

IDIQ CONTRACTS FOR BRIDGE LOAD RATING SERVICES STATEWIDE

AUGUST 25, 2026

CONTRACT NOS.
4400036211, 4400036212
4400036213, and 4400036214

Submitted to:
Louisiana Department of Transportation
and Development (DOTD)



Submitted by:
Forte & Tablada, Inc.





Baton Rouge: Corporate Office
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Baton Rouge, LA 70809
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August 25, 2026

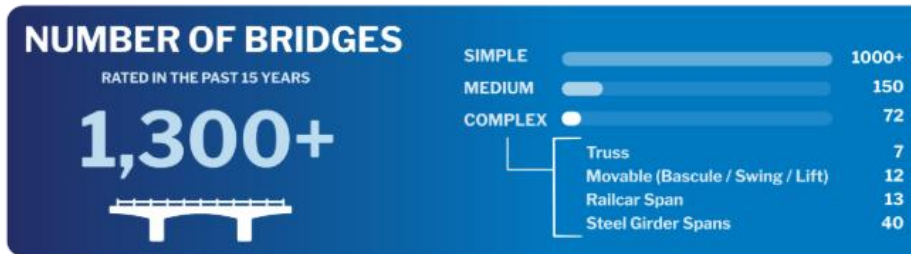
Louisiana Department of Transportation and Development
Attn: William Metcalf, P.E. — DOTD Contract Manager
1201 Capitol Access Road
Baton Rouge, LA 70802

Re: IDIQ Contracts for Bridge Load Rating Services, Statewide — Contract Nos. 4400036211, 4400036212, 4400036213, and 4400036214

Mr. Metcalf:

Forte and Tablada, Inc. (F&T) is pleased to submit the enclosed DOTD Form 24-102 proposing our team for the above-referenced IDIQ contracts for statewide bridge load rating services. F&T will serve as prime consultant, teamed with HNTB Corporation and Wiss, Janney, Elstner Associates, Inc. (WJE) as subconsultants, bringing together a bench of engineers who have historical working relationships and rated bridges for DOTD continuously for more than a decade.

Our team's experience spans the full range of structure complexity DOTD encounters statewide: routine slab spans to moveable, truss, and railcar-span structures that require refined, first-principles analysis.



Our proposed Principal-in-Charge, Project Manager, and load rating engineers have worked side-by-side with DOTD's Bridge Load Rating Section on the current statewide retainer contracts, and our HNTB subconsultant team is a co-author of the LADOTD Load Rating Manual now in development, which gives this team direct familiarity with the standards and workflows this contract will require from day one.

We appreciate DOTD's consideration of our qualifications and look forward to continuing our partnership on this important statewide program. Please do not hesitate to contact me directly with any questions regarding this submittal.

Sincerely,

Forte and Tablada, Inc.

Russell J. "Joey" Coco, Jr., MBA, P.E.
President / CEO

Enclosures: DOTD Form 24-102

“
The management of the project was great, their performance is excellent. They always provide us complete & accurate computer models.
”

- Haylye Brown, P.E. / PM - Suba Herath, P.E.
H009859.5 - Statewide Bridge Rating / Technical Evaluator



SECTIONS 1-11

DOTD FORM: 24-102

(Revised August 11, 2026)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

1. Contract Name as shown in the advertisement	IDIQ Contracts for Bridge Load Rating Services Statewide
2. Contract Number(s) as shown in the advertisement	4400036211, 4400036212, 4400036213, and 4400036214
3. State Project Number(s), if shown in the advertisement	Not Shown
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)	Forte and Tablada, 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.0000330 – Engineering VF.0000055 - Surveying
6. Prime consultant mailing address	Forte and Tablada, Inc. 9107 Interline Avenue Baton Rouge, LA 70809
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	Forte and Tablada, Inc. 9107 Interline Avenue Baton Rouge, LA 70809
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Russell J. "Joey" Coco, Jr., P.E., MBA – President/CEO (225) 927-9321 jcoco@forteandtablada.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Russell J. "Joey" Coco, Jr., P.E., MBA – President/CEO (225) 927-9321 jcoco@forteandtablada.com

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

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

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



Date: 08/25/2026

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

Firm(s):

N/A (No DBE Goal)

Firm(s)' %:

N/A



SECTIONS 12-15

12. Discipline Table:

As indicated in the advertisement, insert a completed table here. The percentages for the prime and sub-consultants must total 100% for each discipline, as well as the overall total percent of the contract.

