Little Rock, Arkansas. <i>Arkansas DOT. Hydraulic Engineer.</i> Responsible for drainage analysis. Developed criteria for pavement drainage design, reviewed as-built plans and reference information provided, developed hydrology for off-site basins, reviewed FEMA models and information for existing hydraulic crossings including multiple culverts and the Arkansas River bridge crossing. Michael Baker provided engineering services for the 7.3-mile interstate widening and reconstruction project to improve I-30 from I-530 to I-40 and I-40 from Highway 365 to Highway 67/167. The project area included the Arkansas River Bridge and the confluences of multiple interstates in Little Rock and North Little Rock. Michael Baker's design efforts included reconstruction of mainlines, ramps, frontage roads, and cross streets to add capacity and correct inadequate design elements; pavement design; retaining walls; major drainage structures; large guide signs; relocation of existing utilities; and aesthetics.
08/15 - 04/18	S.H. 360 Design-Build, Grand Prairie, Texas. <i>Texas DOT. QA/QC Engineer.</i> Responsible for providing Quality Assurance/Quality Control reviews and back-checks for drainage analyses and design (including hydrologic and hydraulic models). Michael Baker provided roadway, drainage, and bridge design services as a subconsultant to the lead engineer for this design-build project. The Project includes a 9.7-mile, four-lane controlled access facility, comprised of a base scope and option work that includes the construction of two tolled main lanes in each direction from two miles south of I-20 near Sublett Road/Camp Wisdom Road to U.S. 287, grade-separate 9 cross streets, grade separate the U.S. 287 main lanes with the SH 360 frontage roads, construction of the northbound frontage road from Heritage Parkway to U.S. 287 including continuous northbound and southbound frontage road at Union Pacific Railroad and the repair and resurfacing of existing frontage roads. Michael Baker's scope of services was roadway, structural and drainage design for Work Area 3 comprising 2.7 miles of the project from Heritage Parkway to U.S. 287, with 7 bridge structures and associated retaining walls. Frontage road design included widening under the UPRR railroad with rock anchor walls and required railroad coordination for design approvals and exhibits. Michael Baker also managed the structural design for the entire corridor.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Manoj KC, PhD, PE		Years of relevant experience with this employer
Title	Company Title		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		PhD / 2014 / Civil Engineering (Water Resources); MSE / 2012 / Civil Engineering (Water Resources); BE / 2007 / Civil Engineering	
Active registration number / state / expiration date		PE No. 45281 / Louisiana / 09/30/2025; PE No. 129638 / Texas / 12/31/2025	
Year registered	2018 (TX); 2021 (LA)	Discipline	Civil
Contract role(s) / brief description of responsibilities		Design Support Services (Hydrology & Hydraulics)	
Dr. KC has diverse experience in applied surface water, hydrologic and hydraulic modeling research, civil and hydraulic engineering design, research experience in hydrogeomorphology, and ecosystem and climate modeling. He has published several technical papers on overland flow travel time in peer-reviewed journals. His extensive modeling experience includes using HEC-HMS/HEC-RAS, FLO-2D, TR-55, TR-20, StormCAD, XPSWMM, ArcGIS, AutoCAD Civil 3D, VisionLiDAR, FLOW3D, EFDC, Open FOAM, Delft3D, SWMM for H&H studies and designs. He has also used CESM/CLM for hydro-geomorphologic, ecosystem and climate modeling.		✓ Water resources expert with 18+ years of focused modeling experience ✓ Provided technical expertise or project management for several task orders under the Louisiana Watershed Initiative modeling contract	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/20 - Ongoing	Louisiana Watershed Initiative Modeling Contract - Region 6, LA. DOTD. Water Resources Engineer. Responsible for providing support for the data collection and analysis of hydraulic datasets, models and studies; and proposition of modeling design approaches for 4 HUC's of Region 6 for Louisiana Watershed Initiative (LWI). Michael Baker is providing engineering and modeling services to DOTD for Region 6 for the Louisiana Watershed Initiative (LWI). The LWI project was launched in 2018 and introduced a watershed-based approach to reducing flood risk in Louisiana. It is organized by seven modeling regions, each of which encompasses multiple HUC-8 watersheds. For the contract, Michael Baker is providing hydrologic and hydraulic modeling, data collection and analysis, stakeholder engagement, and surveying. <i>Task Order 1:</i> Technical Manager. Led development of modeling design guidelines/work plans for LWI-Region-6 (4 HUC8s with a total area of 9900 square miles). <i>Task Order 2:</i> Water Resources EngineerLed development of modeling design guidelines/work plans for LWI-Region-6 (4 HUC8s with a total area of 9900 square miles).		
01/22 - 02/22	Task Order 3 Series II HUC8 Specific Hydrologic and Hydraulic Modeling, Lower Grand, West Central Louisiana Coastal Region 6, LA. DOTD. Project Manager. Responsible for leading development of HUC8 (~3000 square miles) 2D HEC-RAS model in the transition zone (near coastal region). Michael Baker is performing hydrologic and hydraulic modeling for United States Geological Survey 8-digit cataloging unit subbasins Lower Grand and West Central Louisiana Coastal. These HUC 8s are in Louisiana Watershed Initiative Region 6. The contract includes data gap analysis, quality assurance/quality control, stakeholder engagement, topographic and bathymetric surveying, hydrometeorology and hydrography data, hydrological and hydraulic model developments, and data management. Michael Baker is developing a 2-D hydrological and hydraulic model of both HUC 8s utilizing rain-on-grid.		
03/22 - 08/23	Louisiana Watershed Initiative - Region 4, LA. DOTD. Technical Manager. Provided guidance and support on the development of HEC-RAS 2D in Region-4 of LWI.		
02/22 - Ongoing	Texas Border Program - Program Management Services, Statewide, TX. Texas Facilities Commission. Techincal Lead. Responsible for guiding the development of 2D HEC-RAS models for the border wall floodplain drainage impact study. Michael Baker is providing program management services for the Texas Border Infrastructure (TBI) Program as part of a joint venture effort with Huitt-Zollars. The scope of work includes developing the Texas Border Infrastructure Playbook (Program Execution Plan) to determine how, where, and when TBI will be constructed; land acquisition activities to identify and obtain easements for the TBI program; implementing project controls to track the TBI program schedules and budgets from design through construction; developing design-build request for proposals and supporting procurement activities for each of the TBI construction projects; and construction management services to oversee the final design and construction of each project		





11/21 - Ongoing	US 59 Wharton PS&E, Wharton County, Texas. <i>Texas DOT. Water Resources Engineer.</i> Performed as the lead H&H Engineer who developed hydrologic and hydraulic model (HEC-RAS) for flood mitigation for the roadway improvements of the 8-mile corridor of U.S. 59 in Wharton County, TX. The roadway improvements began 1 mile south of the interchange at FM961 and US59 and end near the interchange at SH60 and US59 near Peach Creek. This project involved upgrading U.S. 59 to a rural freeway standard since the route lies on the future I-69 corridor. The existing conditions consist of four lanes, divided, with a depressed median, while the proposed condition calls for six lanes, divided, with a median barrier. The HEC-RAS model included the 8-mile corridor containing six major crossings that included the Colorado River, North Relief Colorado River, South Relief Colorado River, Caney Creek, Baughman Slough, and Peach Creek. Provided drainage mitigation so that the proposed water-surface elevation rise is acceptable to TxDOT and the railway authority. Michael Baker provided design and engineering services for the reconstruction of U.S. 59 from S.H. 60 to one mile south of F.M. 961. This project involves upgrading U.S. 59 to a rural freeway standard since the route lies on the future I-69 corridor. The existing conditions consist of four lanes, divided, with a depressed median, while the proposed condition calls for six lanes, divided, with a median barrier. For the project, Michael Baker provided data collection, hydrologic and hydraulic modeling and analysis, and drainage designs.
06/19 - 11/19	Border Wall Alignments Design-Build Project, Multiple Counties, California, Arizona, New Mexico, Texas. <i>USACE, Fort Worth District. Water Resources Engineer.</i> Responsible for hydraulic modeling for the assessment the impacts of the proposed wall projects and to ensure that the US Section of the International Boundary and Water Commission (USIBWC) criteria can be met. Those criteria state that the design flood Water Surface Elevations (WSE), in proposed conditions, shall not increase more than 6-inches in rural areas or 3-inches in urban areas when compared to the existing floodplain conditions (existing condition with no wall) and have no more than a 5% increase in flow deflection. The model named as RGV-63 spans from the outlet of Falcon Dam to Penitas (RGV07-RGV08-RGV09), along USBP Zones 1 through 5 was modeled for the impact analysis of the 63-miles of proposed bollard wall along the Rio Grande from Falcon Dam to Penitas in Texas. A complex 1D/2D HEC-RAS model of 90 miles long riverine 1D model integrated with 186 square miles 2D Model with 63 miles of proposed wall is being used for the assessment of fence/wall on both the Rio Grande River and its floodplain. Michael Baker is providing architectural engineering services to the U.S. Army Corps of Engineers for the design and construction of four border wall alignments and associated tactical infrastructure. The project entails approximately 80 miles of border wall and the infrastructure within the 150-foot enforcement zone, including maintenance and patrol roads, gates, lighting, and detection technology. Michael Baker will be performing hydrologic studies, cost estimating, aerial surveys, geotechnical services, and bidder inquiry support. Additionally, it will revise and prepare three floodplain analyses along the Rio Grande River to verify that the alignments will not impact the floodplain.
07/20 - 10/20	Loop 494 over Caney Creek Bridge Replacement, New Caney, TX. <i>Texas DOT. Water Resources Engineer.</i> Responsible for guiding the development of 1D and 2D HEC-RAS models and reviewing them for the impact assessment drainage study. Michael Baker provided design and engineering services for this high-priority project for the Texas Department of Transportation (TxDOT). For the project, it developed an alternative alignment and bridge layout for a proposed bridge to replace the 1,066-foot-long 29-foot-wide structurally and hydraulically deficient bridge crossing carrying Loop 494 over Caney Creek. For the project, Michael Baker provided roadway approach and bridge design alternatives as well as hydraulic and hydrology models.
2019	Gulf Intracoastal Waterway Dredged Material Placement Area Conditions Assessment. <i>Texas DOT. Civil Engineer.</i> Analyzed/modeled the dredge material placement areas for future dredge material placements & levee condition assessment for more than 200 sites along Gulf Intracoastal Water Way (GIWW) to determine their remaining capacity. Also developed method for map creation automation using python scripts. The GIWW main channel along the Texas coastline (GIWW-T) is a 379-mile-long, shallow-draft, man-made, protected waterway that connects 16 economically important ports along the Gulf of Mexico from the Sabine River to Brownsville, Texas. This conditions assessment provided a status update on both confined and unconfined DMPAs along the GIWW-T that are either available for use, currently in use (active), or are currently not being used (inactive) which will help the USACE and TxDOT to plan future dredging events.

16. Staff Experience:

Firm employed by		Franklin Associates, LLC	
Name	Johnathan Hill	Years of relevant experience with this employer	7
Title	Vice President of Advisory Services	Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization		MA / 2016 / Ministry BA / 2008 / Business Management	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Public Involvement	



Johnathan Hill oversees the Advisory Services practice at Franklin Associates as a strategic communications and public engagement expert with over 20 years of experience. He and his team work with clients across Louisiana to bridge the gap between large-scale projects and the impacted communities and businesses. With experience working on four DOTD projects, he is adept at disseminating the technical language of large-scale governmental projects in an approachable way that facilitates public engagement

- ✓ Experience managing public involvement on major DOTD projects such as the Calcasieu River Bridge Replacement, the MRB South Pre-NEPA study, and the Belle Chasse Bridge & Tunnel Replacement
- ✓ 20+ years of experience engaging with Louisiana communities

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).
08/24 - Ongoing	Calcasieu River Bridge Replacement Project, Lake Charles, LA. DOTD. Project Advisor. Oversees the creation and execution of the public outreach plan to engage residents, business owners, and government leaders concerning project updates and impacts.
02/22 - Ongoing	I-49 Inner City Connector (DOTD Stage 1), Shreveport, LA. DOTD & Northwest Louisiana Council of Governments. Project Advisor. Manages the execution of the public engagement and stakeholder outreach plan including development and implementation of outreach methods and materials.
02/22 - Ongoing	I-10 Widening Design/Build, Baton Rouge, LA. DOTD. Project Advisor. Works closely with program management team to align communications with goals regarding DOTD's costliest, most complex project in state history; Provides advisory assistance, initiates public engagement processes, and manages workflows to effect forward movement; Oversees public engagement coordination, creation of outreach materials, content development, and survey development and analysis.
08/20 - Ongoing	MRB South LA 1 South Pre-NEPA Study, Greater Baton Rouge Area, LA. DOTD. Project Advisor. Developed public engagement plan and oversees the creation of outreach materials, surveys, and design of all project materials; Provides policy and technical advisory assistance, initiates public engagement processes, and manages workflows with other state contractors to effect forward movement.
07/19 - Ongoing	MOVEBR Program Management, East Baton Rouge Parish, LA. MOVEBR. Public Involvement Lead/Project Manager. Created and implemented a public engagement strategy to inform the scope of work for public engagement and public information coordination on all MOVEBR capacity improvement projects; Works closely with program management team to align communications with goals regarding the city-parish's largest transportation infrastructure program; Facilitates and implements key training sessions for small businesses, enabling higher participation in the program; Coordinates public meetings in person and online and coordinates information dissemination via web, social media, eblasts, direct mail, phone, and in-person.
02/18 - Ongoing	Belle Chasse Bridge and Tunnel Replacement Multi-Year Communications and Engagement Plan Development, Belle Chasse, LA. DOTD. Project Advisor. Oversees the creation and execution of the public outreach plan to engage residents, business owners, and government leaders concerning project updates and impacts.
05/23 - 10/24	Florida Corridor Master Plan, East Baton Rouge Parish, LA. Build Baton Rouge. Project Advisor. Oversaw the development of the public engagement plan and creation of outreach materials, surveys, and design of all project materials; Provided technical advisory assistance on the formation of an advisory committee, execution of the public engagement plan, including outreach meetings, the development of a branded project website, and the approval of the master plan.

16. Staff Experience:

Firm employed by		Franklin Associates, LLC	
Name	Laura Livingston		Years of relevant experience with this employer
Title	Project Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2022 / Environmental Policy and Management, Energy and Sustainability; BA / 2015 / Political Science	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Public Involvement	



Laura Livingston has over seven years of experience managing complex projects at all levels of implementation. She has built teams from scratch, including a multilingual staff of 10 for an emergency COVID-19 project, and continued to provide managerial support by implementing clear policies and procedures designed to increase efficiency. She can develop strategic plans for community engagement just as easily as she conducts interviews to compile feedback for clients. Due to her background with environmental policy, Laura has led a number of projects that demand a firm understanding of energy and conservation regulations.

- ✓ Experience managing public involvement on major DOTD projects such as the I-10 Widening in Baton Rouge
- ✓ Diverse experience assisting numerous public agencies and private clients across Louisiana

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).
01/25 - Ongoing	I-10 Widening Design/Build, Baton Rouge, LA. DOTD. Outreach Specialist. Identifies and informs project stakeholders; Provides public engagement coordination; Supports the development of project materials and outreach surveys; Documents and analyzes outreach results.
04/24 - Ongoing	Regional Climate Action Plan, East Baton Rouge Parish, LA. Capitol Region Planning Commission. Project Manager. Developed the strategic outreach and engagement plan for the Baton Rouge Metropolitan Statistical Area (MSA); Organized and facilitated interviews with key stakeholders; Established and coordinated partnerships with a Community Working Group, a coalition of local outreach organizations, to assist with public engagement; Design and execute public outreach events throughout the Baton Rouge MSA; Facilitate four sector focus groups to solicit feedback about potential low-carbon scenarios; Analyze and summarize feedback into a comprehensive report.
11/24 - 03/25	Product Development Listening Sessions, Nationwide. Carbon Solutions. Project Manager. Developed a framework for listening sessions to solicit feedback about the client's air quality analysis tool to further inform development of the prototype; Identified stakeholders to participate in the listening sessions; Facilitated one virtual listening session with national stakeholders; Analyzed and summarized stakeholder input into a comprehensive report; Supplies Carbon Solutions with all event materials for use in future events.
02/23 - 06/24	Great Plains Institute Carbon Management Roundtables, East Baton Rouge Parish, LA. Build Baton Rouge. Project Manager. Developed strategic plan for community outreach and engagement; Collaborates with local environmental justice organizers to connect with community stakeholders; Conducts stakeholder interviews about opinions of carbon capture, utilization, and storage projects to reduce climate change impacts; Designed and facilitated four roundtable discussions with curated participants from communities around the state; Compiled feedback into a clear and detailed report for the client's use.
05/23 - 06/23	Strategic Recruitment, Retention, and Public Outreach Campaign, Statewide LA. Louisiana Department of Children and Family Services. Project Manager. Developed strategic recruitment plan for staff and foster parents; Curated and facilitated media campaign for outreach efforts; Improved awareness for LA DCFS supportive services through communications plans.
10/22 - 02/23	Outreach and Engagement, Statewide LA. National Wildlife Federation. Analyst. Facilitated 1-on-1 interviews with key climate mitigation and carbon management stakeholders; Designed and facilitated listening sessions to coordinate collaboration efforts between NWF and the public on proposed carbon management projects.

16. Staff Experience:

Firm employed by		Franklin Associates, LLC			
Name	Cristina Lacroix			Years of relevant experience with this employer	5
Title	Project Manager			Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		BA / 1991 / Communications – Public Relations			
Active registration number / state / expiration date		N/A			
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities		Public Involvement			





Cristina has over 20 years of expertise in graphic design and general creative management. She oversees the design and production of all the marketing collateral developed for Franklin Associates' clients, which includes large-scale infrastructure projects like the I-10 widening project and Belle Chasse Bridge and Tunnel Replacement. Cristina understands the importance of nuance in creative design, and it shows in her approach—her content, whether web graphics, flyers, door hangers or logos, is created after hours of research and client consultation for a final product that's targeted to a specific stakeholder group. She takes care to showcase a project's scope and central focus on design materials while ensuring visuals are appealing, which increases public engagement.