The only disciplines to be used are listed in the drop down in each row (Appraiser, Bridge, CE&I/OV, CPM, Data Collection, Environmental, Geotech, ITS, Other (must specify), Planning, Right-of-Way, Road, Survey, and Traffic). Remove rows as needed.

Discipline(s)	% of Overall Contract				Each Discipline must total to 100%
Bridge	100%	65%	25%	10%	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%	65%	25%	10%	100%

13. Team Size

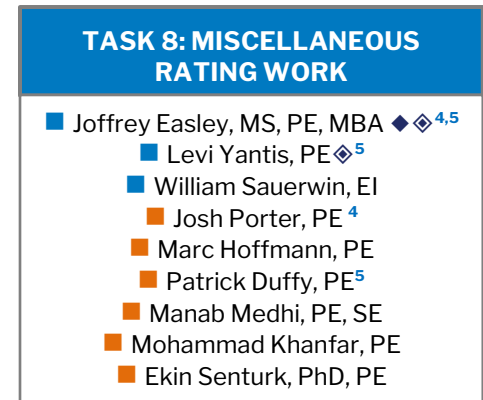
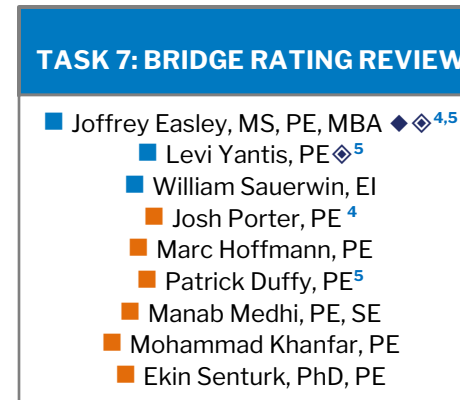
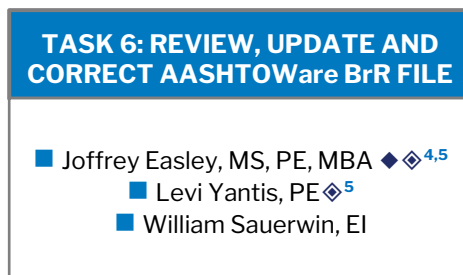
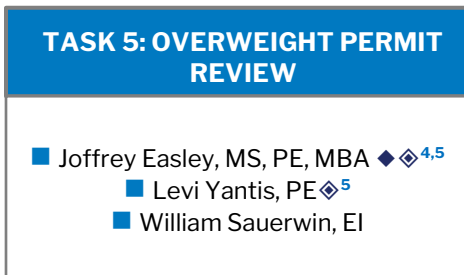
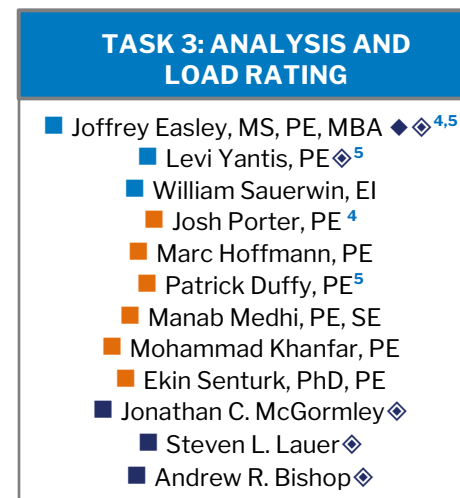
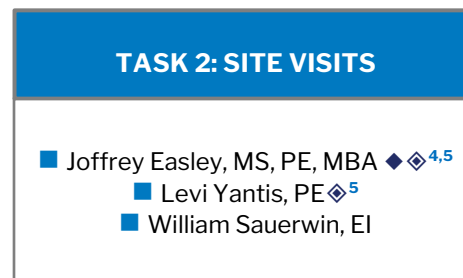
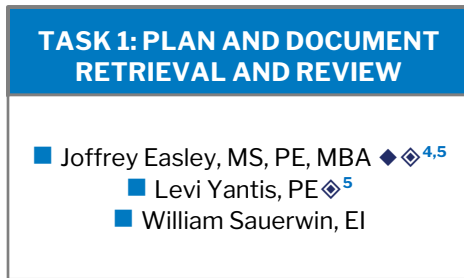
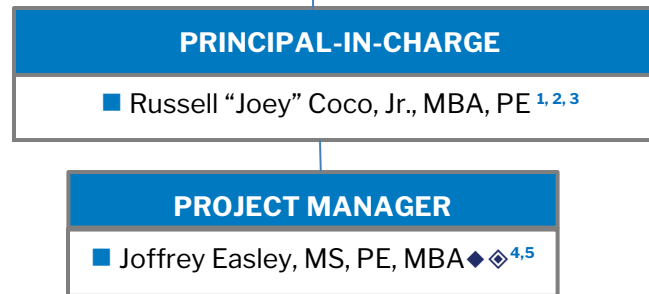
Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
	Principal	1	2
	Supervisor - Eng	1	2
	Engineer	1	2
	Engineer Intern	3	3
	Clerical	1	1
	Accountant	1	2
	CADD Technician	2	2
	Engineer	5	12
	Engineer Intern	2	3
	Engineer - Other	0	4
	Principal	0	1
	Senior Technician	0	2
	Supervisor - Eng	1	6
	Supervisor - Other	0	6
	CADD Technician	1	2
	Clerical	0	2
	Engineer Intern	1	15
	Engineer	0	3
	Engineer - Other	1	10
	Geologist	0	2
	Principal	1	5
	Professional	1	15
	Senior Technician	1	4
	Supervisor - Architect	0	1
	Supervisor - Eng	1	4
	Supervisor - Other	3	10
	Technician	1	4
	Inspector - Bridge	0	1