- ✓ Experience managing public involvement on major DOTD projects such as the Calcasieu River Bridge Replacement, the MRB South Pre-NEPA study, and the Belle Chasse Bridge & Tunnel Replacement
- ✓ 25+ years of experience engaging with Louisiana communities

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).
07/24 – Ongoing	Calcasieu River Bridge Replacement Project, Lake Charles, LA. DOTD. Creative Manager. Designed new project logo and brand style guide; Managed website design and continues to maintain website; Designed a wide portfolio of materials for this project, including banners, backdrops, one pager, invites, business cards, etc.
08/21 – Ongoing	MRB South LA 1 South Pre-NEPA Study, Greater Baton Rouge Area, LA. DOTD. Creative Manager. Managed website design, content development, flyer and push card design, presentation template development, and print materials design for this four-parish engagement with DOTD. Photographs project open house events.
05/21 – Ongoing	University Lakes Improvement Project, Baton Rouge, LA. Louisiana State University. Communications Project Manager. Managed website design and continues to maintain website; Designed a wide portfolio of materials for this project, including flyers, one pager, newspaper ad, exhibit boards, and other event signage.
03/21 – Ongoing	Belle Chasse Bridge and Tunnel Replacement Multi-Year Communications and Engagement Plan Development, Belle Chasse, LA. DOTD. Creative Manager. Manages website design, content development, flyers, newspaper ads, door hangers, and executive briefings design. Updates website design as requested by client. Designed new project logo.
03/21 – Ongoing	I-10 Widening Design/Build, Baton Rouge, LA. DOTD. Creative Manager. Designs flyers, postcards, door hangers, and push cards to inform the public; Photographs project open house events.
01/21 – Ongoing	I-49 Inner City Connector (DOTD Stage 1), Shreveport, LA. DOTD & Northwest Louisiana Council of Governments. Creative Manager. Managed website design and continues to maintain website; Designed a wide portfolio of materials for this project, including flyers, one pagers, push cards, postcards, and event signage.
01/21 – Ongoing	MOVEBR Program Management, East Baton Rouge Parish, LA. MOVEBR. Creative Manager. Designed a wide portfolio of materials for this project, including flyers, invites, one pager, handouts, door hangers, postcards, exhibit boards, event signage, social media graphics, etc.; photographs project open houses, groundbreakings, ribbon cutting, and other project events; develops project update and other educational project-based videos.
08/21 – Ongoing	City of St. Gabriel Floodplain Management Implementation Plan, St. Gabriel, LA. DOTD. Creative Manager. Designs print materials for this project, including newsletters, door hangers, and postcards; Designed logo, Power Point presentations, and newsletters.

FIRM EXPERIENCE



MICHAEL BAKER INTERNATIONAL'S PROJECTS

17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Planning; Environmental; Road; Bridge; Traffic
Project name	I-69 Section of Independent Utility No. 15 EIS/ROD (HPC 18 US 171 to I-20)		Firm responsibility (prime or sub?)	Prime
Project number	700-94-0003 F.A.P. No. HPI-690-I(001)	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Bossier, Caddo, and DeSoto Parishes, LA	Owner's Project Manager	Noel Ardoin, DOTD Environmental Engineer Administrator	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70804-9245 225-242-4501 Noel.Ardoin@la.gov		
Services commenced by this firm (mm/yy)		04/01	Total consultant contract cost (\$1,000's)	\$5,139
Services completed by this firm (mm/yy)		11/14	Cost of consultant services provided by this firm (\$1,000's)	\$5,139

In support of the Federal Highway Administration's (FHWA's) I-69 Special Environmental Study, Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15. Our firm's services included project management, environmental investigations, preliminary roadway engineering, GIS environmental mapping and analysis, GPS survey and digital orthophotography; conceptual bridge design, traffic demand modeling and traffic forecasting, preparation of a corridor preservation memorandum of agreement, preparation of draft and final EIS and record of decision, and stakeholder outreach. The proposed four-lane, interstate facility approximately 35 miles long, and extend through Bossier, Caddo, and DeSoto parishes. The project includes the construction of six interchanges with US 171, I-49, LA 1, US 71, LA 157, and I-20; a new bridge crossing of the Red River, a navigable waterway; a two-lane undivided, uncontrolled-access frontage road on a new location between Ellerbe Road in Caddo Parish and Stonewall Frierson Road in DeSoto Parish; and minor roadway realignments to improve roadway geometry.

Roadway preliminary engineering involved development of line and grade, conceptual interchange development, evaluation of construction limits, and cost estimates. Bridge conceptual engineering involved establishing bridge and span lengths, sizing girders, and estimating costs. Michael Baker conducted a concept study for the 10,280-foot-long Red River Bridge to provide information related to navigation and the effects the bridge would have on navigation interests using the waterway, and performed hydrologic, hydraulic, and scour analyses. The conceptual design established pier locations, horizontal and vertical clearances, and the alignment of the main channel navigation span and approach spans.

Michael Baker prepared digital orthophotography of the 300-square-mile study area using the US Geological Service National Aerial Photography Program photography and GPS survey control. Michael Baker developed a GIS environmental inventory of natural, social, and cultural resources and used it to analyze potential impacts. The project included interchange justification studies of the I-49 and I-20 interchanges, probability modeling for archaeological resources, a Phase I cultural resources assessment and geoarchaeological study, wetland delineation and surface waters jurisdictional evaluations, a Phase I environmental site assessment, highway traffic noise studies, conceptual bridge design and navigable waterways studies, Interior least tern and Red-cockaded woodpecker biological assessments, and Endangered Species Act Section 7 consultation.

FHWA signed the draft EIS, final EIS and record of decision on May 23, 2003, February 18, 2013, and August 28, 2014, respectively.

VALUE ADDED - UPGRADED TRAFFIC FORECASTING

Quantifiable build and no-build traffic forecasts were limited because part of the study area within DeSoto Parish was not part of the metropolitan planning organization's (MPO) regional TransCAD travel demand model (TDM). Michael Baker performed origin-destination studies and expanded and calibrated the TDM model to include DeSoto Parish. The enhanced TDM model was used to forecast traffic for the facility and was also delivered to the MPO for its future regional transportation planning and travel demand forecasting use.

PROJECT SIMILARITIES

- Environmental Impact Statement and Record of Decision
- Long-Span Bridge over Navigable Waterway
- Roadway Engineering for Multiple Highway Interchanges
- Structural Engineering for Multiple Bridges
- Traffic Engineering
- **Environmental Impacts:** Noise, Threatened/Endangered Species, Wetlands, Archaeological and Cultural Resources
- Survey and GIS Mapping
- Cost Estimating

Team Members Who Worked on This Project:

Chris Gesing, PE | Carla Dietrich, PE, PTOE | Andrew Kuchta | Timothy Zinn | Kenny Collins, PE | Lu Ann May | Gary Chodkowski, PE



17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Planning; Environmental; Road; Bridge
Project name	Louisiana 1 Improvements Alternatives Analysis and Environmental Impact Statement, EIS/ROD		Firm responsibility (prime or sub?)	Prime
Project number	SPN 700-29-0112	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Lafourche Parish, LA	Owner's Project Manager	Noel Ardoin, DOTD Environmental Engineer Administrator	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70804-9245 225-242-4501 Noel.Ardoin@la.gov		
Services commenced by this firm (mm/yy)		09/99	Total consultant contract cost (\$1,000's)	\$929
Services completed by this firm (mm/yy)		09/04	Cost of consultant services provided by this firm (\$1,000's)	\$929

LA 1, between Golden Meadow, Leeville, and Grand Isle, is a rural two-lane arterial highway following the natural levee of Bayou Lafourche. The highway is subject to periodic tidal inundation, which necessitates maintenance beyond the normal requirements, including removing debris washed up by high water and repairing shoulders washed out during major storms. The highway serves as the lone land access to Port Fourchon and Grand Isle, Louisiana's only inhabited barrier island. In addition to serving the residents, petroleum industry, commercial fishermen, and recreational sportsmen, LA 1 must serve as a hurricane evacuation route. With continued coastal erosion and subsidence, the region has become increasingly susceptible to flooding early in any weather event. Tropical Storm Isidore in September 2002, Hurricane Lili in October 2002, Tropical Storm Bill in June 2003, and Hurricane Katrina in 2005 are recent reminders of this peril.

Michael Baker conducted a route location, conceptual engineering and environmental evaluation for a 17-mile four-lane fully controlled access elevated highway on a new location with bridges spanning navigable waterways. Because the project area encompassed some of the most ecologically unique and sensitive areas in Louisiana and perhaps the Nation, traversing the area with a highway on a new location presented major environmental challenges. In the spirit of environmental stewardship and streamlining, a context-sensitive project approach was employed to develop a transportation facility that fit the physical setting and preserved scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility.

Environmental Constraints: LA 1 traverses the Barataria-Terrebonne National Estuary (BTNE). The estuary supports one of the most prolific and profitable fisheries in the Nation and is designated as Essential Fish Habitat (EFH) for a number of species including post-larval and juvenile white shrimp, brown shrimp, red drum (redfish), and Spanish mackerel. In addition, half of the bird species in North America make their home in Louisiana or travel through it while migrating.

The project was recognized by former FHWA Administrator Mary Peters as a "landmark effort in environmental streamlining" and a model by which other projects should be developed. The project was featured in FHWA's January 2004 Successes in Streamlining newsletter and the January/February 2004 issue of Public Roads magazine and was also the recipient of the **2004 AASHTO President's Transportation Award for Environment**.



PROJECT SIMILARITIES

- PEL Study for DOTD Corridor
- Environmental Impact Statement and Record of Decision
- Multiple New Bridges over Navigable Waterway
- **Environmental Impacts:** Noise, Threatened/Endangered Species, Wetlands,
- Conceptual Bridge and Roadway Engineering
- New Location Study
- GIS environmental mapping and impact assessment
- Large-Scale Public Outreach and Stakeholder Engagement

Team Members Who Worked on This Project:

Chris Gesing, PE | Andrew Kutcha | Lu Ann May



17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Planning; Environmental; Bridge; Road
Project name	US 51 Cairo Bridge Replacement over the Ohio River		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Kentucky Transportation Cabinet	
Project location	Wickliffe, KY and Cairo, IL	Owner's Project Manager	Chris Kuntz, PE, Project Manager	
Owner's address, phone, email		200 Mero Street, 6th Floor, Frankfort, KY 40622 270-898-2431 chris.kuntz@ky.gov		
Services commenced by this firm (mm/yy)		05/19	Total consultant contract cost (\$1,000's)	\$16,474
Services completed by this firm (mm/yy)		12/25 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$16,474

Michael Baker is providing preliminary engineering and environmental services to replace the National Register-eligible, 82-year-old US 51 Cairo Bridge. This vital connection, which stands over a mile long with a cantilever truss and approach spans, is located between Wickliffe, Kentucky, and Cairo, Illinois, near the confluence of the Ohio and Mississippi Rivers. The goal of the project is to provide a constructible and affordable structure that will improve safety and the substandard load capacity of the geometrically deficient historic bridge caused by narrow lane widths, lack of shoulders, and tight curve of the existing bridge and its approaches.

The initial phase of the project included completing FHWA's Linking Planning and NEPA Questionnaire, identifying a preferred alignment, conducting a hydraulic analysis of the river to evaluate a no-rise situation, setting the navigable channel requirements with the United States Coast Guard, a CE3 Environmental Document, and performing seismic analysis.



To achieve these goals, a public involvement process was implemented to engage the communities on each side of the river. With the planning study noting the large environmental justice population, project-specific strategies were implemented to ensure its participation throughout the project area. Public involvement activities included initial kickoff meetings, a virtual GIS story map release with a video introduction serving in place of a meeting to continue project interest during COVID-19, three Citizen Advisory/Environmental Justice Group meetings, and Local Officials meetings.

To ensure engagement was rightsized and focused for the project, Michael Baker developed a public awareness plan, stakeholder engagement plan, and a project website to create consistent and concise messaging.

The Linking Planning and NEPA Questionnaire was developed to jumpstart the NEPA process for this phase by building upon the previously completed planning study. The first step in this process was to update the planning study Purpose and Need statement by revising it to reflect current FHWA policy/guidance and terminology for bridge condition evaluation criteria. The questionnaire also identified key issues and provided a framework to move forward with the environmental baselines and CE document, Section 6002 Coordinating Agency process, Section 106 process, and the 4(f) programmatic 4(f) analysis. To help move the project through the environmental process, the structures, hydraulics, and roadway team members conducted preliminary engineering studies on the condition of the bridge and its approach roadways, developed three alternatives within the recommended study corridor, and provided technical assistance to the environmental team.

The Section 106 process was a primary focus of the project due to the replacement of this US 51 historic National Register eligible structure. Additionally, the Area of Potential Effects encompassed numerous historic resources within the City of Cairo. The Section 106 meetings were held virtually due to COVID-19.

PROJECT SIMILARITIES

- Steel Truss Bridge Replacement over Navigable Waterway
- Preliminary Engineering and Environmental Services
- Developing Preferred Alignment for New Structure
- Complex Seismic Analysis
- FHWA and NEPA Environmental Study
- Historic/Cultural Resources
- Extensive Public Outreach and Stakeholder Engagement

Team Members Who Worked on This Project:

Jason Stith, PE, SE | Timothy Zinn | Lu Ann May | Aaron Stover, PE | Philip Walker, PE | Ed Callicutt, PE



17. Firm Experience:

<i>Firm name</i>	Michael Baker International, Inc.	<i>Past Performance Evaluation Discipline(s)*</i>	Planning; Environmental; Bridge; Road
<i>Project name</i>	Louisville (Ohio River) Bridges Downtown Crossing	<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	N/A	<i>Owner's Name</i>	Kentucky Transportation Cabinet
<i>Project location</i>	Louisville, KY and Jeffersonville, IN	<i>Owner's Project Manager</i>	Andrew Barber, PE, State Highway Engineer
<i>Owner's address, phone, email</i>	200 Mero Street, 6th Floor, Frankfort, KY 40622 502-564-3730 Andy.Barber@ky.gov		
<i>Services commenced by this firm (mm/yy)</i>	01/13	<i>Total consultant contract cost (\$1,000's)</i>	\$6,605
<i>Services completed by this firm (mm/yy)</i>	03/18	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$6,605

The Ohio River Bridges Project was a Louisville metropolitan area transportation project involving the reconstruction of the Kennedy Interchange, the completion of two new Ohio River bridges, and approaches to these bridges. The project was a high-priority national transportation project that addressed long-term, cross-river transportation needs in Louisville and southern Indiana.

Michael Baker provided engineering and environmental services for the construction of the Louisville-Southern Indiana Ohio River Bridges Downtown Crossing Project. Michael Baker's services included a bridge type study, public involvement, preliminary design, design-build procurement, and design review services.

Bridge Type Study and Public Involvement: Michael Baker performed a bridge type study and prepared the preliminary engineering design for the Downtown Louisville Bridge over the Ohio River. Michael Baker engaged the public in the bridge type selection process to recommend three bridge types that would satisfy the public's preferences, environmental commitments, and functional needs of the structure, while recognizing the fiscal limitations of the project.

The bridge type selection process included a 12-month comprehensive public involvement program. The four-step program included an assessment of public preferences for the new bridge. Using a unique electronic polling method, Michael Baker presented engineer-developed bridge samples and concepts.

Maintaining the requirements of function, cost, and compliance, Michael Baker developed three final bridge recommendations that achieved informed consent. Michael Baker prepared a final bridge type selection report that detailed all aspects of the selection process and incorporated comprehensive data concerning each of the three recommended alternatives, including single- and three-tower cable stays and a three-span through-arch bridge. Based on these recommendations and public input, a three-tower cable-stayed option was selected.

Design Review: Michael Baker was a part of the Kentucky technical review team and reviewed the design-build team's design, analysis, plans, calculations, temporary works, project requests, correspondence, value engineering proposals, and shop drawings. The review elements included typical bridges, the cable-stay bridge, roadway, drainage, hydraulics, maintenance of traffic, signing, pavement marking, roadway and aesthetic lighting, intelligent transportation systems, and tolling. The design included the reconstruction of the Kennedy Interchange in downtown Louisville and approach roadway and interchanges in southern Indiana. This portion of the project included approximately 50 new bridges being constructed while maintaining traffic. Michael Baker established core review teams and processes to handle multiple reviews within the allotted two-week review time.



PROJECT SIMILARITIES

- Steel Truss Bridge Replacement over Navigable Waterway
- Replacement with Cable-Stayed Bridge
- Major River Crossing
- Preliminary Design
- Supplemental EIS
- Bridge Type Study
- Extensive Public Involvement
- Design of Interchange and Approaches

Team Members Who Worked on This Project:

John Dietrick, PE, SE | Gary Chodkowski, PE | Aaron Stover, PE | Jason Stith, PE, SE



Winner of 2016 America's Transportation Award - Quality of Life/Community Development-Large Category, August 30, 2016

17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Planning; Environmental; Bridge; Road
Project name	Kentucky Lake and Lake Barkley		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Kentucky Transportation Cabinet	
Project location	Marshall and Trigg Counties, KY	Owner's Project Manager	Michael McGregor, Project Manager	
Owner's address, phone, email		200 Mero Street, 6th Floor, Frankfort, KY 40622 270-898-2431 mike.mcgregor@ky.gov		
Services commenced by this firm (mm/yy)		04/07	Total consultant contract cost (\$1,000's)	\$33,711
Services completed by this firm (mm/yy)		06/20	Cost of consultant services provided by this firm (\$1,000's)	\$29,807

Michael Baker provided engineering services for the replacement of the US 68/KY 80 bridges over Kentucky Lake and Lake Barkley in western Kentucky. Our work included project management, a bridge-type study, surveys and mapping, roadway alignments, pavement design, maintenance of traffic plans, cost and quantity estimates, right-of-way plans, permit coordination, utility coordination, stakeholder coordination, public involvement, environmental compliance support, and preliminary and final design.

Bridge Type Study: Michael Baker performed a bridge type study to explore viable bridge types for each of the sites. The study involved collecting relevant data and obtaining stakeholder and public input to establish preliminary design goals and initial bridge concepts. We conducted a robust stakeholder and public engagement plan, including three rounds of public meetings to present the project and engagement with a Citizens Advisory Council, which provided input for the selection of a bridge type and certain aesthetic elements. More than 30 bridge types were shown. A final bridge type was selected that addressed the public's preferences and also provided a fiscally responsible bridge type to meet all project needs and costs.

Preliminary and Final Bridge Design: Michael Baker prepared a design criteria document for the structural analysis and design of the bridges. Bridge approach designs included analyses of seismic and barge-impact loadings based on the bridge-type study geotechnical recommendations. The bridges are in a high seismic zone, near the New Madrid Seismic Zone, and were designed for a 2,500-year return event. Michael Baker prepared drawings for all spans, showing relationships to adjacent existing and proposed features. Michael Baker developed preliminary and final maintenance of traffic plans, shared-use path plans, preliminary cost and quantity estimates, drainage plans, and pavement designs.

Our team performed studies to estimate construction cost and optimize seismic performance and vessel collision performance during the final design phase. We coordinated the design and construction sequencing with the US Coast Guard, as the bridges need to provide sufficient vertical clearance for vessels and accommodate recreational sailing boats during construction.

Environmental Compliance: An environmental assessment for the project had been completed in 1995 and the finding of no significant impact was approved in 2006. Michael Baker was responsible for reviewing horizontal and vertical alignments to ensure safety, financial feasibility, reflection of community values, and environmental sensitivity. We reviewed the environmental documents to ensure compliance with historic preservation and other commitments and prepared and maintained all-promises document to track environmental commitments and related stakeholders.

Environmental permitting and agency coordination requirements presented challenges throughout the project, as different agencies have jurisdiction over different depths of the lakes. Michael Baker coordinated with numerous state, local, and federal agencies, including FHWA, the US Coast Guard, the Kentucky Heritage Council, and the Kentucky Department of Environmental Protection. The park has a 700-acre habitat restoration preserve for elk and bison. In addition to these and other constraints, there is a memorandum of agreement with the FHWA requiring the inclusion of interpretive signage along the corridor, as the region is a major national recreation area. Michael Baker developed plans and specifications for the interpretive signage program.

PROJECT SIMILARITIES

- Complex Bridges over Navigable Waterway
- Preliminary and Final Design
- Environmental Compliance and Permitting
- Long-Span Bridge Engineering
- Bridge Type Study
- Robust Public Involvement Campaign
- Extensive Stakeholder Coordination

Team Members Who Worked on This Project:

John Dietrick, PE, SE | Gary Chodkowski, PE | Aaron Stover, PE | Jason Stith, PE, SE

Multiple Award-Winning Project, Including:

- ✓ Bridge, American Public Works Association (APWA) – Kentucky, October 7, 2019
- ✓ Engineering Excellence Award (EEA), American Council of Engineering Companies of Kentucky (ACEC-KY), December 6, 2018
- ✓ SEA01 Best Bridge/Transportation Project
- ✓ Roads and Bridges – 2016 Top Ten Bridges



SUBCONSULTANT PROJECTS

17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	I-20 Vicksburg Bridge Rehabilitation		Firm responsibility (prime or sub?)	Prime
Project number	H.012739.5	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Madison Parish, LA and Vicksburg, MS	Owner's Project Manager	Mark Bucci, PE	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70804-9245 225-379-1076 Mark.Bucci@la.gov		
Services commenced by this firm (mm/yy)		10/17	Total consultant contract cost (\$1,000's)	\$309
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$309

The Vicksburg Bridge is an Interstate highway bridge built in 1973 that carries I-20 over the Mississippi River. The main bridge is a steel cantilever through a truss. The approaches consist of three simple through truss spans, three steel girder spans on the west side, one simple through truss span, and two steel girder spans on the east side. The center span of the main bridge is 870 feet long, and its vertical clearance is 60 feet from high water elevation. Modjeski and Masters was responsible for preparing and reviewing bridge plans, specifications, cost estimates, and QA/QC analysis for the following:

- Piers E-2 and E-1 of the I-20 Bridge in Vicksburg have been experiencing movements and have been under a monitoring program since 2002. Modjeski and Masters is capturing both longitudinal and transverse displacements and tilts of the piers and providing system redundancy through the installation of jointmeter/tiltmeters and GPS instrumentation systems.
- Design and Detail of a new bearing assembly jacking system to accommodate transverse jacking of the trusses at Pier E-2.
- Design and detail floor beam crack repairs and any associated improvements to lessen such cracks in the future.
- Design and detail improvements to the safety walks to facilitate inspection and access to the main truss members.
- Inspection and assessment of the existing electrical system, including the roadway lighting, navigation lighting, and aerial beacons. Provided a report with recommendations to rehabilitate and upgrade the electrical system and its supports per the current electrical code.

PROJECT SIMILARITIES

- DOTD and MDOT Project
- Long-Span Steel Truss Bridge Rehabilitation over Navigable Waterway
- Interstate Improvements
- Major River Crossing
- Complex Geotechnical Elements

Team Members Who Worked on This Project:

Jason Miles, PE | Cullen Ledet, PE



17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	I-70 Mississippi River Bridge Design		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Missouri Department of Transportation (MoDOT) and Illinois Department of Transportation (IDOT)	
Project location	St. Louis, MO and East St. Louis, IL	Owner's Project Manager	Carl Puzey (Illinois DOT)	
Owner's address, phone, email		2300 South Dirksen Parkway, Springfield, IL 62764 217-782-2125 carl.puzey@illinois.gov		
Services commenced by this firm (mm/yy)		2001	Total consultant contract cost (\$1,000's)	N/A
Services completed by this firm (mm/yy)		2008	Cost of consultant services provided by this firm (\$1,000's)	\$346

To alleviate traffic crossing the Mississippi River in St. Louis, the MoDOT and IDOT sought solutions to relocate I-70 and I-64. M&M was selected to work closely with the DOTs on an aggressive public involvement campaign to evaluate numerous alignment and structure alternatives. The firm prepared a detailed bridge type study to evaluate each of the six designs, including performance, affordability, aesthetics, and public input. The DOTs ultimately selected an innovative cable-stayed bridge alternative. M&M then performed preliminary and final bridge design services for the new structure. Four traffic lanes plus two shoulders in each direction would carry the relocated roadway across the river. With a width of 222 feet, ***it would be the widest cable-stayed bridge in North America.***



M&M's design included several innovations: two single-pylon towers inclined nine degrees from the river that eliminated obstructions to river traffic, a main channel span of 2,000 feet, and three planes of cables. To eliminate the potential vessel impacts and satisfy the need for a signature bridge, the structure would span the width of the river with no piers in the water. Equally important was redistributing stresses caused by a seismic event due to its location within the New Madrid Seismic Zone. The M&M design successfully met the client's needs for this project. However, due to funding changes and restrictions on client

spending, our cable-stayed bridge design was not constructed.

M&M's tasks included:

- Design Visualization
- New Structure – Conceptual Design
- New Structure – Design (Preliminary and Final)
- Seismic Analysis
- Construction Engineering

PROJECT SIMILARITIES

- Partnering with Joint State Transportation Agencies
- Cable-Stayed Bridge over Navigable Waterway
- Interstate Improvements
- Preliminary Design Services
- Major River Crossing
- Complex Geotechnical Elements

Team Members Who Worked on This Project:

Thomas Murphy, PhD, PE, SE



17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	I-74 Mississippi River Arch Bridges - Design		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Iowa DOT and Illinois DOT	
Project location	Bettendorf, IA and Moline, IL	Owner's Project Manager	David Morrill (Benesch)	
Owner's address, phone, email		35 West Wacker Drive, Suite 3300, Chicago, IL 60601 312-565-0450 dmorrill@benesch.com		
Services commenced by this firm (mm/yy)		2008	Total consultant contract cost (\$1,000's)	N/A
Services completed by this firm (mm/yy)		2022	Cost of consultant services provided by this firm (\$1,000's)	Not Available

The Iowa and Illinois DOTs decided on an ambitious improvement plan for the approximately 7-mile long I-74 corridor in the Quad Cities, which called for the design of a new pair of I-74 Mississippi River Bridges to replace the suspension bridges designed by M&M in 1933 and 1959. Located on a new alignment to the east, this is no ordinary crossing. Just one of the new arch bridges carries more lanes than both existing bridges combined.



M&M, as part of a larger design team, was tasked with providing final design services for the new crossing, which features dual 800' basket-handle true arch bridges, and peer reviewing the foundation design. This included developing the bridge design criteria and design of the steel box arches and bracing, the fully composite floor system using a special high toughness version of High Performance Steel in the floorbeams and a walkway and overlook providing pedestrian and bicycle access over the river. The slender arch bridge required detailed finite element analysis.

Key innovations included the development and use of high-strength prestressed duplex stainless steel anchor rods connecting the arch ribs to foundations, stainless steel reinforcing in the deck and barriers, aerodynamic winglets along the roadway edge to provide wind stability, internal and external damping systems to prevent strand hanger vibration between arch and deck, and a precise camber design for the arches to reduce forces applied to the foundations. An advanced structural health monitoring system was also developed to track the bridge's condition and performance throughout its life, including deck corrosion sensors, load cells on the hangers, moisture sensors inside the arch ribs, vibrating wire displacement transducers, and strain gages at various locations, tilt meters at the piers, 3D accelerometers, and thermocouples along stiffening girders. M&M developed an erection procedure that avoided placement of supports in the river and provided an independent review of the erection forces and procedures to the owner during steel erection.

PROJECT SIMILARITIES

- Partnering with Joint State Transportation Agencies
- Interstate Improvements
- Long-Span Truss Bridge Replacement
- Preliminary Design Services
- Environmental Analysis / Compliance
- Major River Crossing
- Complex Geotechnical Elements
- Archaeological / Cultural Resources
- Public Involvement

Team Members Who Worked on This Project:

Thomas Murphy, PhD, PE, SE



17. Firm Experience:

<i>Firm name</i>	Neel-Schaffer, Inc.		<i>Past Performance Evaluation Discipline(s)*</i>	Planning, Environmental, Bridge, Road, Traffic
<i>Project name</i>	I-20 Reconstruction, Environmental Assessment from the Mississippi River Bridge to US 61 North/SR 27		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	100367/102000 - IMD-0020-01(181)	<i>Owner's Name</i>	Mississippi Department of Transportation	
<i>Project location</i>	Vicksburg and Warren County, MS	<i>Owner's Project Manager</i>	Chris Nail, PE	
<i>Owner's address, phone, email</i>		401 North West Street Jackson, MS 39201 601-359-7250 cnail@mdot.ms.gov		
<i>Services commenced by this firm (mm/yy)</i>		04/07	<i>Total consultant contract cost (\$1,000's)</i>	\$2700
<i>Services completed by this firm (mm/yy)</i>		05/13	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$2700

Neel-Schaffer, Inc. (NSI) prepared an environmental assessment for improvements to approximately six miles of I-20 in and near Vicksburg, between the Mississippi River Bridge and the US 61 North/SR 27 Interchange.

The contract with MDOT included necessary field surveying, traffic planning studies based on a 2040 Design Year, conceptual design, environmental services, coordination with stakeholders, public involvement, preliminary bridge design, and determination of preliminary right-of-way limits (approximately 30% plans). Documentation for the environmental assessment was prepared in accordance with the policies and procedures of MDOT, NEPA, and the FHWA.

The environmental assessment was approved by the FHWA, which issued a Finding of No Significant Impact in May 2013.

Two build alternatives and a no-build alternative were selected for study in the environmental assessment. In general, the study area for the build alternatives followed the existing alignment of I-20. One alternative had one-way, three-lane frontage roads, and the other had two-way, three-lane frontage roads.

Due to extensive public involvement, MDOT directed NSI to collect additional information regarding the alternatives being studied. Of particular note, the public support of the one-way frontage road concept involved elaborate studies and numerous meetings to reach a consensus on this critical component of the project.

MDOT chose NSI to proceed with the design of the realignment, and negotiations are underway for Phase A plan development.

The build alternatives include the following improvements:

- I-20 will be widened to three lanes in each direction from US 61 South to US 61 North, and reconstruction will be done to meet current vertical alignment criteria.
- US 61 South: New northbound to westbound loop, new dual westbound to southbound directional ramp.
- Hall's Ferry Interchange: Widening of Hall's Ferry Road over I-20, widening ramps for dual left movements; provided a new loop for both north and southbound movements to precede westbound on I-20.
- North and South Frontage Roads: Made one way between Halls Ferry Road and Clay Street circulation connector between north and south frontage roads. Provide slip ramps for entering and exiting I-20.

PROJECT SIMILARITIES

- MDOT Project
- Improvements along I-20 in Vicksburg, MS
- Environmental Assessment
- Preliminary Bridge Design
- Traffic Planning Services
- Interchange Improvements
- Extensive Public Involvement

Team Members Who Worked on This Project:

Kyle Eidson, PE



17. Firm Experience:

Firm name	Neel-Schaffer, Inc.		Past Performance Evaluation Discipline(s)*	Traffic
Project name	MRB South GBR: LA 1 to LA 30 Connector		Firm responsibility (prime or sub?)	Subconsultant
Project number	H.013284	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Baton Rouge, LA	Owner's Project Manager	Mathilda Rilovich, PE	
Owner's address, phone, email		P.O. Box 94245, Baton Rouge, LA 70804 225-379-1380 Mathilda.Rilovich@la.gov		
Services commenced by this firm (mm/yy)		07/20	Total consultant contract cost (\$1,000's)	\$528
Services completed by this firm (mm/yy)		09/22	Cost of consultant services provided by this firm (\$1,000's)	\$528

This project includes a new bridge over the Mississippi River between LA 1 on the West Bank and LA 30 on the East Bank, along with new interchanges at the two Bridge termini. The vision for this project is to provide additional redundancy in the Greater Baton Rouge Area cross-river transportation network and to locate the new facility so that it maximizes daily usage.

NSI developed a calibrated and validated regional mesoscopic model using DynaMiq, which included the study area network along the west bank of the Mississippi River between I-10 and LA 70. This mesoscopic model was selected to realistically analyze the traffic and mobility impacts in an already very congested regional network. The model network included detailed roadway and intersection geometry along with traffic control, including signal timing plans. Dynamic Traffic Assignment (DTA) was used to simulate individual vehicles with car-following, lane-changing, and gap acceptance models to produce realistic traffic behavior. This methodology also reroutes traffic (in other terms, changing the route choice of users) at defined time steps based on the congestion that exists in the network at that time, which is not possible under traditional macro models.

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

Challenge: The initial Bridge screening process involved 20 proposed bridge route alternatives. Ultimately, three bridge route alternatives would need to be carried forward to the NEPA phase.

Solution: NSI developed mesoscopic models for the 20 initial bridge route alternatives. The mesoscopic model travel times were compared for each bridge route alternative. Ultimately, the travel time comparison was part of the process of determining the three bridge route alternatives that were carried forward to the NEPA phase.



PROJECT SIMILARITIES

- New Bridge over Mississippi River
- Complex Traffic Engineering in support of Multiple Bridge Alternatives
- Mesoscopic Traffic Modeling

Team Members Who Worked on This Project:

Vijay Kunada, PE, PTOE | Nick Ferlito, PE, PTOE



17. Firm Experience:

Firm name	Neel-Schaffer, Inc.	Past Performance Evaluation Discipline(s)*	Traffic, Road
Project name	I-20: LA 544 Overpass Replacement	Firm responsibility (prime or sub?)	Prime
Project number	H.010616	Owner's Name	Louisiana Department of Transportation and Development
Project location	Lincoln Parish, LA	Owner's Project Manager	Jacob Fusilier, PE
Owner's address, phone, email	PO Box 94245, Baton Rouge, LA 70804 225-379-1185 jacob.fusilier@la.gov		
Services commenced by this firm (mm/yy)	02/20	Total consultant contract cost (\$1,000's)	\$858
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$858

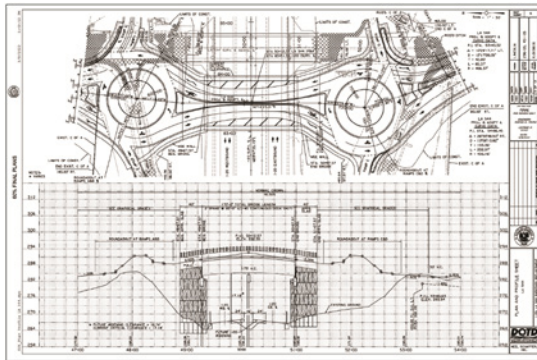
NSI is currently working on the 95% final plans for this project and is responsible for providing the geometric layout, preliminary and final roadway plans, traffic control design QA/QC, TMP QA/QC, Sequence of Construction, hydraulic analysis and design, frontage roadways, and MOT, which maintains access to properties during construction. This project will replace the LA 544 Overpass diamond interchange with a roundabout diamond interchange. The project includes a new bridge over I-20, roadway improvements to I-20 and the ramps, roadway widening (from 2 to 4 lanes), sidewalks, and four multilane roundabouts. The four roundabouts will be constructed with locations as follows: on LA 544 at the I-20 entrance/exit ramp intersections and on LA 544 at its intersections with the frontage roads (Woodward Avenue and South Service Road). DOTD will complete the bridge design and retaining wall design.

Challenges:

1. Large grade changes required along ramps without impacts to the gores.
2. Structural design by DOTD while roadway design is completed by consultants.

Solutions:

1. NSI provided for a variation in the ramp design speed (between the ramp proper and terminal), which provided ramp vertical alignments that met the design requirements but prevented changes in access that might require an IMR.
2. NSI completed the design in close coordination with DOTD early on and continually during the design process. NSI proposed alignments minimized the construction phasing for retaining walls, provided for interstate clearances which would allow for future interstate widening and provided desirable bridge phasing while minimizing impacts. **NSI and DOTD are working as one team to complete the project successfully.**



PROJECT SIMILARITIES

- Partnering with DOTD Design Staff
- Interchange Improvements
- Roadway & Traffic Engineering Services

Team Members Who Worked on This Project:

Dishili Young, PE | Mai Nguyen | Nick Ferlito, PE, PTOE



17. Firm Experience:

Firm name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	I-20 Mississippi River Bridge Review		Firm responsibility (prime or sub?)	Prime
Project number	SP No. H.004646 09-L1049 H.010603.6 13-3720 H.010612.6 20-3729 H.004647.6 22-3753, 24-3707	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Madison Parish, LA	Owner's Project Manager	Chris Nickel	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 225-379-1100 Chris.Nickel@la.gov		
Services commenced by this firm (mm/yy)		10/09	Total consultant contract cost (\$1,000's)	\$10,881
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$10,881

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

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



PROJECT SIMILARITIES

- Geotechnical Monitoring of I-20 Mississippi River Bridge
- Firsthand Experience Performing Complex Geotechnical Testing at the Site
- Major River Crossing
- Underwater Drilling
- Review of Past Slope Stability Recommendations
- Development of New Slope Stability Remediation Plan
- Partnering with Team Member Modjeski & Masters

Team Members Who Worked on This Project:

Megan Bourgeois



17. Firm Experience:

Firm name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	MRB South GBR: LA 1 to LA 30 Connector		Firm responsibility (prime or sub?)	Prime
Project number	H.013284	Owner's Name	Louisiana Department of Transportation and Development	
Project location	West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA	Owner's Project Manager	Christina Brignac	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 225-379-1937 Christina.Brignac@la.gov		
Services commenced by this firm (mm/yy)		01/23	Total consultant contract cost (\$1,000's)	\$3,280
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$713.1

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

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

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



PROJECT SIMILARITIES

- New Bridge over Mississippi River
- Complex Geotechnical Testing in support of Complex Bridge & Interchange Design
- Major River Crossing
- Laboratory Testing

Team Members Who Worked on This Project:

Megan Bourgeois



17. Firm Experience:

Firm name	Burns Cooley Dennis, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	I-20 Mississippi River Bridge Pier Movements		Firm responsibility (prime or sub?)	Subconsultant
Project number	110231 200484	Owner's Name	Louisiana Department of Transportation and Development & Mississippi Department of Transportation (MDOT)	
Project location	Vicksburg, MS	Owner's Project Manager	Chris Nickel	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 225-379-1100 Chris.Nickel@la.gov		
Services commenced by this firm (mm/yy)		2001	Total consultant contract cost (\$1,000's)	Not Available
Services completed by this firm (mm/yy)		2024	Cost of consultant services provided by this firm (\$1,000's)	\$850

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

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

Additional fieldwork included detailed mapping of limestone outcrops along the river bank and at Pier E-1. Crack patterns, offsets, dips, and strikes indicate the nature of the previous movement. The boring data revealed the presence of 40-foot to 50-foot vertical offsets of geologic units near the bridge. The boring data and geologic surface mapping suggest an ancient landslide in the vicinity of the bridge has been reactivated. These data, along with the measurements of bridge movement and subsurface displacements, were considered to understand the mechanisms resulting in the movements of the bridge piers and evaluate alternative mitigation measures.