14. Organizational Chart:

Legend

- ◆ Work Zone Traffic Control(Flagger/TCT/TCS)
- ◇ NHI Certified Bridge Inspector
- 1 Fulfills MPR 1
- 2 Fulfills MPR 2
- 3 Fulfills MPR 3
- 4 Fulfills MPR 4
- 5 Fulfills MPR 5



TEAM:

- Forte and Tablada, Inc.
- HNTB, Inc.
- Wiss, Janney, Elstner Associates, Inc.

15. Minimum Personnel Requirements:

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR / certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Russell J. "Joey" Coco, Jr., MBA, PE		PE 31337- Civil	LA	09/30/2026
2	Russell J. "Joey" Coco, Jr., MBA, PE		PE 31337- Civil	LA	09/30/2026
3	Russell J. "Joey" Coco, Jr., MBA, PE		PE 31337- Civil	LA	09/30/2026
4	Joffrey E. Easley, M.S., PE		PE 31542 – Civil	LA	03/31/2027
4	Joshua Manning Porter, PE		PE 39513 – Civil	LA	09/30/2027
5	Joffrey E. Easley, M.S., PE		PE 31542 – Civil	LA	03/31/2027
5	Levi Yantis, PE		PE 42390 – Civil	LA	09/30/2028
5	Patrick Gabriel Duffy, PE		PE 45363 – Civil	LA	09/30/2027