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

PROJECT SIMILARITIES

- Geotechnical Monitoring of I-20 Mississippi River Bridge
- Firsthand Experience Performing Complex Geotechnical Testing at the Site
- Major River Crossing
- Development of Slope Stability Recommendations
- Partnering with Team Members Modjeski & Masters and Ardaman & Associates

Team Members Who Worked on This Project:

Alexis "Eddie" Templeton, PE

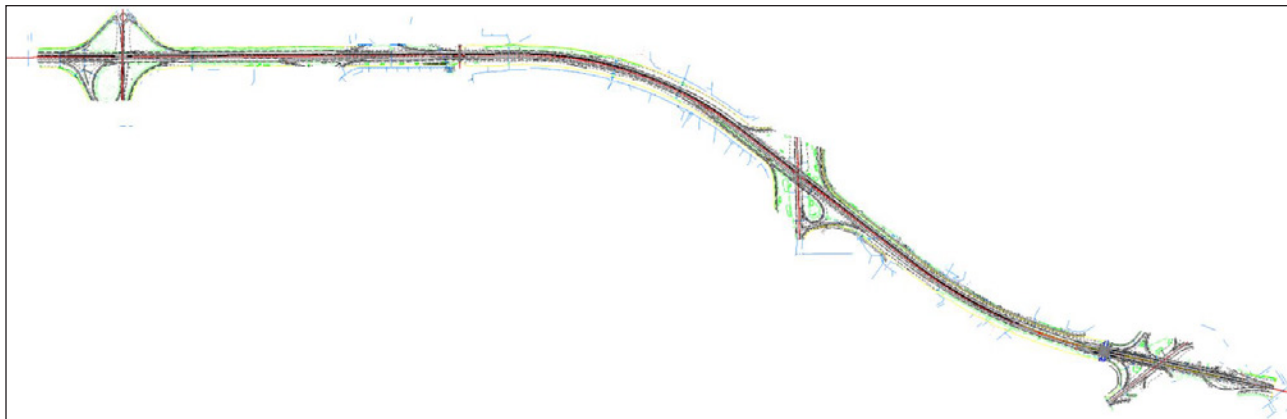


17. Firm Experience:

Firm name	Lazenby & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey
Project name	I-20 Widening/Overlay (Vancil Road to LA 34)		Firm responsibility (prime or sub?)	Prime
Project number	S.P.N. H.015052	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Ouachita Parish, LA	Owner's Project Manager	Steve LeBlanc, PLS	
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

Lazenby & Associates, Inc. is the prime consultant on this project, performing topographic surveying services within the existing I-20 ROW for the existing interstate widening and overlay. Approximately 20,815 feet (3.94 miles) along I-20 through West Monroe, LA, are included in the topographic survey limits, including portions of 3 urban principal arterials and one 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 stationary terrestrial tripod-mounted scanners 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.



PROJECT SIMILARITIES

- Survey Experience along the I-20 Corridor in support of Roadway & Interchange Improvements
- Mobile LiDAR Scanning Capabilities
- Topographic Survey of Pavement, Bridge Structures, Traffic Signals, & Associated Infrastructure
- Utility Verification
- Drainage Mapping

Team Members Who Worked on This Project:

Ronald Riggan, PE, PLS | Randy Hammons, PE



17. Firm Experience:

<i>Firm name</i>	Lazenby & Associates, Inc.		<i>Past Performance Evaluation Discipline(s)*</i>	Survey
<i>Project name</i>	Topographic Survey I-12 (LA 21-US 190) & I-12 (US 190-LA 59)		<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	Contract No. 4400005020	<i>Owner's Name</i>	Louisiana Department of Transportation & Development	
<i>Project location</i>	CITY, STATE	<i>Owner's Project Manager</i>	Nicholas Olivier, PE	
<i>Owner's address, phone, email</i>		1201 Capitol Access Road Baton Rouge, LA 70802-4438 225-379-1133 Nicholas.Olivier@La.gov		
<i>Services commenced by this firm (mm/yy)</i>		02/15	<i>Total consultant contract cost (\$1,000's)</i>	\$1,189
<i>Services completed by this firm (mm/yy)</i>		02/16	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$513

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 DOTD 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 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 heavy 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 DOTD Work Zone Training certifications for Flagger, Traffic Control Technician and Traffic Control Supervisor after completing ATSSA approved Traffic Control courses.

PROJECT SIMILARITIES

- Survey Experience along Interstate Corridor in support of Roadway Improvements
- Topographic & Hydrographic Surveys
- High-Traffic Area

Team Members Who Worked on This Project:

Randy Hammons, PE | Ronald "Joey" Riggan, PE, PLS

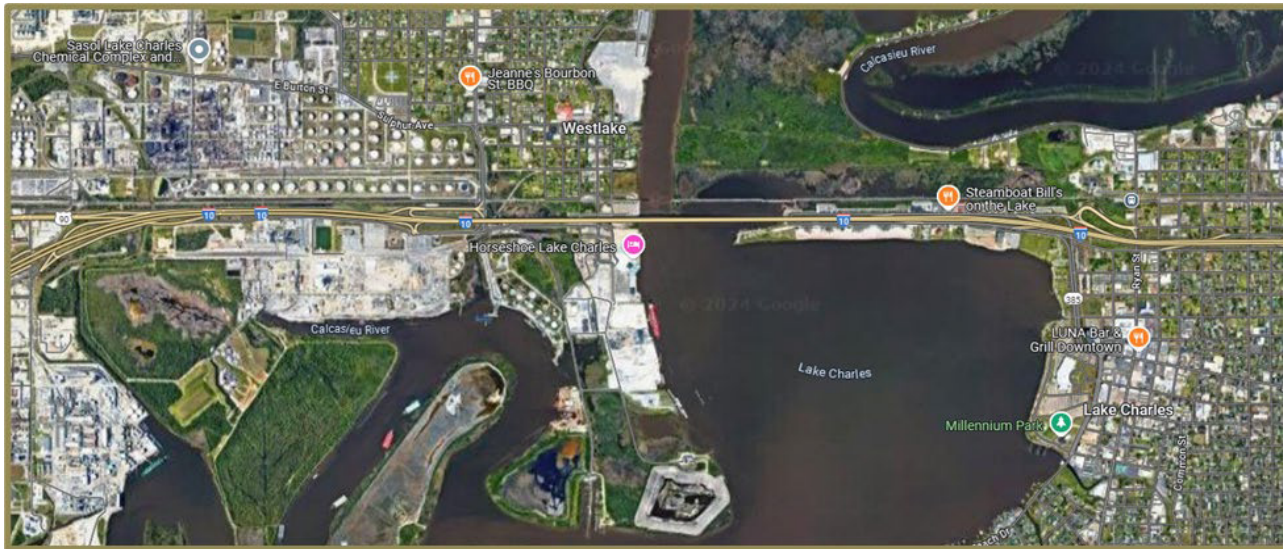


17. Firm Experience:

Firm name	The Lakvold Group, LLC		Past Performance Evaluation Discipline(s)*	Right-of-Way
Project name	I-10 – Calcasieu River Bridge		Firm responsibility (prime or sub?)	Subconsultant
Project number	H.003931	Owner’s Name	Rampart Right-of-Way Land Services	
Project location	Calcasieu Parish, LA	Owner's Project Manager	Geoff Wilson, PE	
Owner's address, phone, email		7915 Wrenwood Boulevard, Suite C, Baton Rouge, LA 70809 225-205-6869		
Services commenced by this firm (mm/yy)		12/24	Total consultant contract cost (\$1,000’s)	\$4,575
Services completed by this firm (mm/yy)		01/25	Cost of consultant services provided by this firm (\$1,000’s)	\$4,575

The Lakvold Group, LLC completed a Conceptual Stage Relocation Plan based on various alternatives. The plan included viewing the project area and researching the market area, real estate transactions, and available real estate inventory.

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



PROJECT SIMILARITIES

- Long-Span Bridge over Navigable Waterway
- Major River Crossing
- Conceptual Stage Relocation Plan

Team Members Who Worked on This Project:
Angela Lemoine-Lakvold



17. Firm Experience:

Firm name	KCI Technologies, Inc.		Past Performance Evaluation Discipline(s)*	Other - ICE
Project name	I-10 Mobile River Bridge and Bayway Progressive Design-Build (PDB)		Firm responsibility (prime or sub?)	Subconsultant
Project number	INFRAF-I010(353)	Owner's Name	Alabama Department of Transportation	
Project location	Mobile, AL	Owner's Project Manager	Edwin Perry III, PE	
Owner's address, phone, email		1409 Coliseum Boulevard, Montgomery, AL 36110 251-331-9452 perrye@dot.state.al.us		
Services commenced by this firm (mm/yy)		01/23	Total consultant contract cost (\$1,000's)	\$1,900
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,475

KCI Technologies, Inc. (KCI) is providing ALDOT with independent cost estimates for conceptual plans, 60% plans, GMP lite, final GMP, and cost savings submittals for both the Mobile River Bridge and Bayway Projects. The Mobile River Bridge project involves constructing a new signature cable-stayed bridge span over the Mobile River and associated high-level approach structures and interchange reconstruction. The I-10 Bayway project reconstructs 7.4 of the elevated bridge structure across Mobile Bay. KCI is currently tasked with developing independent cost estimates to compare to the selected PDB contracting teams. Before this stage of the project, KCI's estimating team was a subconsultant to the Thompson Engineering/HDR preliminary design team starting in 2013, providing early project cost estimates for the various design alternatives. **John Armeni has been involved in the project since 2013, overseeing the production of all cost estimates**, participating in constructability discussions and project CSRA meetings. **Michael Baker is also supporting this project, serving as the Owner's Project Manager for ALDOT.**



PROJECT SIMILARITIES

- Cable-Stayed Bridge over Navigable Waterway
- Interstate Improvements
- Preliminary Design Services
- Major River Crossing
- Complex Geotechnical Elements
- Archaeological / Cultural Resources
- Public Involvement

Team Members Who Worked on This Project:

John Armeni | John Dietrick, PE, SE | Ed Callicutt, PE | Philip Walker, PE | Andy Lelewski, PE



17. Firm Experience:

Firm name	Franklin Associates, LLC		Past Performance Evaluation Discipline(s)*	Other - Public Outreach
Project name	I-10 Widening (LA 415 to Essen Lane on I-10 and I-12) Stage 0, 1, and CMAR		Firm responsibility (prime or sub?)	Subconsultant
Project number	H.004100.2	Owner's Name	Louisiana Department of Transportation and Development	
Project location	East Baton Rouge and West Baton Rouge Parishes, LA	Owner's Project Manager	Nicholas Olivier	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA, 70802 225-379-1133 nicholas.olivier@la.gov		
Services commenced by this firm (mm/yy)		10/11	Total consultant contract cost (\$1,000's)	N/A
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,249

Franklin Associates, LLC (Franklin) assists the DOTD on its most costly, most complex project in state history. The project passes through a constrained urban area with no alternate interstate bypass route available. In 2011, DOTD initiated efforts to determine whether widening I-10 in Baton Rouge was a feasible approach to mitigating some of the region's traffic issues. As the public engagement lead, Franklin began an outreach campaign targeting area residents and businesses, as well as commuters and out-of-state travelers. Over 12,000 responses were received through an online survey. Franklin's team continues to spearhead all public and stakeholder engagement planning, delivery, and documentation for the widening of I-10 through Baton Rouge through several phases: Stage 0 Feasibility, Stage 1 environmental assessment, and the current design/build stage.

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

PROJECT SIMILARITIES

- High-Profile, Complex Roadway Improvement Project
- Stage 0 & Stage 1 Services
- Traffic Improvements
- Comprehensive Public Involvement Services
- Coordination with FHWA

Team Members Who Worked on This Project:

Johnathan Hill | Laura Livingston | Cristina Lacroix



17. Firm Experience:

Firm name	Civil Design & Construction, Inc.		Past Performance Evaluation Discipline(s)*	Other - SUE
Project name	College Drive		Firm responsibility (prime or sub?)	Subconsultant
Project number	19-EN-HC-0033	Owner's Name	City of Baton Rouge	
Project location	Baton Rouge, LA	Owner's Project Manager	Jonathan McDowell (AECOM)	
Owner's address, phone, email		8555 United Plaza Boulevard 225-922-5700 Jonathan.McDowell@aecom.com		
Services commenced by this firm (mm/yy)		04/24	Total consultant contract cost (\$1,000's)	N/A
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$214

Civil Design & Construction, Inc. (CD&C) performed full topography and SUE locations to an ASCE QL-B level for approximately 20 acres of College Drive and its surrounding area from Perkins to North of the I-10 Interchange. CD&C provided both topographic surveys and SUE-QL-B services. CD&C SUE crews marked underground utilities so that survey crews could incorporate utility information. There were 12 utility companies that SUE crews had to research records, evaluate, and locate. An official SUE submittal was not required for this project. The final submittal follows standards set forth by the City/Parish government for EBR.

CD&C provided the City of Baton Rouge with all topographic data and SUE utility information from SUE QL-D to QL-B level.

PROJECT SIMILARITIES

- SUE Investigations along Urban Corridor
- Utility Verification

Team Members Who Worked on This Project:

Clarence "CJ" Goodspeed

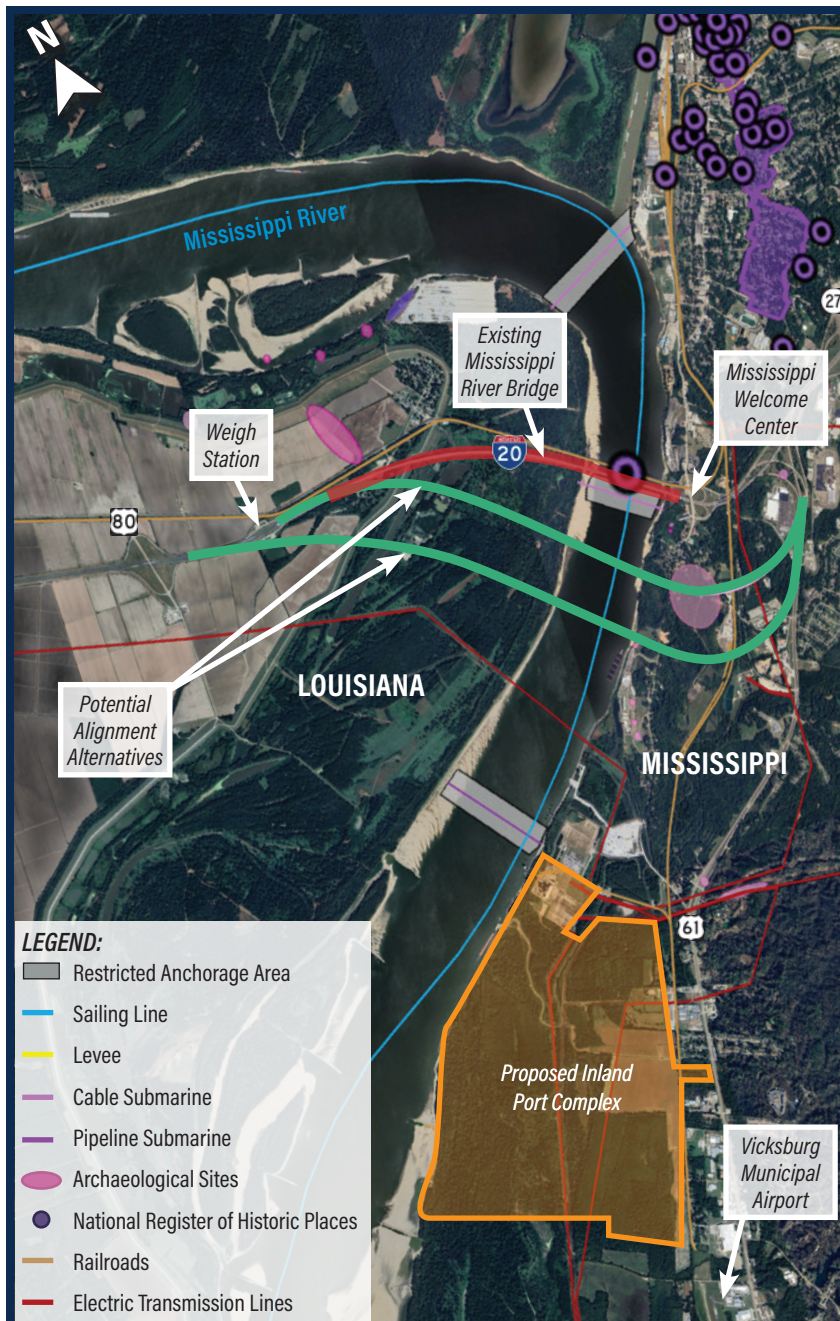


APPROACH & METHODOLOGY



unmatched EXPERTISE

DOTD will receive innovative, yet practical, solutions for this essential river crossing, while also mitigating potential environmental impacts by partnering with the Michael Baker Team of experts who have been delivering services on this bridge and corridor for over 25 years.



Meeting DOTD's/MDOT's Project Goals:



CHALLENGE	SOLUTION	BENEFIT:
A Accelerated Schedule	» Leverage the team's extensive bridge and corridor knowledge and understanding of existing conditions to hit the ground running.	
B Feasibility of Rehabilitating Structure vs New Structure	» Determine what rehabilitation work could be done to existing bridge to extend the lifespan for next 50+ years with minimal maintenance. If permanent solution is deemed unachievable, determine alternatives to potentially extend bridge's lifespan while DOTD's prepares and constructs new structure on a new alignment. <i>For the last 20 years, Modjeski & Master analyzed the bridge's movement and designed repairs to ensure safety for the traveling public.</i>	
C Benefit Cost Analysis of Rehabilitation vs New Structure	» Perform an extensive BCA for both the rehab and new structure to determine what options provide the best benefits to DOTD and MDOT. The BCA provides several bridge types and alignment evaluations to help DOTD/MDOT determine the most cost feasible structure, while minimizing impacts to infrastructure and network connectivity.	
D New Alignment Considerations	» Ensure construction does not affect the existing bridge and monitor geotechnical behavior of the bridge to keep traffic moving safely. » Depending on clearance requirements and the geotechnical assessment, consider arch, cable stay, truss, and self-anchoring suspension bridge types. » Define features for final design such as air draft monitors and vessel allision cameras. » Coordination with USCG is important for horizontal and vertical clearances. » Integrate new roadway alignment studies with structures studies to meet geometric requirements and ensure the corridor ties into the existing weigh station and MS welcome center. » Design new piers on the east side of the river to resist soil movements or positioned beyond the soil fracture zone. » Consider a new crossing further south of the geologic feature causing this current pier movement. » Ensure access/connectivity is maintained for traveling public, local community, and businesses/home owners in the area.	
E Historical & Archaeological Considerations	» Perform geomorphology assessment to predict additional archaeological resources. » Engage specialized underwater archaeologist with previous experience at the Vicksburg site.	
F Geotechnical/Geological Considerations	» Within the short PEL study schedule and river conditions, gather all necessary geotechnical information to avoid placing the foundation in potentially unstable locations. The current geological event has been monitored in a finite area and further study is needed to determine its limits and cause.	