SECTION 16

16. Staff Experience:

Firm employed by					
Name	Russell J. "Joey" Coco, Jr., MBA, P.E.	Years of relevant experience with this employer	20		
Title	Principal-in-Charge	Years of relevant experience with other employer(s)	5		
Degree(s) / Years / Specialization		BSCE / 2000 / Civil Engineering; MBA / 2006 / Business Administration			
Active registration number / state / expiration date		31337 / LA / 09/30/2026			
Year registered	2004	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities		Principal-in-Charge; Meets MPRs 1, 2, 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 time specified in the applicable MPR(s).				
09/22 – Ongoing	LA DOTD Retainer Contract for Bridge Load Rating Services, Statewide, LA – Principal-in-Charge for Task Orders under a load rating retainer contract to perform a load rating for numerous bridges that have experienced a condition drop due to deterioration. The load ratings are being performed in accordance with LADOTD BDEM.96 – Publication of Load Rating, Posting and Strengthening Standard Operating Procedure (SOP). Task Order 1 is for the load rating of ninety-five (95) on-system slab span bridges that have experienced a condition drop since the last load rating. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (09/22 – 12/24) Task Order 6 is for the load rating of approximately sixty-five (65) on-system girder bridges that have experienced a condition drop since the last load rating. Bridges vary from small bridges built using LADOTD Standard Plans to complex urban bridges several-thousand feet long. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (06/23 – Ongoing) Task Order 10 is for the load rating of approximately seventy-five (75) on-system bridges. Bridges include precast and CIP slab spans, CPM and box culverts, concrete and steel girder spans, and complex major river crossings. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (04/25 – Ongoing)				
03/18-05/22	LA DOTD Retainer Contract for Off-System Bridge Load Rating, Statewide, LA – QA/QC review engineer for a retainer contract that includes multiple Task Orders to inspect and load rate off-system bridges and culverts across the state. Task Order 1-Inspection and load rating of 12 complex off-system bridges, including lift spans, swing spans, bascule spans, ferry landings, and truss bridges; Task Order 2- Inspection and load rating of approximately 200 off-system bridges, consisting primarily of slab spans; Task Order 4- Inspection and load rating of approximately 300 off-system bridges, consisting primarily of slab spans, but also including concrete and steel girder spans.				
11/19-11/20	LA DOTD S.P. No. H.012083.5- Calcasieu River Bridge Investigation, Calcasieu Parish, LA - Principal overseeing laser scanning services for the I-10/Lake Calcasieu bridge in Lake Charles, LA.				
11/16-10/20	Livingston Parish Off-System Bridge Load Ratings, Livingston Parish, LA – QC/QA review engineer for the inspection and load rating of numerous existing slab span bridges and culverts in Livingston Parish in accordance with FHWA Metric 13, which requires a current load rating of all Off-System bridges.				
06/16-04/20	St. Tammany Parish Off-System Bridge Load Ratings, St. Tammany Parish, LA – QC/QA review engineer for the data collection, inspection, and load rating of numerous slab span, girder, and railcar bridges in St. Tammany Parish.				
05/19-09/19	H.000303.6-Danziger Bridge Rehabilitation, Orleans Parish, LA - Principal overseeing survey investigation of Danziger Bridge. Included laser scanning and comparison of actual conditions to original plans.				

16. Staff Experience:

Joey Coco, MBA, P.E. - Continued	
11/14-09/19	Railroad Bridge Replacement, Plaquemines, LA - Served as a project principal for the replacement of an existing railroad bridge structure in an industrial plant.
09/17-12/19	S.P. No. H.011808.5 Palmetto Co. Canal Bridge, St. Landry Parish, LA - Principal-in-Charge to provide property surveys, title take-offs, and right-of-way map services for the removal and replacement of a timber trestle bridge that spans Bayou Des Glaises, located along La. Hwy. 10 in St. Landry Parish near the town of Palmetto, LA.
03/15-02/18	Holly Drive Bridge Replacement, St. Tammany Parish, LA - Served as a project principal for an existing timber bridge replacement in St. Tammany Parish.
03/14-02/18	LA DOTD Load Rating of Bridges, Statewide, LA - Served as a review engineer for load rating of statewide bridges.
10/18-12/18	LA DOTD 4400010587 - Sunshine Bridge Repair, St. James Parish, LA - Principal overseeing topographic surveying and terrestrial LIDAR services for the LA DOTD Sunshine Bridge Emergency Repair project following the severe impact of a barge mounted crane with the lowest horizontal bridge chord.
05/17-10/18	H.004791.5 Belle Chasse Bridge and Tunnel Replacement Hydrographic Survey, Plaquemines Parish, LA - Principal-in-charge for comprehensive topographic surveying services for the Belle Chase Bridge and Tunnel Replacement project for LA DOTD. Included in this work was a survey performed utilizing traditional methods, terrestrial laser scanning of roadway surfaces, and multi-beam 3-D hydrographic surveying.
05/17 - 10/17	LA DOTD S.P. No. H.013052 LA 442 Tangipahoa River Bridge Replacement, Tangipahoa Parish, LA - Principal overseeing topographic surveying for the LA 442 bridge over the Tangipahoa River. The survey included numerous cross-section surveys upstream and downstream of the bridge, as well as the along the bridge fascia. The work was performed utilizing shallow, flat-bottomed boats as a result of the shallow and sandy river bottom and was provided to engineers for the purpose of hydraulic analysis and bridge preservation and replacement considerations.
03/14-03/17	LA DOTD Load Rating of On-System Bridges, Statewide, LA - QC/QA review engineer for over 200 slab span and girder bridges across Louisiana. Utilized Virtis load rating software.
04/11-10/16	Iberville Parish Bridge Ratings and Prioritization, Iberville Parish, LA - Served as an engineer for continued off-system bridge ratings, repairs, and recommendations for Iberville Parish. (Prime Consultant to Iberville Parish Government).
03/15-07/15	Bossier Parish Bridge Priority Study, Bossier Parish, LA - Served as the project manager and engineer for prioritizing the repair and maintenance of twelve bridges owned by Bossier Parish Police Jury.
12/14-11/15	Westdale Road Bridge over Bayou Pierre, DeSoto Parish, LA - Served as a project principal for laser scanning, inspection, and repair plans for an existing closed bridge.
01/14-12/14	Poole Road Over Flat Lake, Bossier Parish, LA - Served as a rating engineer for a bridge utilizing TYPE III and BT 72 girders. (Prime Consultant to Bossier Parish Government).