PROJECT UNDERSTANDING AND APPROACH

Partnering with the Michael Baker team ensures DOTD's goals are met on time and within budget. Our unmatched project understanding and risk mitigation strategies, honed since 1999 on this corridor, guarantee timely delivery. We will explore and deliver cost-saving solutions through benefit-cost analysis, offering innovative yet practical options that minimize environmental and community impacts.

Connecting Madison Parish in Louisiana to Warren County in Mississippi, the I-20 Mississippi River Bridge is a vital river crossing for the community and the traveling public, with an average of 28,200 vehicles crossing it daily. Over the past 25 years, the bridge has experienced pier movement resulting in ongoing modifications and rehabilitation. Currently, the DOTD needs an evaluation to determine whether the existing bridge can either be: 1) rehabilitated to provide an acceptable structure life span or 2) sufficiently extend the useful life until such time as a replacement structure can be constructed.

Our unrivaled understanding of the existing conditions and historical complexities ensures a smooth, efficient start with no delays, ensuring delivery to meet the 24-month part 1 project schedule. As demonstrated on the map on the previous page, our in-depth knowledge enables us to identify major challenges and partner with DOTD to develop solutions that mitigate risks, achieve cost and schedule savings, and ensure roadway lanes remain open to motorists.

25+ YEARS OF PARTNERING ON THE I-20 VICKSBURG MISSISSIPPI RIVER BRIDGE



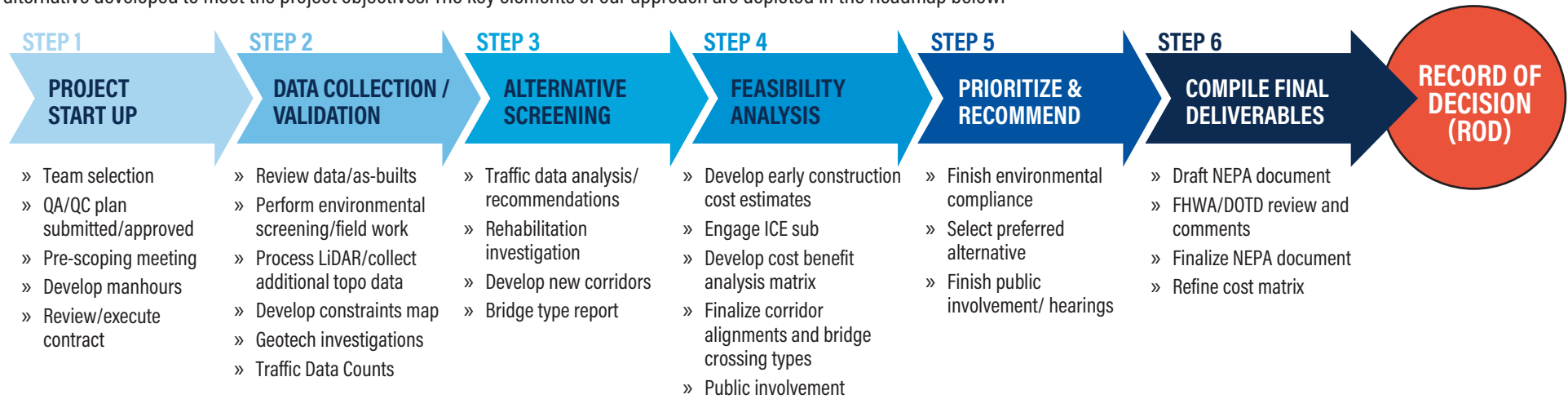
EXPLORE AND DELIVER THE BEST COST-SAVING SOLUTIONS TO DOTD

We will explore and deliver cost-saving solutions by performing a BCA for two different options to determine whether the existing bridge can either be:

- 1 REHABILITATION OF EXISTING BRIDGE TO PROVIDE AN ACCEPTABLE STRUCTURE LIFE SPAN**
- 2 NEW CORRIDOR TO SUFFICIENTLY EXTEND THE USEFUL LIFE UNTIL SUCH TIME AS A REPLACEMENT STRUCTURE CAN BE CONSTRUCTED**

▶ We will study the environmental, geotechnical, MOT/traffic operations, cost estimating, and constructability impacts of each option and provide benefits to help DOTD make the best decision for the project.

The results of the study will allow DOTD/MDOT to make informed decisions regarding funding, scope, risks, impacts, benefits, and costs that are interrelated in varying degrees to each alternative developed to meet the project objectives. The key elements of our approach are depicted in the Roadmap below:



1 REHABILITATION OF EXISTING BRIDGE > *Benefit: Cost effective, minimizes disruption to traveling public, least environmental impacts, minimal geotechnical work.*

As the bridge moves further from its original design condition, care must be taken to avoid unintended consequences. Proposed option 1 consists of two phases.

► **PHASE 1:** Perform a feasibility analysis to determine required bridge modifications and their potential limits. A 3D model of the cantilever-suspended span truss will be generated using FEM software. The analysis will help us evaluate the feasibility of proposed modifications and option to remove suspended span longitudinal strut, including alternate load paths for wind effects.

► **PHASE 2:** Use the results of Phase I to develop a complete set of bridge rehabilitation plans and specifications for public bid by the Department.

The development of potential replacement bridges follows a step-by-step process that combines all the critical elements involved with a major river crossing. Each alternative establishes geometric constraints such as geotechnical concerns, roadway geometric and navigational requirements, and continuity with the MS US 61/I-20 corridor improvements. These constraints guide the development of possible bent locations and span arrangements. The span arrangement, combined with constructability, maintainability, cost estimating, and aesthetics, will strongly influence the type of structures appropriate for each alternative.

The Michael Baker team will engage expert hydraulic engineers to analyze existing and future river conditions. Using topographic and bathymetry surveys along with FEMA maps, a preliminary hydrologic and hydraulic (H&H) analysis will be developed to confirm drainage patterns for line and grade drawings and bridge concepts. The H&H analysis will dynamically evolve as the design team explores different alternatives.

Based on the Phase 1 outcome, evaluating certain structural modifications for Phase 2 may include:

- ✓ Shorten stringers and concrete deck at both ends of suspended span
- ✓ Floorbeam and stringer seat modifications at PP15 and at PP15'
- ✓ Finger dam replacement at PP15
- ✓ False chord adjustments at PP15 and PP15'
- ✓ E3 cantilever bracket adjustments or replacement
- ✓ Finger dam adjustments or replacement at E3
- ✓ Extended range of simple truss sliding bearings at E3
- ✓ Modification and/or elimination of longitudinal strut at PP-15'
- ✓ Modification of suspended span hangers or fail-safe hangers
- ✓ Replace or modify bottom lateral bracing at PP15 and/or at PP15'
- ✓ Modification of median and parapet traffic barriers
- ✓ Possible jacking of simple span truss towards Pier E3
- ✓ Modifications to main bridge bearings and pier-top jacking systems
- ✓ Modification of interior and outboard walkways and handrailing
- ✓ Installation of chord gap measuring system accessible from walkway
- ✓ Prepare any required technical specifications and/or special provisions
- ✓ Cleaning and painting plan
- ✓ Modify / extend false chord bronze sliding surfaces
- ✓ Modifications to main bridge bearings
- ✓ Review / modification of main hanger fail-safes
- ✓ Modification of conduit across bridge joints as needed

A critical component of the bridge concept study involves coordinating with the USCG, river commercial operators, and local stakeholders to prepare the Bridge Permit application. This study verifies the vessel navigational corridor limits, establishes required vertical clearance above the waterway, outlines navigational guidance requirements and defines the appropriate vessel parameters. Outreach to local businesses and river captains and USCG collaboration will determine the main span minimum requirements and potentially adjust criteria for adjacent spans.

The results from the geotechnical exploration and analysis provides the preliminary design parameters for deep foundations, embankments, and walls, and identifies areas of geotechnical concern. Preliminary geotechnical results, allision study, and H&H analysis

will guide span arrangements and structural types. This may involve longer spans to avoid problematic subsurface conditions or shorter spans away from the river to reduce foundation sizes and avoid utility conflicts.

The bridge concept study report documents the major design considerations and preliminary design for each superstructure and substructure replacement alternative. We will evaluate the wind and seismic effects, H&H analysis, vessel allision study, and geotechnical foundation recommendations. Considering the location, seismic loads are not anticipated. Based on our unmatched expertise spanning the Mississippi River, the controlling factors for substructure design are vessel allision and wind loading.



NEW CORRIDOR > *Benefit: Sufficiently extend the useful life until such time as a replacement structure can be constructed.*

A Line & Grade (L&G) Study will investigate new corridor alternatives for both westbound and eastbound bridge approaches. The roadway design lead will coordinate with the bridge lead to determine the new bridge grade and elevation. The navigational study will set the bridge elevation in coordination with the USCG, ensuring it meets the selected structure's parameters.

Led by Michael Baker, new corridor alignments and profiles will be set to establish corridor limits on the Louisiana side of the Mississippi River. Kenny Collins will lead interstate design, coordinating directly with Daniel Thornhill to ensure seamless design efforts.

While reviewing maps and conducting cost analysis, the Michael Baker team will decide whether the new corridor should connect just east of the existing Delta Interchange at US 80 or just east of the existing Weigh Station. The Louisiana side has lower ground elevations and will cross the levee, spanning approximately 1.25 miles of lowland areas between the levee and the Mississippi River banks.

Neel-Schaffer (NS) will lead the efforts on the Mississippi side of the river, having worked on I-20 corridor improvements through the Vicksburg area, is most familiar with the terrain.

Coordination between Michael Baker and NS is essential to set horizontal alignments and determine if the new corridor can connect directly to the existing interchange near the Mississippi Welcome Center or east of it near Halls Ferry Road. Another option is to tie the new corridor to US 61, convert the connecting portion to I-20 into an interstate, and develop controlled access and frontage roads to minimize impact on local commercial and residential areas.

L&G Study Steps for Development of Alternatives:

REVIEW/ COLLECT

- » Environmental and cultural resources screenings
- » Aerial and LiDAR data
- » Bathymetric surveys
- » Previous studies and collected data

DEVELOP/ CREATE

- » Incorporate traffic recommendations
- » Typical section alternatives
- » Geometric corridor alternatives
- » Utility relocation plan
- » Bridge type/length for crossing
- » Plan and profile sketches for NEPA document
- » Relocation staging concept plan
- » Cost benefit analysis matrix

The alternatives to study will be determined during the project scoping meeting. A no-build option will be alternative 1 where existing bridge rehab would be considered alternative 2 and potentially other alternatives will be investigated before a recommended corridor is carried forward as the preferred alternative in the NEPA portion.

NEW BRIDGE STRUCTURE

In correlation with the L&G study, our bridge engineers who specialize in large river crossings will develop a bridge type plan and bridge matrix to determine the most cost feasible structure along the new corridors. Technical bridge lead, Philip Walker, PE, SE, will coordinate with the design team to strategically place the new bridge foundations per coordination with local riverboat captains and the geotechnical recommendations. As part of the bridge type study, Phillip will leverage the technical expertise from Jason Stith, PE, SE, and Thomas Murphy, PE, and design support staff to determine the main span length of the bridge. The length determines the possible bridge type. The eastbound approaches will follow DOTD criteria while the westbound approaches will follow MDOT requirements.

Our team will coordinate with the US Army Corps of Engineers to permit the proposed structure spanning the Mississippi River Levee system, ensuring it does not affect the levees' structural integrity. We will also work with local and state stakeholders on the aesthetics including the lighting system and the bridge's color scheme.

The bridge type plan includes a bridge type decision matrix with the cost of each potential structure. Ed Callicutt, PE, brings 40+ years of experience on similar complex projects to help the structural team determine the potential means and methods of construction.

We will study the environmental, geotechnical, MOT/traffic operations, cost estimating, and constructability impacts of each option and provide benefits to help DOTD make the best decision for the project.

achieve DOTD's **GOALS**  *Our Management Team is Ready on Day One:*



CHRIS GESING, PE | PROJECT MANAGER

- ✓ 20+ years of experience with DOTD's EA/Environmental Impacts Statement (EIS)
- ✓ Authored 3 major EIS documents including the Stage 1 Planning/Environmental Manual of Standard Practice for DOTD projects requiring EA or EIS through NEPA

Leverage experience to help DOTD obtain a ROD for full project implementation



KARA MOREE | DEPUTY PROJECT MANAGER

- ✓ 19 years of NEPA development experience and extensive knowledge of PEL study process
- ✓ Project Manager for Mississippi River Bridge - South, coordinated with Boat Captains on substructure placement; and environmental compliance liaison with Calcasieu P3 Louisiana Bridge Builders

Leverage experience to assist Chris in major meetings with DOTD and stakeholders



DANIEL THORNHILL | PIC/CONTRACT MANAGER

- ✓ Project Manager for the ongoing LA 30 Widening project which ties into the Mississippi River Bridge South project
- ✓ Extensive DOTD environmental clearance experience

Leverage contract management experience on similar projects to ensure invoicing complies with DOTD policy

ENVIRONMENTAL

Our team developed a comprehensive Project GIS Map (on page 141) with the available secondary source natural and cultural resource and navigation information.

Planning & Environmental Linkages (PEL). Michael Baker prepared one of only two PEL documents for DOTD, the New Orleans Rail Gateway (NORG) Avondale project. That document screened the No Build and Build Alternatives, identified a Locally Preferred Alternative (LPA), and recommended the NEPA Class of Action (COA) document. The PEL Process represents a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.

The Michael Baker Team will:

- ✓ Prepare a Project Management Plan following the May 2017 FHWA PMP Guidance for Major Projects and 2013 DOTD Project Delivery Manual.
- ✓ Develop a comprehensive Coordination Plan building upon the DOTD Environmental Section Statewide and Parish SOV lists, Mississippi DOT lists, and coordination with Parish, County and Vicksburg municipality leaders, and business interests.
- ✓ Inform stakeholders with a comprehensive Public Involvement Plan (PIP), meetings and a project website. Hold virtual meetings to maximize participation while minimizing costs.

Early research identified two potential "showstoppers" to avoid, including the unrecorded remnants of Grant's Canal in Louisiana, a part of the National Park Service (NPS) Vicksburg National Military Park, and the Mississippi Welcome Center, a Section 6(f) resource.

A comprehensive GIS framework informs the traffic and roadway engineers of environmental considerations during alternatives evaluation. An initial statement of Purpose & Need (P&N) will be prepared. Alternatives screening will be in two parts: 1) against the preliminary P&N to identify plausible alternatives and 2) against environmental resources (discussed below) and engineering and engineering-related studies to identify the preferred corridor(s).

Environmental Resource Studies. These studies conducted at the alternatives meeting for the preliminary P&N (plausible alternatives) include air quality and noise, cultural resources, threatened and endangered (T&E) species, community impact assessment based on US Census data and field observations, conceptual stage relocation plan (CSR), economics, and if required, a Section 4(f) analysis.

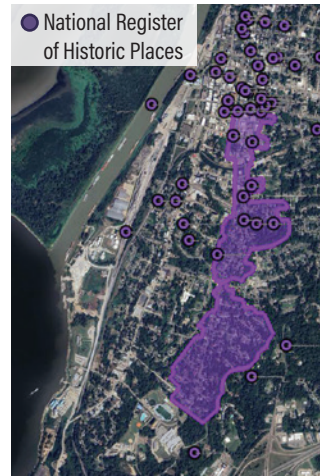
To minimize time and cost impacts, we will find any existing pedestrian surveys to review against plausible alternatives, as we have successfully done on past DOTD projects. Since T&E species studies are seasonal and river-level dependent, timing may be adjusted to avoid schedule impacts.

The Vicksburg area contains a rich cultural landscape, as shown from archaeological investigations in and around Vicksburg (map to the right) have revealed important buried features and artifacts. A geomorphology assessment indicates the probability of encountering additional archaeological resources. Deep testing and underwater archaeology, historic resources, and terrestrial archaeology studies, are important components in the assessment of cultural resources and completion of the Section 106 process.

Part II: Environmental Evaluation. Part II will follow the 2022 DOTD Stage 1 Planning/Environmental Manual of Standard Practice and FHWA Technical Advisory TA 6640.8A, revised as necessary by the Council on Environmental Quality (CEQ) implementing guidance. Our Team will work closely with DOTD and FHWA-LA as the guidance is being developed and the NEPA regulations change. **UNMATCHED EXPERTISE: Michael Baker prepared the initial manual and training program for DOTD in 2006.**

The NEPA COA document is anticipated to be an EIS. EISs must be completed with 24 months from Notice of Intent (NOI) to ROD, which should be plenty of time given Part I's scope of work. Part II will be included the NOI, Solicitation of Views, scoping meetings and refinements to the preliminary P&N. Alternatives developed in Part I will be refined if necessary. Mitigation will be identified and permits applications prepared for DOTD action moving into Stages 2 and 3, and information will be provided for FHWA on the Federal Permitting Dashboard. The Draft NEPA document will build upon the Part I PEL document and incorporate the Part II studies, analyses, stakeholder outreach, and public hearings. If comments on the Draft EIS are minor, we could prepare a ROD with Errata Pages to shorten the schedule.

Part II concludes with a DOTD and FHWA Cost Estimate Review. Our team brings familiarity with this process from the recent EIS for the Interstate 69 Segment of Independent Utility 15 (SIU 15) project (Refer to Project #1 in Section 17, Page 121).



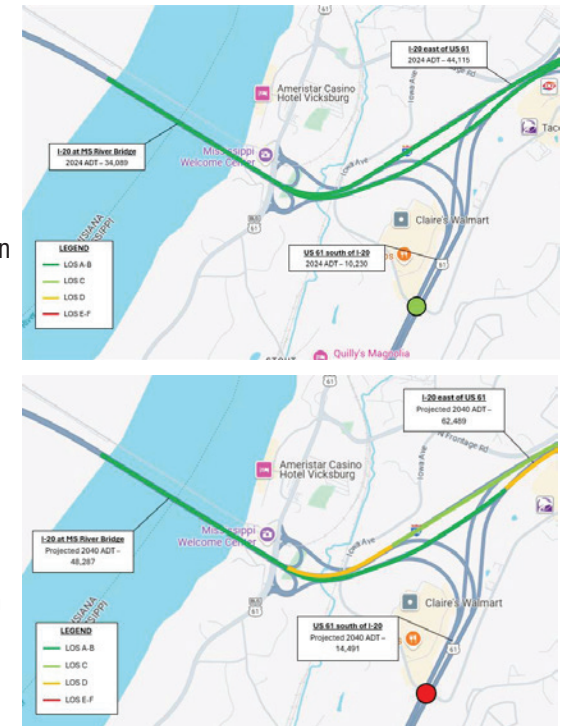
Area artifacts include Pre-Contact Mississippian buried features and artifacts, Fort Saint Pierre (1719) north of Vicksburg, and artifacts from the American Civil War, the Battle of Vicksburg.

TRAFFIC, MOT & CONTINUITY WITH THE US 61/I-20 CORRIDOR

Traffic Modeling. Our team is uniquely qualified for this project, having developed the latest statewide travel demand models (TDM) for LA and MS, and Warren County, MS (see graphic on right). We will develop a subarea TDM for the project's influence area to screen conceptual route alternatives and select options for further analysis. After reviewing the TDM results with DOTD and MDOT staff, we will use them to forecast traffic volumes for operational analysis. If needed, we will build a mesoscopic simulation model using Dynameq software to analyze selected alternatives based on TDM results and data from Streetlight or Replica Platforms. This model will help develop traffic forecasts, MOEs for alternative screening, and identify affected corridors.

Traffic Safety and Operational Analysis. NSI will conduct safety and traffic analysis to develop and support the purpose and need. Using the Louisiana Crash Tool and MDOT crash data, we will evaluate and identify trends over the last 5 years. Crash reports will be analyzed including a Quality Assurance methodology that reviews all Fatal and Severe crashes, all crashes with a collision manner of "Other", and all injury crashes that are over-represented per the analysis. For intersections, the quality assurance methodology will review all crashes coded as not being at an intersection. The Pattern Recognition Analysis will be utilized to provide a safety comparison of all crashes, crashes with injuries and pattern recognition analysis overview. After determination of a trend or lack of one is established, a detailed crash analysis will be performed for the latest 1-year of typical data or 5-years of data as needed. Collision diagrams will be prepared as needed.

NSI will perform operational analysis following DOTD's Traffic Engineering Report and Process (TERP), covering data collection, existing and no-build analysis, and alternative analysis. We will analyze alternatives, including bridge tie-in points, using traffic forecasts from Dynameq model results and provide recommendations for safe operations. All NSI traffic staff are DOTD TERP certified.



Neel-Schafer developed the latest statewide and Warren County, MS TDMs

Traffic Study Approach and Methodology Compliant with DOTD's TERP Requirements

PROJECT MANAGEMENT PLAN

- » Compile list of agencies and prepare coordination plan
- » Compile list of stakeholders and prepare involvement plan

DATA COLLECTION/TRAFFIC ANALYSIS

- » Collect traffic counts
- » Perform traffic analysis
- » Estimate traffic growth rate
- » Perform safety analysis
- » Analyze future traffic conditions
- » Analyze alternatives to meet the purpose & need

CONCEPTUAL COST ESTIMATES

DELIVERABLES

- » Project Management Plan
- » Scope for each task
- » Traffic study scope for approval
- » All data collected
- » Existing safety analysis
- » Existing/no-build analysis
- » Alternative Analysis
- » Final Report
- » Conceptual Cost Estimates

INITIAL DATA COLLECTION

- » 7 day 24 hour counts
- » Heavy vehicle classifications
- » Peak period determination
- » DOTD approval

FINAL DATA COLLECTION

- » Peak period counts/ observations
- » Growth rates
- » Speed study
- » Geometric field checks
- » Travel time runs
- » DOTD approval

SAFETY ANALYSIS

- » Written crash summary
- » Crash history
- » Crash report documentation
- » Collision diagram

EXISTING/NO BUILD ANALYSIS

- » HCM/Vissim Analysis
- » Tier 1 Analysis: Cap-X, alt. eval. matrix
- » Existing/no build results meeting
- » Preliminary Tier 2 analysis

FINAL ALTERNATIVE ANALYSIS

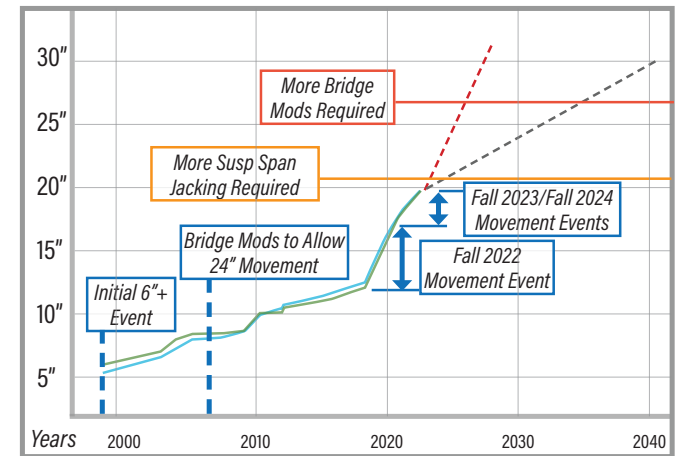
- » Tier 2 analysis: operational, critical geometry, and safety
- » Tier 3 analysis: geometric layout, signing layout, and signal TSI

existing bridge and surrounding areas as well as a preliminary assessment of any potential new bridge crossing locations.

Targeted soil borings and installation of geotechnical instrumentation, such as inclinometers and vibrating wire piezometers will be utilized to continuously monitor subsurface conditions at identified new locations. Timing access to the sites will be a challenge due to the unpredictability of the River levels. Fortunately, only a very limited amount of additional data will be necessary for the existing site as our team is already familiar with so many years' worth of soil boring and instrumentation data.

Data from the field investigations will be analyzed to characterize the subsurface conditions, focusing on soil properties and groundwater behavior at all potential bridge crossing locations. Engineering analyses will be performed, including seepage and drawdown assessments, and slope stability modeling to evaluate performance under all predicted river and subsurface groundwater conditions at each potential bridge crossing location. Similar analyses will also be performed for any potentially differing conditions predicted for the existing site.

We will develop technically feasible remedial alternatives to mitigate ground movement risks at potential new locations. Each solution will be evaluated to ensure no unintended negative consequences arise from the stabilization measures.



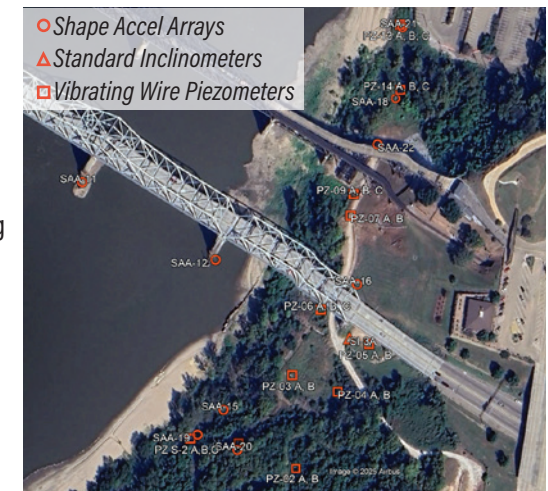
I-20 Mississippi River Bridge: Cumulative Pier Movements. Since 1999, our team has been monitoring the movements of the piers and have insight into the current status of the piers and understanding of the potential movements and concerns.

GEOTECHNICAL EVALUATION

The geotechnical evaluation will leverage 16 years of experience in geotechnical investigations and laboratory analyses for the I-20 bridge. Our team has installed various monitoring devices, including vibrating wire piezometers, inclinometers, SAAs, and observation wells, and analyzed the resulting data. We have a thorough understanding of critical areas of concern and soil movement in the region.

The geotechnical evaluation will include i) assessing the feasibility of the existing site and/or structure and providing any pertinent recommendations for continued use of the existing bridge; and ii) assessing and performing the geotechnical investigations needed to provide information for possible new bridge sites.

The comprehensive Site Assessment will build upon the historical geotechnical data and previous investigations to establish a baseline understanding of the site conditions at the existing bridge and potential new bridge crossing locations. Advanced numerical modeling techniques will be used to simulate potential scenarios and assess the stability of the



Aerial View of Existing Subsurface Instrumentation Monitored by Ardaman for DOTD (on-going)

COST ESTIMATING/ICE

Our cost estimating specialist, John Armeni, will develop detailed contractor-style production-based estimates using the latest version of HCSS Heavy-Bid estimating software. John will work with Michael Baker's Critical Path Method (CPM) scheduling expert, Gary Chodkowski, PE, to develop the CPM project schedule for construction using the latest version of Primavera P6 scheduling software. Using this schedule, John will develop and finalize the cost estimate. An estimate will be done on the various design alternatives



ED CALLICUTT, PE CONSTRUCTABILITY REVIEW

Michael Baker's constructability expert Ed Callicutt, PE, will review the constructability for each alternative to determine any impact to the environment, local levees, or river traffic.

- ✓ 40+ years of major bridge engineering and construction experience as both a contractor and engineer
- ✓ 9 signature bridges over navigable waterways

and alignments, as well as the combination of each. This will allow us to determine the appropriate costs, financial risks and uncertainties for each.

While the designer will provide the major quantities for the project,

John will develop additional quantities that may be required for pricing. When the estimates are complete, our estimating team will participate in cost estimate review workshops (CSRA: Cost Scheduling and Risk Assessment) with DOTD and FHWA as required.

OPTIMIZE PROJECT EFFICIENCY AND COST-EFFECTIVENESS

In today's construction environment, delays increase costs while funding remains constrained. Our team will create a detailed BCA matrix to compare the costs of rehabilitation versus new bridge construction. We will explore alternative delivery methods to optimize efficiency and cost-effectiveness.

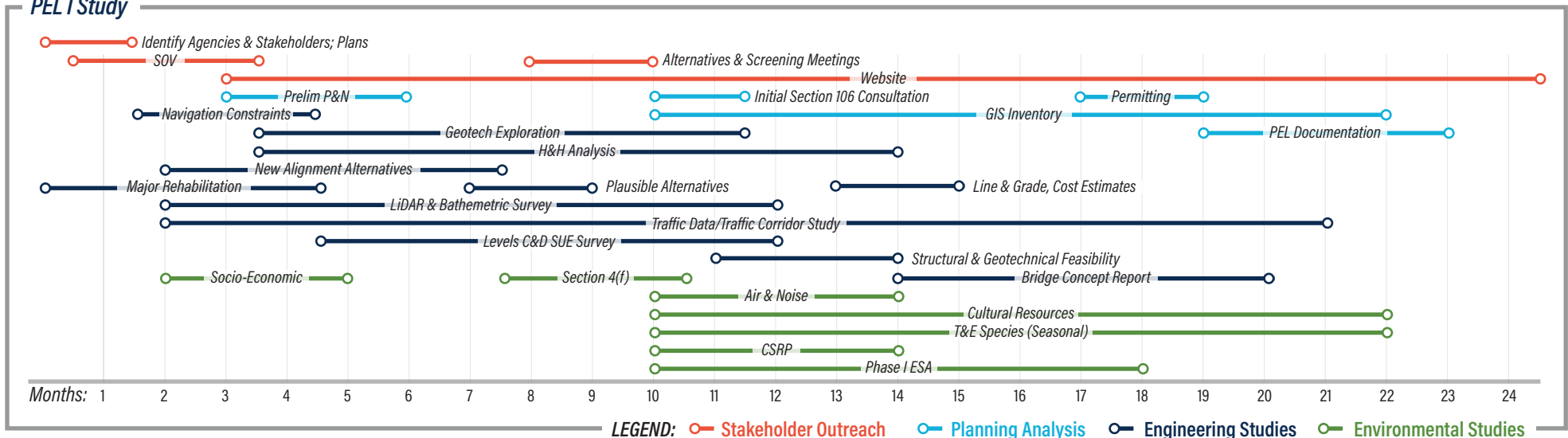
Andy Lelewski will lead Toll Feasibility Analysis efforts, leveraging his experience with ALDOT on the Mobile Bay Bridge. This study will guide DOTD/MDOT in deciding on following the P3 process, similar to the Calcasieu Bridge Replacement, to obtain all necessary approvals are obtained. If tolling is not feasible, Michael Baker will use our extensive experience with alternative project delivery method to recommend the best approach, whether it's traditional design-bid-build, design-build, CMAR, or Progressive Design-Build, ensuring optimal project outcomes for DOTD/MDOT.

SCHEDULE

ready from **DAY 1**

Our unrivaled understanding of the existing conditions and historical and environmental complexities ensures immediate start-up with no delays, and smooth and efficient delivery to meet the 24-month schedule. A separate schedule will be provided for the NEPA Study (if needed).

PEL I Study



achieve DOTD's **GOALS**

By partnering with the Michael Baker team, who are ready on day one, we offer the DOTD schedule savings, unmatched expertise, and cost savings.

WORKLOAD



19. Workload:

<i>Firm(s)</i> ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	<i>Past Performance Evaluation Discipline(s)</i>	<i>Contract Number and State Project Number</i>	<i>Project Name</i>	<i>Remaining Unpaid Balance **</i>
Michael Baker International, Inc.	Road Bridge	Contract No. 4400021519 S.P. No. H.012030.5 F.A.P. No. H012030	US 371: KCS RR Overpasses HBI	\$67,107 (Rd) \$31,334 (B)
	Road Bridge	Contract No. 4400025026 S.P. No. H.015338 F.A.P. No. H015338	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - District 07, Supplemental Agreement No. 1	\$186,695 (Rd) \$186,695 (B)
	Road Bridge Environmental	Contract No. 4400019379 S.P. No. H.013797 F.A.P. No. H013797	LA 30: EBR PL-I-10	\$84,000 (Rd) \$75,000 (B) \$150,475 (E)
	Environmental	Contract No. 4400005484 S.P. No. H.005168 F.A.P. No. DE-9208 (500)	NORG EIS, New Orleans, Louisiana	\$256,293
	Environmental	Contract No. 4400005484 S.P. No. H.005168	NORG – Avondale PEL Study, New Orleans, Louisiana Supplemental Agreement	\$289,764
	Environmental	Contract No. 4400005484 S.P. No. H.005168	NORG (Jefferson) GHG/Renderings	\$50,720
	Other (Water Resource)	Contract No. 4400017092 Task Order No. 4	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$400,000
	Other (Aviation)	Contract No. 4400019130 Task Order No. 1	IDIQ Contract for Statewide Aviation Program Update – Phase II Statewide	N/A
	CE&I/OV	Contract No. 4400025536 Task Order No. 1 S.P. No. H.013997 F.A.P. No. H013997	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Loc Rd. over Borrow Pit (Blind RV BT LNCH), St. James Parish	\$72,130
	CE&I/OV	Contract No. 4400025536 Task Order No. 2 S.P. No. H.012936 F.A.P. No. H012936	IDIQ Contract for Construction Engineering and Inspection Services in District 61, LA 78: US 190- LA 1	\$2,787

Michael Baker International, Inc.	CE&I/OV	Contract No. 4400025536 Task Order No. 3 S.P. No. H.013458 F.A.P. No. H013458	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Manchac Acres & HH Wilson Rd Bridges	\$9,911
	CE&I/OV	Contract No. 4400025536 Task Order No. 4 S.P. No. H.015604 F.A.P. No. H015604	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Pear St. at LA 1: Drainage	\$74,133
	CE&I/OV	Contract No. 4400025536 Task Order No. 5 S.P. No. H.012057 F.A.P. No. H012057	IDIQ Contract for Construction Engineering and Inspection Services in District 61, LA 431: Villar Canal and Drainage Bridges	\$723,433
	CE&I/OV	Contract No. 4400025536 Task Order No. 6 S.P. No. H.013956 F.A.P. No. H013956	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Beamon Rd over Bayou Maringouin	\$20,821
	CE&I/OV	Contract No. 4400025536 Task Order No. 7 S.P. No. H.014319 F.A.P. No. H014319	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Cedarcrest Avenue over Wiener Creek	\$98,015
	CE&I/OV	Contract No. 4400025536 Task Order No. 8 S.P. No. H.015944 F.A.P. No. H015944	IDIQ Contract for Construction Engineering and Inspection Services in District 61, LA 3125 (LA 70 – LA 3213)	\$410,277
	CE&I/OV	Contract No. 4400025536 Task Order No. 9 S.P. No. H.016026 F.A.P. No. H.016026	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Grosse Tete Emergency Project	\$246,906
	CE&I/OV	Contract No. 4400025536 Task Order No. 10 S.P. No. H.014088.6 F.A.P. No. H.014088	IDIQ Contract for Construction Engineering and Inspection Services in District 61, US 61: INT. Improvements at LA 427	\$336,795
	CE&I/OV	Contract No. 4400025536 Task Order No. 11 S.P. No. H.015440.9 F.A.P. No. H015440	IDIQ Contract for Construction Engineering and Inspection Services in District 61, LA 69: 0.5 Mi N of LA 404-LA 1	\$285,706

Michael Baker International, Inc.	CE&I/OV	Contract No. 4400025536 Task Order No. 12 S.P. No. H.014993.6 F.A.P. No. H014993	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Lemon Rd over Drainage Bayou	\$166,062
	CE&I/OV	Contract No. 4400024660 Task Order No. 1 H.013958.6 S.P. No. H.013958.6	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 03 Carpenter Bridge Rd over Whisky Chitto Creek	\$94,920
	CE&I/OV	Contract No. 4400024660 Task Order No. 2 H.014415.6 S.P. No. H.014415.6	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 03 LA 352 Drainage Improvement	\$139,881
	CE&I/OV	Contract No. 4400024660 Task Order No. 3 H.009629.6 S.P. No. H.009629.6	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 03 US 90 RR-Pinhook_ LA 92-LA 88	\$318,233
	CE&I/OV	Contract No. 4400024660 Task Order No. 4 S.P. No. H.005967.6 F.A.P. H.005967	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 03 Nelson Rd Ext & Bridge	\$423,003
	CE&I/OV	Contract No. 4400024660 Task Order No. 5 S.P. No. H.005967.6 F.A.P. H.005967	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 03 I-10: JEFF DAV PL-I-49(OGFC/SLAB REPAIR)	\$447,172
Modjeski and Masters, Inc.	Bridge	JN 3144	Expert witness services in bridge design, construction, repair and forensic analysis	\$257,963
	Other (Roadway Lighting)	Contract No. 4400005395 H.004791	Construction Engineering and Inspection with Painting Statewide Subconsultant: Belle Chasse B7T Replacement P3 - Electrical and Structural	\$7,429
	Bridge	Contract No. 44-29193 H.004100.5/H.004100.6	Subconsultant: LA 415 to Essen Lane on I-10 and I-12 Segment 1 Task 2	\$884,235
	Bridge	Contract 44-21128 H.014258	Subconsultant: LA 1: Port Allen Canal Bridge Replacement - Phase 2 CRES	\$632,681
	Other (Roadway Lighting)	H.014646	I-20: US 165 to Garrett Road Lighting	\$32,875