16. Staff Experience:

Firm employed by					
Name	Joffrey E. Easley, M.S., P.E., MBA		Years of relevant experience with this employer		19
Title	Group Leader – Transportation-Bridge		Years of relevant experience with other employer(s)		3
Degree(s) / Years / Specialization		BSCE / 2000 / Civil Engineering; MSCE / 2003 / Civil Engineering MBA / 2024 / Business Administration			
Active registration number / state / expiration date		31542 / LA / 03/31/2027			
Year registered	2004	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities		Project Manager, Meets MPRs 4 and 5			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
09/22 – Ongoing	LA DOTD Retainer Contract for Bridge Load Rating Services, Statewide, LA - Project Manager, Load Rating Engineer, and Team Leader for two Task Orders under a load rating retainer contract to perform a load rating for numerous bridges that have experienced a condition drop due to deterioration. The load ratings are being performed in accordance with LADOTD BDEM.96 – Publication of Load Rating, Posting and Strengthening Standard Operating Procedure (SOP). Task Order 1 is for the load rating of ninety-five (95) on-system slab span bridges that have experienced a condition drop since the last load rating. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (09/22 – 12/24) Task Order 6 is for the load rating of approximately sixty-five (65) on-system girder bridges that have experienced a condition drop since the last load rating. Bridges vary from small bridges built using LADOTD Standard Plans to complex urban bridges several-thousand feet long. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (06/23 – Ongoing) Task Order 10 is for the load rating of approximately seventy-five (75) on-system bridges. Bridges include precast and CIP slab spans, CPM and box culverts, concrete and steel girder spans, and complex major river crossings. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (04/25 – Ongoing)				
02/22 – Ongoing	Ascension Parish Load Ratings of Parish Owned Bridges, Ascension Parish, LA - Project Manager and Certified Bridge Inspector for a General Services Agreement to provide load ratings of Parish owned bridges on an as-needed basis. Approximately twenty (20) Task Orders have been issued to inspect, perform a condition assessment, and provide a load rating report in accordance with DOTD requirements for off-system bridges. Other Task Orders have been issued to inspect, determine rehabilitation details, and, when requested, develop construction plans for the rehabilitation of bridges with Critical Findings based on inspections by DOTD.				
03/23 – 05/25	E Lewis St Bridge Upgrades, Lafayette, LA - Project Manager for a multi-phase project involving the inspection, load rating, and development of rehabilitation plans for a steel girder and slab span bridge that serves the UL campus. Load rating utilized material testing and a 3-D laser scan to determine appropriate properties to consider for the load rating, followed by a 3D FEM load rating analysis, which resulted in the removal of a 3-ton posting requirement. To improve the long-term performance of the bridge, the bridge was subsequently rehabilitated, which included strengthening of the steel girders using post-tensioned cables, concrete spall and crack repairs of the concrete decks and bents, a urethane-epoxy overlay of the bridge deck, and sidewalk repairs.				