Modjeski and Masters, Inc.	Other (Roadway Lighting)	H.014555.5	I-10 at LA109 Interchange Lighting (Toomey)	\$96,929
	Other (Roadway Lighting)	H.015019.5	I-10 at LA3063 Interchange Lighting (Vinton)	\$122,664
	Other (Roadway Lighting)	H.015085.5	I-10 @ LA108 Interchange (Vinton) Lighting	\$103,685
	Other (Roadway Lighting)	H.012889.6	I-20 Bossier City Lighting (Pines Rd to I-220) (CRES C1)	\$116,018
	Other (Roadway Lighting)	H.003184.6	I-10: Texas State Line - E. of Coone Gully Lighting (CRES C1)	\$62,723
	Bridge	Contract 44-20156 H.011965.6	Subconsultant: LA 47 IWGO Bridge Rehab CRES	\$102,116
	CE&I/OV	H.003144.6	MRB (Luling) CEI of Latent Defects	\$3,699
	Bridge	H.015115.5	LA 24 over ICWW Repair	\$43,891
	Bridge	H.011137.6	I-12: LA 1077 to LA 21	\$108,643
	Other (Roadway Lighting)	H.015504.6	CCC Decorative Lighting	\$14,697
	Bridge	H.002980.6 -Task Order 9	I-10 Overpass Over US 165 & MP RR	\$58,223
	Bridge	H.014998.6 -Task Order 10	West Larose Lift Bridge Rehabilitation - Final Design	\$191,871
	Bridge	H.014998.6 -Task Order 11	West Larose Lift Bridge Rehabilitation - CRES Close Out	\$73,251
	Bridge	H.015826.5	I-20 Vicksburg Span Jacking	\$7,030
	Bridge	H.001271.5	Cane River Bridge Navigation Lights	\$200,373
	Bridge	H.014609.1	Cameron Ferry Landing Replacement	\$235,810
	Bridge	H.004647.6	I-20: MRB Geotechnical and Structural - Vicksburg Monitoring	\$167,585
	Bridge	Contract 44-05673 H.011235.5	Subconsultant: I-49 South @ Verot School Road	\$2,979
	Bridge	Contract 44-05673 H.011235.5	Subconsultant: I-49 South @ Verot School Road (Supplement 5)	\$290
	Bridge	H.009859.5	Bridge Load Rating (Task Order 1)	\$777,585
	Bridge	Contract 44-22581 H.011221.5	I-10: N.O. CBD3 (Poydras - Louisa)	\$75,191
	Bridge	Contract 44-22581 H.011222.5	I-10: N.O. CBD4 (Louisa - I510)	\$412,344
	Bridge	Contract 44-23512; Task Order No. 1	Subconsultant: I-10 Calcasieu Bridge Inspection 2023	\$15,614
	Bridge	Contract 44-23512; Task Order No. 3	Subconsultant: GNO 1 & 2 MRB- Inspection 2024	\$20,857
	CE&I/OV	H.011487.6	LA 182: Berwick Bay Bridge Rehabilitation	\$2,030,852

Neel-Schaffer, Inc.	Planning	SPN 736-99-1548	Travel Demand Model Support Services Statewide	\$47,790
	ITS	Contract No. 4400010428 EWL 3, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements	\$805
	Planning	Contract No. 4400015733 H.972374.1	Local Public Agency Documented Planning Process, Statewide	\$85,032
	Road	Contract No. 4400017293 H.010616	I-20: LA 544 Overpass Replacement	\$26,300
	ITS	Contract No. 440005459 H.004780.5	Kansas Lane Connector, S.A. #6	\$5,234
	ITS	Contract No. 4400016364 H.013256.6	I-10 ITS Scott to Lake Charles Technical Support Services During Construction	N/A
	ITS	Contract No. 4400016364 H.011504.5	Alexandria ITS Phase 2	N/A
	Traffic	Contract No. 4400017438 H.013284	MRB South GBR: LA 1 to LA 30 Connector, Ascension, EBR, Iberville & WBR	\$138,585
	Traffic	Contract No. 4400018271 H.014746.1	LA 383 Corridor Study (on hold and should not count as backlog)	\$13,195
	Traffic	Contract No. 4400018271 H.014746.5, SA #2	LA 383 Corridor Study (on hold and should not count as backlog)	\$59,915
	Planning	Contract No. 4400018271 H.014746.1	LA 383 Corridor Study (on hold and should not count as backlog)	\$94,106
	Planning	Contract No. 4400021094	Update Statewide Transportation Plan and Travel Demand Model	\$7,638
	Traffic	Contract No. 4400026458 H.014710.5	Cedar Street Ext. to LA 22 and Roundabout	\$37,151
	Road	Contract No. 4400024927 H.015226.5	US 90: Roundabout at LA 101	\$76,146
	Traffic	Contract No. 4400025299 H.013421.5	Dist. 02H Flashing Yellow Arrow Part 2	\$243,256
	Traffic	Contract No. 4400025299 H.015645.5	LA 47 Hayne Blvd Safety Improvements	\$77,783
	Road	Contract No. 4400025299 H.016168.1	Baton Rouge Northern Bypass Expressway	\$641,816
	Traffic	Contract No. 4400024927 H.014366.5	LA 621 Realignment at LA 73	\$337,398

Neel-Schaffer, Inc.	Traffic	Contract No. 4400024927 H.014366.5	LA 621 Realignment at LA 73	\$71,101
	Planning	Contract No. 4400023689 H.013622.5	LRSP Ardenwood Dr. Road Diet	\$43,813
	Road	Contract No. 4400023689 H.013622.5	LRSP Ardenwood Dr. Road Diet	\$5,318
	Road	Contract No. 4400023689 H.013622.5	LRSP Ardenwood Dr. Road Diet (awaiting NTP for design; should not count as backlog)	\$91,133
	Traffic	Contract No. 4400024927 H.009425.5	LA 16: N 2nd St. to E. of Duncan Ave.	\$159,175
	Road	Contract No. 4400025299 H.015986.5	I-49 at LA 3233 (Harry Gilbeau Road) Traffic Study	\$109,566
	Traffic	Contract No. 4400028434 H.015568.5	LA 44: Pelican Point Roundabout and Widen	\$153,864
	Traffic	Contract No. 4400023689 H.015574.5	LCG FYA Signal Improvements Phase 2	\$299,434
Ardaman & Associates, Inc.	Geotech	44-4128 H.004273	I-49 Connector, Lafayette	\$422,403
	Geotech	44-18899 H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$72,965
	Geotech	44-1960 H.013897	I-10 / I-12 College Drive Flyover Ramp	\$20,241
	Geotech	44-19013 H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	\$299,218
	Geotech	H.004435	I-12 to Bush Construction Phase	\$47,956
	Geotech	44-8671 H.009266	I-10 Widening: LA 73 to LA 30	\$25,760
	Geotech	44-19013 H.002244.5	Boudreaux Canal Bridge (LA 56)	\$180
	Geotech	44-17438 H.013284	MRB GBR LA 1 to LA 30 Connector	\$2,781
	Geotech	44-6189 H.004647.6	I-20 Mississippi River Bridge at Vicksburg	\$1,743,373
	Geotech	H.015935	LA 47 @ Bayou Bienville	\$23,059

Ardaman & Associates, Inc.	Geotech	44-25025 H.015337, H.015452, H.015453, H.015454, H.015455, H.015456, H.015457, H.015458, H.015459, H.015460, H.015461, H.015462, H.015463	IIJA Off-System Bridges	\$202,942
	Geotech	44-24652 H.014265.5	N River Road Irving Branch	\$1,217
	Geotech	44-24652 H.012533.5	LA 1252 Bayou Pt Brule Bridge	\$4,452
	Geotech	44-24652 H.012607.5	Henderson Bayou Bridge LA 933	\$5,070
	Geotech	44-24652 H.015568.5, H.015569.5	Pelican Point Roundabout	\$160,460
	Geotech	44-24652 H.012842.5	LA 124 Ext. Larto Lake	\$3,372
	Geotech	44-21519 H.012030.5	KCS RR Overpasses US 371	\$47,561
	Geotech	44-6189 H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5	Culvert Replacements	\$256,734
	Geotech	44-21887 H.012542, H.012453, H.012544, H.012047	Replacement of 15 Bridges	\$779,058
	Geotech	44-25026 H.015489, H.015490, H.015491, H.015492	IIJA	\$19,330
Burns Cooley Dennis, Inc.	N/A	N/A	N/A	N/A
Lazenby & Associates, Inc.	Road	4400010428 H.004774.5	Kansas Lane-Garrett Road Connector & I-20 Improvements, Ouachita Parish (Road Design-Urban & Rural Design-Controlled Access)	\$24,520
	Road	4400026026 S.P.N. H.009837.5	IDIQ Contract for Roadway Design Safety Statewide LA 64: Roundabout @ LA 1019 Routes: LA 1019, LA 64 Livingston Parish	\$124,968

Lazenby & Associates, Inc.	Road	4400026026 S.P.N. H.015231.5	IDIQ Contract for Roadway Design Safety Statewide US 80 Roundabout @ US 80, LA 15 & LA 546 Routes: US 80, LA 15 & LA 546 Ouachita Parish (18% Complete)	\$267,463
	Road	4400026913 Task Order No. 1 S.P.N. H.015200.5	IDIQ Contract for the Design of Safety Projects with Majority of Work in District 04, 05& 58, Statewide East Street & Parkview Drive Sidewalk (Monroe) Ouachita Parish	\$144,942
	Bridge	4400025025 H.015463.5	White Oak Landing Over Edmonds Creek Union Parish Off-System Bridge	\$17,746
	Bridge	4400025025 H.015462.5	Pilgrim Rest Church Road Over Steep Bank Creek Union Parish Off-System Bridge	\$48,464
	Bridge	4400025025 H.015461.5	Firetower Road Over Rock Creek Union Parish Off-System Bridge	\$48,346
	Bridge	4400025025 H.015454.5	Keppler Creek Road Over Sugar Creek Jackson Parish Off-System Bridge	\$48,546
	Bridge	4400025025 H.015455.5	Spring Creek Road Over Wafer Creek Lincoln Parish Off-System Bridge	\$48,546
	Bridge	4400025025 H.015457.5	Olen Hughes Road Over Bayou Bonne Idee Morehouse Parish Off-System Bridge	\$17,884
	Bridge	4400025025 H.015458.5	Oscar Lum Road Over Williamson Creek Morehouse Parish Off-System Bridge	\$17,681
	Bridge	4400025025 H.015337.5	Mineral Springs Road Over Clark Creek Ouachita Parish Off-System Bridge	\$48,546
	Bridge	4400025025 H.015459.5	Lapine Road Over Rogers Creek Ouachita Parish Off-System Bridge	\$48,546
	Bridge	4400025025 H015460.5	Little Road Over Creek Richland Parish Off-System Bridge	\$48,246
	Bridge	4400025025 H.015453.5	Hale Road Over Alligator Bayou West Carroll Parish Off-System Bridge	\$53,981
	Bridge	4400025025 H.015456.5	Hodge Road Over Cypress Bayou Madison Parish Off-System Bridge	\$59,123
	Bridge	4400025025 H.015452	Henderson Loop Road Over Wildcat Bayou East Carroll Parish (Not Authorized)	N/A

Lazenby & Associates, Inc.	Bridge	4400021887 H.012047	US 167 Bridge Over Big Creek Winn Parish	\$254,466
	Bridge	4400021887 H.012542	LA 114 Bridge Over Belle Deau Bayou LA 107 Bridge Over Bayou Jack Relief Avoyelles Parish	\$352,975
	Bridge	4400021887 H.012543	LA 8 Bridge Over Big Creek Grant Parish	\$116,023
	Bridge	4400021887 H.012544	LA 120 Bridge Over Creek LA 120 Bridge Over Bayou Scie Relief No. 1 LA 120 Bridge Over Bayou Scie Relief No. 2 LA 120 Bridge Over Bayou Scie LA 120 Bridge Over Bayou Scie Relief No. 3 LA 474 Bridge Over Midkiff Creek Sabine Parish	\$555,205
	Survey	4400019714	IDIQ Contract for Hydrographic Surveying Services – Statewide with Majority of Work in Districts 04, 05, 08 & 58 Task Order 10	\$100,645
	Survey	4400021972 S.P.N. H.016319.5	LA 542: Creek Bridges @ LM 1.087 & LM 2.967 Jackson Parish	\$20,128
	Survey	4400021972 S.P.N. H.016329.5	LA 830: Creek Bridge Morehouse Parish	\$9,992
	Survey	4400027917 S.P.N. H.004825.5	LA 28: Widening: LA 3128 to LA 116 Rapides Parish	\$179,829
	Survey	4400027735 S.P.N. H.005184	Stonewall Fryerson to Ellerbe Road Caddo Parish	\$900,962
	Survey	4400027735 S.P.N. H.014054	Ellerbe Road to LA 1 Caddo Parish	\$302,268
The Lakvold Group LLC	Survey	4400021887 S.P.N. H.012047	US 167 Bridge Over Big Creek Winn Parish	\$15,167
	Survey	4400021887 S.P.N. H.012542	LA 114 Bridge Over Belle Deau Bayou & LA 107 Bridge Over Bayou Jack Relief Avoyelles Parish	\$14,522
	Appraiser	H.007811	Comite River Diversion Canal, ERRP, LA	\$20, 800
	Appraiser	H.004100	I-10: LA 415 to Essen On I-10 and I-12, EBRP, LA	\$20,000
	Appraiser	H.010124	LA 15: Roundabout at LA 447, Livingston Parish, LA	\$10,000

RECON Offshore, LLC	Environmental	Contract No. 4400017438 S.P. No. H.013284	MRB South GBR: LA 1 to LA 30 Connector Route: New Route	\$7,465
Franklin Associates, LLC	Planning; Other (Public Outreach and Relations)	H.003915	I-49 Inner City Connector, Stage 1 Environmental Assessment Project	\$32,562
	Other (Public Outreach and Relations)	H.016075	I-10 Washington Street Exit Canvassing	\$1,781
	Planning; Other (Public Outreach and Relations)	H.013284	MRB South GBR: LA 1 to LA 30 – Pre-NEPA	\$1,509
	Other (Public Outreach and Relations)	H.004791	Belle Chasse Bridge Replacement Project	\$108,476
	Other (Public Outreach and Relations)	H.003931	Calcasieu Bridge Design/Build Public Engagement	\$16,667
	Other (Public Outreach and Relations)	H.005121	LA 1 to LA 415 Connector	\$12,396
KCI Technologies, Inc.	Other (Cost Estimating)	H.004100	LA 415 to Essen Lane on I-10 and I-12 Construction	\$600,000
	Other (Cost Estimating)	H.013284	MRB South: LA 1 to LA 30 Connector	\$88,000
Civil Design & Construction, Inc.	Survey	4400027093 H.015949	LA 335	\$ 14,089
	Survey	4400023689 H.013622.5	LRSP Ardenwood Dr	\$ 24,366
	Survey	4400027093 H.015847.5	US90: LA668 - LA318	\$ 78,910
	Survey	4400027093 H.014824.5	US90: 1.6MI S LA317 - 1.2 MI N Wax Lake B	\$ 32,563
	Survey	4400026911 H.013718	LA 23 – Gretna Blvd.	\$40,800

CERTIFICATIONS/LICENSES

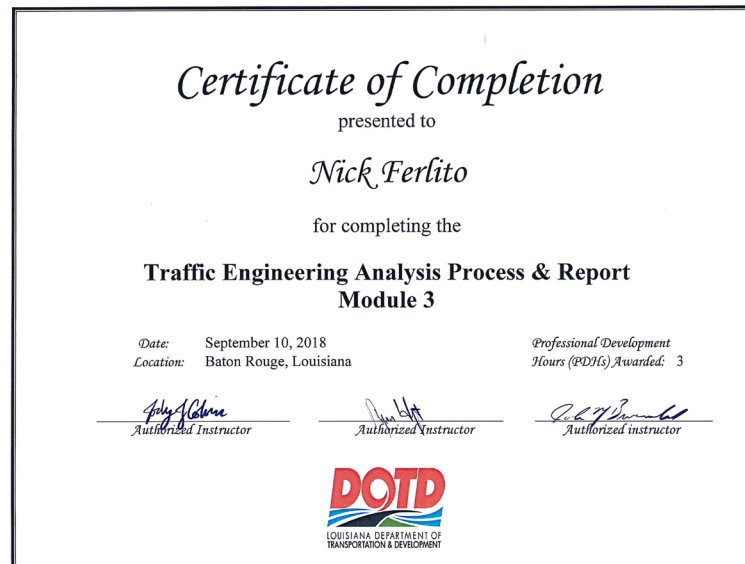
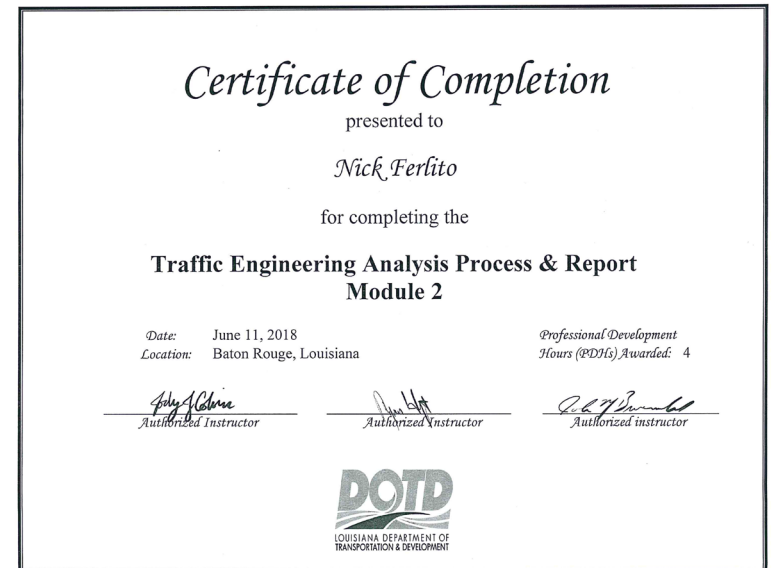
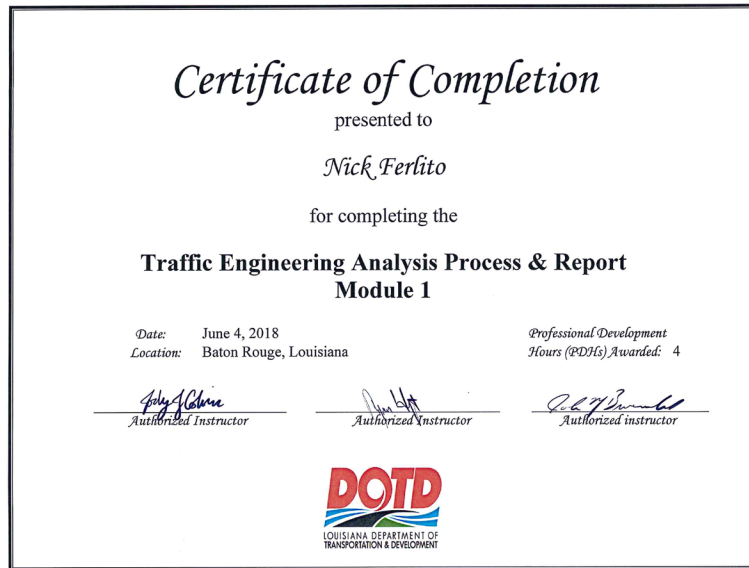


20. Certifications/Licenses:

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

Neel-Schaffer, Inc.

Nick Ferlito, Jr. - Traffic Engineering (Traffic Studies & Analysis)

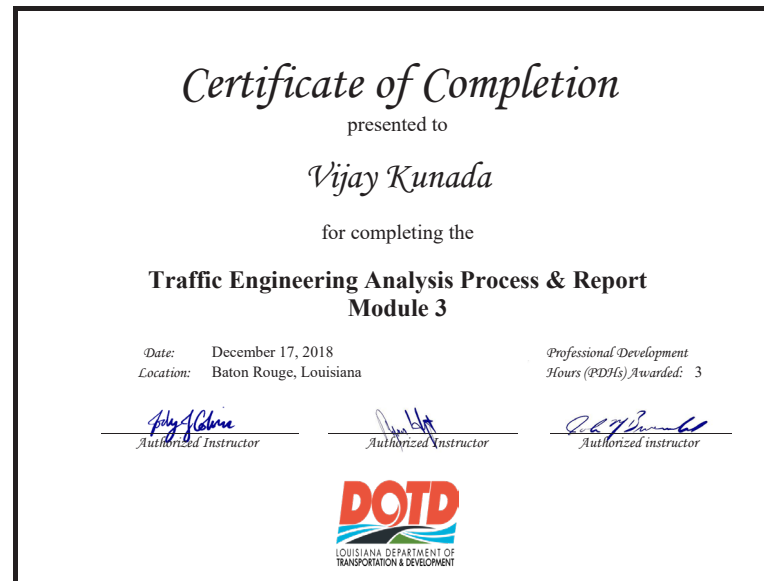
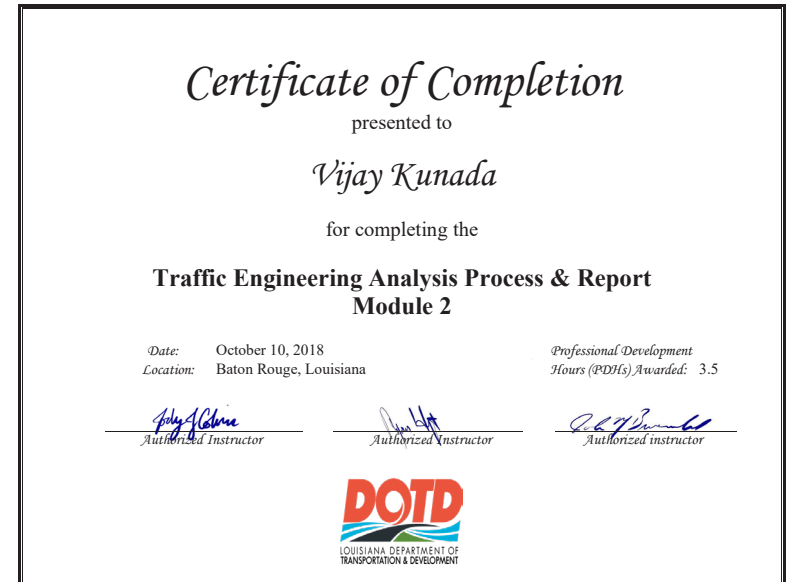
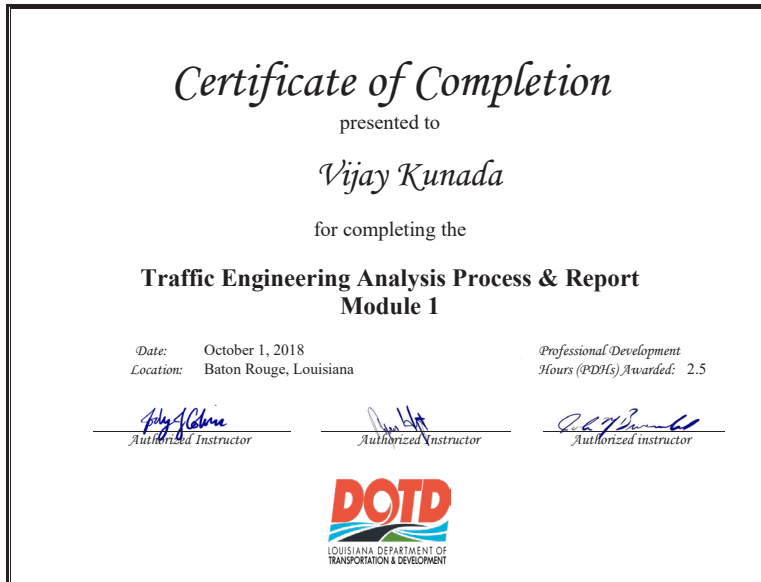


20. Certifications/Licenses:

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

Neel-Schaffer, Inc.

Vijay Kunada - Traffic Engineering (Traffic Studies & Analysis)

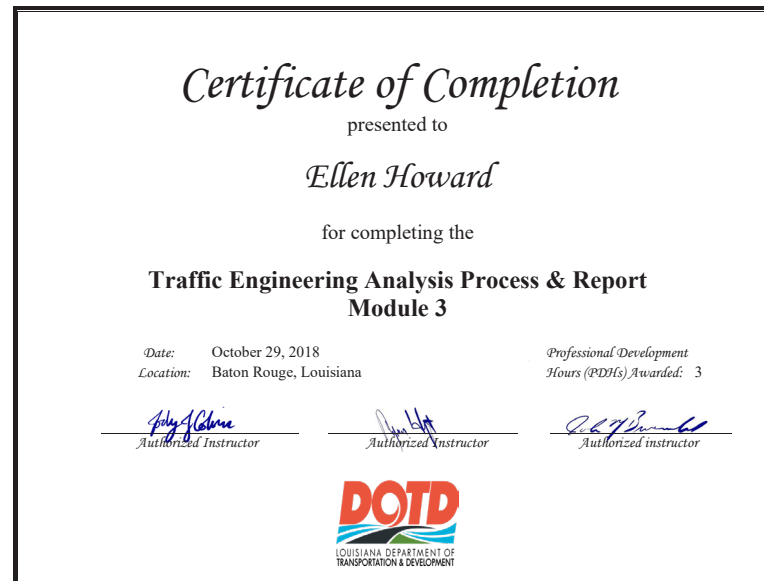
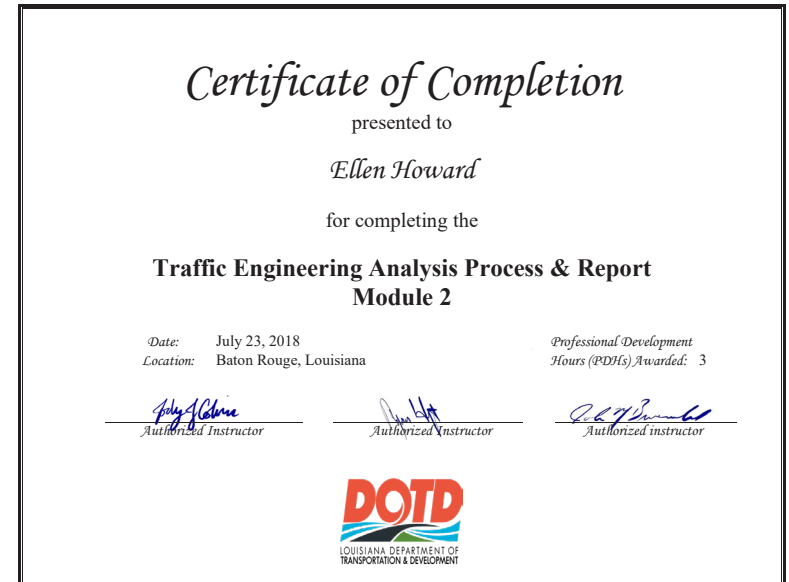
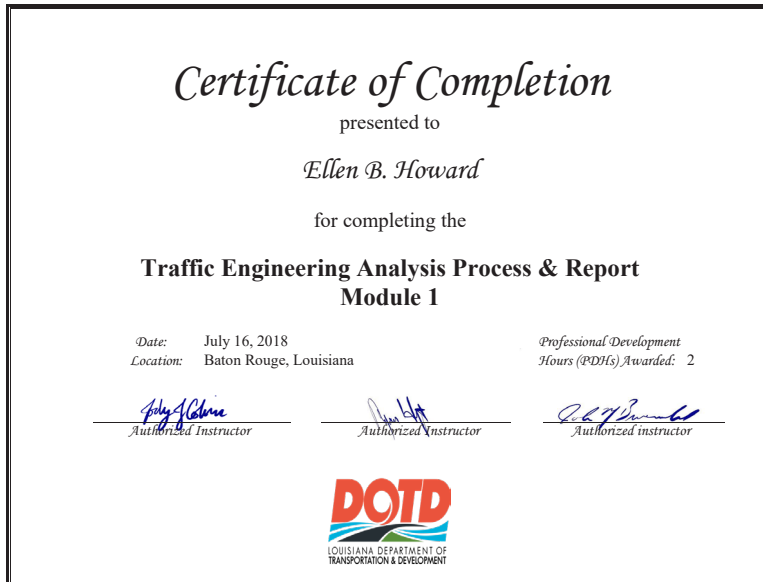


20. Certifications/Licenses:

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

Neel-Schaffer, Inc.

Ellen Howard - Traffic Engineering (Traffic Studies & Analysis)



20. Certifications/Licenses:

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

Michael Baker International, Inc.

Carla Dietrich - Traffic Engineering (Traffic Studies & Analysis)

Certificate of Completion

presented to

Carla Dietrich

for completing the

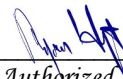
Traffic Engineering Analysis Process & Report Class Module 1, 2 & 3

Date: July 10 – 11, 2024

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 8.50



Authorized Instructor



Authorized Instructor

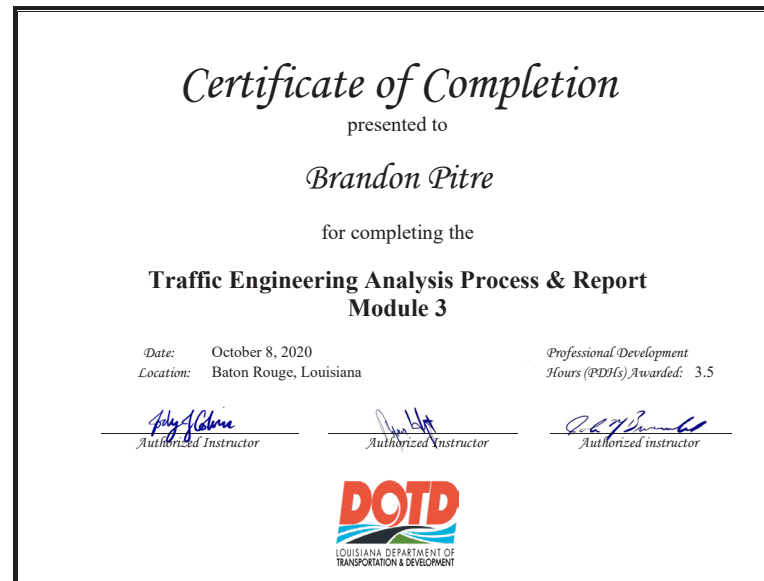
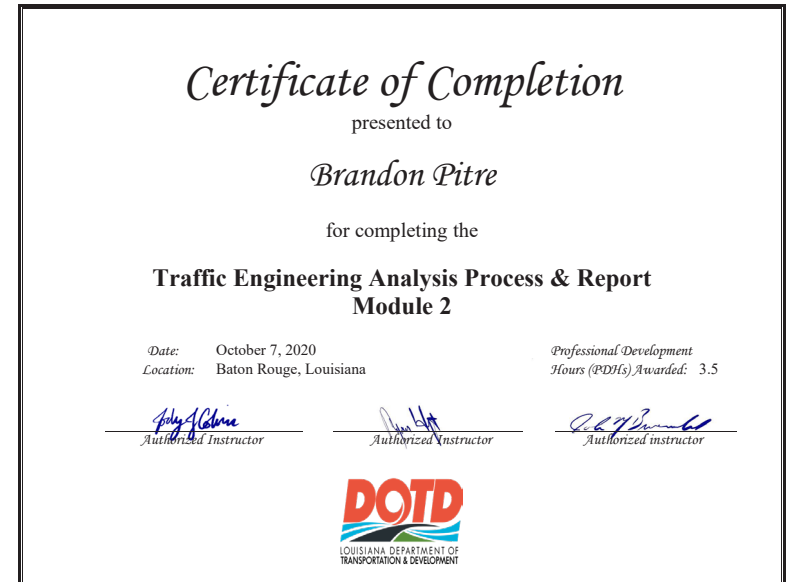
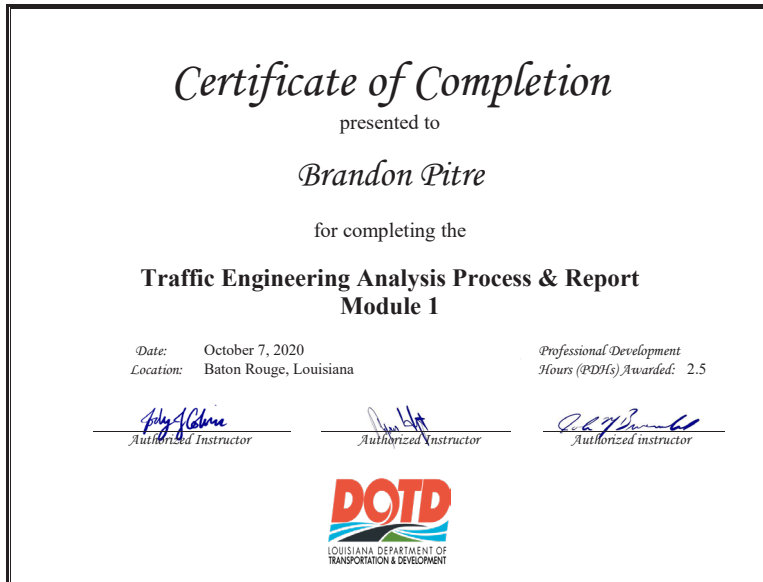


20. Certifications/Licenses:

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

Michael Baker International, Inc.

Brandon Pitre - MPR 23; Roadway Engineering (Louisiana)



20. Certifications/Licenses:**Secretary of State Registration - Michael Baker International, Inc.**

Name	Type	City	Status
MICHAEL BAKER INTERNATIONAL, INC.	Business Corporation (Non-Louisiana)	PITTSBURGH	Active

Previous Names

MICHAEL BAKER, JR., INC. (Changed: 7/6/2015)

Business: MICHAEL BAKER INTERNATIONAL, INC.**Charter Number:** 30035020F**Registration Date:** 12/29/1972**Secretary of State Registration - Modjeski and Masters, Inc.**

Name	Type	City	Status
MODJESKI AND MASTERS, INC.	Business Corporation (Non-Louisiana)	MECHANICSBURG	Active

Previous Names**Business:** MODJESKI AND MASTERS, INC.**Charter Number:** 34396692F**Registration Date:** 12/27/1991**Secretary of State Registration - Neel-Schaffer, Inc.**

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

Previous Names**Business:** NEEL-SCHAFFER, INC.**Charter Number:** 34112054F**Registration Date:** 4/25/1983**Secretary of State Registration - Ardaman & Associates, Inc.**

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

Previous Names**Business:** ARDAMAN & ASSOCIATES, INC.**Charter Number:** 34396031F**Registration Date:** 12/13/1991

20. Certifications/Licenses:

Secretary of State Registration - Burns Cooley Dennis, Inc.

Name	Type	City	Status
BURNS COOLEY DENNIS, INC.	Business Corporation (Non-Louisiana)	RIDGELAND	Active

Previous Names

Business: BURNS COOLEY DENNIS, INC.
Charter Number: 34407872F
Registration Date: 5/22/1992

Secretary of State Registration - Lazenby & Associates, Inc.

Name	Type	City	Status
LAZENBY & ASSOCIATES, INC.	Business Corporation	WEST MONROE	Active

Previous Names

HARRISON AND LAZENBY, INC. (Changed: 1/1/1995)
Business: LAZENBY & ASSOCIATES, INC.
Charter Number: 33702440D
Registration Date: 1/5/1982

Secretary of State Registration - The Lakvold Group LLC

Name	Type	City	Status
THE LAKVOLD GROUP LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

Business: THE LAKVOLD GROUP LLC
Charter Number: 34882713K
Registration Date: 1/24/2000

Secretary of State Registration - RECON Offshore, LLC

Name	Type	City	Status
RECON OFFSHORE, LLC	Limited Liability Company (Non-Louisiana)	PENSACOLA	Active

Previous Names

Business: RECON OFFSHORE, LLC
Charter Number: 45361438Q
Registration Date: 4/17/2023

20. Certifications/Licenses:

Secretary of State Registration - Franklin Associates, LLC

Name	Type	City	Status
FRANKLIN ASSOCIATES, LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

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

Business: FRANKLIN ASSOCIATES, LLC

Charter Number: 36013721K

Registration Date: 9/13/2005

Secretary of State Registration - KCI Technologies, Inc.

Name	Type	City	Status
KCI TECHNOLOGIES, INC.	Business Corporation (Non-Louisiana)	NEWARK	Active

Previous Names

Business: KCI TECHNOLOGIES, INC.

Charter Number: 40294381F

Registration Date: 9/2/2010

Secretary of State Registration - Civil Design & Construction, Inc.

Name	Type	City	Status
CIVIL DESIGN & CONSTRUCTION, INC.	Business Corporation	PORT ALLEN	Active

Previous Names

Business: CIVIL DESIGN & CONSTRUCTION, INC.

Charter Number: 35961196D

Registration Date: 6/15/2005

QA/QC PLAN | SUB-CONSULTANT INFORMATION | LOCATION



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.***

Per the RFP, this section is not applicable.

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 <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
Modjeski and Masters, Inc.	1100 Poydras Street, Suite 900 New Orleans, LA 70163	Cullen J. Ledet, PE cjledet@modjeski.com	504-524-4344
Neel-Schaffer, Inc.	10000 Perkins Rowe, Suite G360, Baton Rouge, LA 70810	Nick Ferlito, Jr., PE, PTOE nick.ferlito@neel-schaffer.com	225-924-0236
Ardaman & Associates, Inc.	316 Highlandia Drive Baton Rouge, LA 70810	Robert Jewell, PE RJewell@ardaman.com	225-666-4598
Burns Cooley Dennis, Inc.	551 Sunnybrook Road Ridgeland, MS 39157	Alexis "Eddie" Templeton, PE etempleton@bcdgeo.com	601-856-9911
Lazenby & Associates, Inc.	2000 North 7th Street West Monroe, LA 71291	Paul Fryer, PE, PLS pfryer@lazenbyengr.com	318-387-2710
The Lakvold Group LLC	4520 Jamestown Avenue, Suite 1 Baton Rouge, LA 70808	Angela Lemoine-Lakvold angie@thelakvoldgroup.com	225-248-9984
RECON Offshore, LLC	3240 Rothschild Drive Pensacola, FL 32503	Jason Burns Jason.burns@reconoffshore.com	850-261-9822
Franklin Associates, LLC	250 S. Foster Drive Baton Rouge, LA 70806	Perry Franklin perry@franklinassociates.com	225-768-9060
KCI Technologies, Inc.	936 Ridgebrook Road Sparks, MD 21152	John Armeni John.Armeni@kci.com	404-414-3743
Civil Design & Construction, Inc.	PO Box 857 Port Allen, LA 70767	Karla E. Weston, PE kweston@cdcbr.com	225-765-1802

Per the requirements outlined in Sections 4 and 20, screenshots of current registration with the Secretary of State for Michael Baker and our subconsultants are included at the end of Section 20.

23. Location:

*If location is an evaluation criterion for this advertisement (see page 2) 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 Evaluation Criteria section of the advertisement.***

This section is not applicable for the Michael Baker team.

Michael Baker
I N T E R N A T I O N A L

We Make a Difference

MICHAEL BAKER INTERNATIONAL
2600 CitiPlace Drive · Suite 450
Baton Rouge, LA 70808