16. Staff Experience:

Joffrey E. Easley, M.S., P.E. - Continued	
03/18 – 05/22	LA DOTD Retainer Contract for Off-System Complex Bridge Load Rating, Statewide, LA - Project Manager, Load Rating Engineer, and Team Leader for a retainer contract that includes multiple Task Orders to inspect and load rate off-system bridges and culverts across the state. Task Order 1 – Inspection and load rating of 12 complex off-system bridges, including lift spans, swing spans, bascule spans, ferry landings, and truss bridges. (01/18 – 02/19) Task Order 2 – Inspection and load rating of 199 off-system bridges, consisting primarily of slab spans. (2019 – 2020) Task Order 2b and 3 – Inspection and load rating of approximately 200 corrugated metal culverts across the state. Task included the development of unique inspection techniques utilizing 3-D laser scanning and sonar for the inspection of these structures. (10/19 – 10/20) Task Order 4 – Inspection and load rating of 340 off-system bridges, consisting primarily of slab spans, but also including concrete and steel girder spans, included the Linwood Avenue bridge over multiple railroad tracks in Shreveport, LA. The bridge is near the I-49 / I-20 interchange and is composed of steel girders, steel bent caps, and steel column assemblies. Because existing plans were not available, 3-D laser scanning was utilized to capture complex geometry and member sizes that were then utilized in the load rating and in the development of load rating plans. The inspection also included the use of an ultrasonic thickness gage to verify member thickness, as well as detailed measurements to determine section loss at the steel column bases. (04/19 – 05/22) Task Order 5 – Project Manager for the instrumentation and load testing of several slab span bridges and metal culverts with our subconsultant, BDI. These structures were load tested after the original load ratings resulted in a load posting (or in some cases a closure) using conventional load rating procedures. Based on the results of the load testing, the load posting requirement was removed on all bridges and significantly increased or removed on all culverts. The results of the load testing were subsequently used to load rate and remove the posting requirements on several additional similar bridges. (10/21 – 05/22)
02/22 – 12/23	Livingston Parish Contract for Bridge Engineering Services, Livingston Parish, LA - Project Manager and Certified Bridge Inspector to provide bridge engineering services for the Parish off-system bridge inventory. Task Orders 1, 2, and 3 – Inspection, inspection, load rating, and submittal of a Bridge Evaluation Report for several single-span timber bridges. Task Order 4 – Consultation related to the selection of bridges to be replaced under the IJA off-system bridge replacement program. Task Order 5 – Re-rating of several bridges due to a Condition Rating drop or additional deterioration since the last rating. Task Order 6 – Inspection and development of repair details for a slab span bridge to address decay of timber bent caps and piles.
10/20 – 02/21	I-10 Permit Vehicle Load Rating, Orleans Parish, LA - Project Manager for a Permit Load Rating of multiple existing steel girder bridges on I-10 near Lake Pontchartrain. Worked with the Contractor to develop requirements to allow for the crossing of cranes used during the construction of replacement bridges.
11/16 – 10/20	Livingston Parish Off-System Bridge Load Ratings, Livingston Parish, LA - Project Manager, Certified Bridge Inspector, and Load Rating Engineer for the inspection and load rating of numerous existing slab span bridges and culverts so that Livingston Parish would follow FHWA Metric 13, which requires all bridges to be load rated.
06/16 – 04/20	St. Tammany Parish Metric 13 Compliance, St. Tammany Parish, LA - Project Manager, Team Leader, and Load Rating Engineer for the inspection and load rating of numerous off-system slab span, PPC girder, and railcar bridges throughout St Tammany Parish in conformance with FHWA Metric 13, which establishes bridges load rating requirements.
05/16 – 10/19	LA DOTD Retainer Contract for Complex Bridge Load Rating, Statewide, LA - Project Manager to perform a load rating for the US 90 West Middle River Bridge near the Louisiana/Mississippi border. This bridge was constructed in 1933 and includes reinforced concrete approach spans, as well as Warren pony through-truss spans. A detailed inspection was also performed.
04/18 – 09/18	Tangipahoa Parish Off-System Bridge Load Ratings, Tangipahoa Parish, LA - Inspection and load rating of railroad flatcar and slab span bridges in accordance with FHWA Metric 13, which requires all bridges to be load rated.
03/14 – 03/17	LA DOTD Load Rating of On-System Bridges, Statewide, LA - Project Manager and Load rating engineer for over 200 slab span and girder bridges across Louisiana. Utilized AASHTOWare BrR load rating software for superstructure load ratings and LEAP Bridge for substructures.

16. Staff Experience:

Firm employed by					
Name	Levi Yantis, P.E.		Years of relevant experience with this employer		10
Title	Bridge Engineer		Years of relevant experience with other employer(s)		2
Degree(s) / Years / Specialization		BSCE / 2013 / Civil Engineering			
Active registration number / state / expiration date		42390 / LA / 09/30/2028			
Year registered	2018	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities		Bridge Engineering Services, Meets MPR 5			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Levi has 12 years of experience in bridge design, load rating, and bridge inspection. Structure types range from concrete slab spans to complex steel spans, along with unique structures including movable bridges and railroad flatcar bridge spans. Levi is well versed in bridge and structural software, including AASHTOWare BrR, LEAP, Midas Civil, and STAAD.					
05/25-Ongoing	LA DOTD Retainer Contract for Load Rating Services – Task Order 10, Statewide, LA –Lead load rating engineer supervising the load ratings of on-system slab span and girder span bridges throughout the state of Louisiana. Structure types range from concrete slab spans to complex steel girder bridges.				
09/22-Ongoing	LA DOTD Retainer Contract for Load Rating Services – Task Order 6, Statewide, LA – Lead load rating engineer supervising the load ratings of on-system girder span bridges throughout the state of Louisiana. Structure types range from prestressed concrete girder spans to continuous steel girder units.				
02/22-Ongoing	Ascension Parish Bridge Load Ratings of Parish Owned Bridges, Ascension Parish, LA – Team leader on the bridge inspections and lead load rating engineer for several parish owned bridges. Inspections are performed on the bridges prior to load rating to ensure accurate analysis of bridge members. As deficiencies are discovered that negatively affect the load rating results, repair details are developed. After the bridge repairs are completed, the load rating is then updated. Final inspections are made to observe and document the quality of repairs.				
04/23-04/25	E Lewis Street Bridge Evaluation & Preservation, Lafayette, LA – Design and load rating engineer for a load rating of an existing steel girder span that was load posted at 3T under a state load rating contract. Material testing was completed to obtain specific material properties, used with previous load testing data, the need for load posting was determined to no longer be necessary. The bridge then went through a bridge preservation project where Levi performed the girder strengthening calculations that were completed to extend the life of the bridge. An as-designed load rating was also performed after the rehabilitation project was completed.				
04/25-07/25	Blackmore Road Bridge Load Rating, West Feliciana Parish, LA – Load rating engineer for a railroad flatcar bridge within West Feliciana Parish. The parish was instructed to close the bridge per LADOTD due to a previous load rating. The bridge was load rated using a refined analysis and was able to be kept open at a 15T-25T load posting.				
03/23-06/23	Port of New Orleans, St. Claude Avenue Bridge Updated Load Rating, New Orleans, LA – Team leader and load rating engineer for the inspection and load rating of the single bascule span on St. Claude Avenue after significant section loss was found by LADOTD inspection forces. Performed the inspection to verify and quantify section loss measurements noted in the LADOTD inspection report.				
09/22-04/25	LA DOTD Retainer Contract for Load Rating Services – Task Order 1, Statewide, LA – Load rating engineer for the load ratings of on-system slab span bridges throughout the state of Louisiana. Team leader for bridge inspections to collect additional deterioration measurements of bridge components.				

16. Staff Experience:

Levi Yantis, P.E. - Continued

03/21-10/21	TDOT Complex and Standard Bridge Load Ratings, Statewide, TN – Lead load rating engineer that oversaw a team of load raters performing 35 AASHTOWare BrR load ratings in 4 months and was responsible for the quality control of the model inputs and outputs, troubleshooting bridge models, and assisting in load ratings. The bridge types were prestressed I-beams and box girders, reinforced concrete multi-cell box bridges, reinforced concrete T-beams, continuous steel plate girders, and steel girder-floorbeam-stringer systems.
01/21-05/22	Livingston Parish Bridge Prioritization, Livingston Parish, LA - Served as team leader and load rating engineer during a bridge prioritization for all parish owned bridges. The purpose of the prioritization was to recommend the order of rehabilitation and replacement. Bridge inspections were performed and load ratings were completed for the prioritization analysis.
11/18-12/18 09/22,10/22	Port of New Orleans, St. Claude Avenue Bridge Permit Load Rating, New Orleans, LA Lead load rating engineer for permit load ratings for overload vehicles to safely pass the single bascule span on St. Claude Avenue.
03/18-04/22	LA DOTD Retainer Contract for Off-System Complex Bridge Load Rating Statewide – Task Order 1, Statewide, LA – Load rating engineer and bridge inspector for 12 complex moveable bridge inspections and load ratings throughout the state. The bridge types included a single leaf bascule span, a vertical lift truss span, several steel vertical lift spans, multiple pontoon bridges, a steel plate girder swing bridge, a small steel truss/cable swing span, and a non-moveable steel truss.
03/18-04/22	LA DOTD Retainer Contract for Off-System Complex Bridge Load Rating Statewide – Task Order 2, Statewide, LA - Load rating and bridge inspection engineer that led and supervised the load ratings of 200 off-system slab span bridges throughout the state of Louisiana. To avoid posting bridges lower than necessary, bridge inspections were done for several bridges that had severe deterioration noted in their inspection reports to collect additional deterioration measurements to accurately determine the bridge member's load carrying capacity.
03/18-04/22	LA DOTD Retainer Contract for Off-System Complex Bridge Load Rating Statewide – Task Order 5, Statewide, LA – Load rating engineer for the load testing and refined load rating analysis of slab span bridges and culverts that previously received low or closed load postings.
06/16-04/20	St. Tammany Parish Off-System Bridge Load Ratings, St. Tammany Parish, LA – Load rating engineer and bridge inspector for bridge inspections and load rating of bridges throughout the parish of St. Tammany. The bridge types include slab spans, prestressed girder spans, and bridges constructed from retired railroad flatcars.
09/23– 12/23	Carruth Road Bridge Repair and Load Rating, East Feliciana Parish, LA – Served as team leader and design engineer where bridge repair details were developed for a timber bridge in East Feliciana Parish after the bridge was closed by LADOTD inspectors due to severe decay in several members. The repair details were used by parish forces to reconstruct the entire bridge utilizing only the original piles. An as-designed load rating was performed after the reconstruction was complete to re-open the bridge.
05/16-10/19	LA DOTD Retainer Contract for Complex Bridge Rating, Statewide, LA - Bridge inspector and load rater for a through truss bridge over a branch of the Pearl River. The bridge consisted of 3 pony truss spans and reinforced concrete T-beams and was load rated utilizing AASHTOWare BrR, Leap Bridge Concrete and Mathcad software.
03/14-03/17	LA DOTD Load Rating of On-System Bridges, Statewide, LA – Load rating intern that assisted in load rating of approximately 200 existing bridges across the state of Louisiana. Bridges range from slab span bridges on local roads to elevated curved steel interstate bridges in metropolitan areas.
09/24-08/26	Hosston River Road Bridge Replacement, Caddo Parish, LA - Structural design engineer of the replacement bridge within Caddo Parish on Hosston River Road. The bridge consists of LG-25 girder spans with pile bents.
06/24-10/25	Dawson Creek Bridge Replacements, East Baton Rouge Parish, LA - Structural design engineer of 2 replacement bridges within East Baton Rouge Parish over Dawson Creek on Broussard St. and Hundred Oaks Ave. The 2 bridges are slab spans supported on drilled shafts and helical piles. Special substructure design considerations are being taken to avoid overhead utilities and the close proximity of buildings.
09/22-07/23	Ouachita Parish Bridge Replacements, Ouachita Parish, LA – Design engineer lead that performed the structural design of a replacement bridge within Ouachita Parish on Good Hope Road. The bridges consist of curved slab spans with a single sidewalk and bents utilizing drilled shafts. An as-designed load rating was also completed.

16. Staff Experience:

Firm employed by					
Name	William G. Sauerwin, E.I.	Years of relevant experience with this employer	4		
Title	Engineer Intern	Years of relevant experience with other employer(s)	0		
Degree(s) / Years / Specialization	B.S.C.E. / 2022 /Civil Engineering				
Active registration number / state / expiration date	35345 / LA / 09/30/2025				
Year registered	2023	Discipline	Civil Engineer Intern		
Contract role(s) / brief description of responsibilities		Engineer Intern			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
09/22 - Ongoing	LA DOTD Retainer Contract for Bridge Load Rating Services, Statewide, LA - Load Rating Engineer, for two Task Orders under a load rating retainer contract to perform a load rating for numerous bridges that have experienced a condition drop due to deterioration. The load ratings are being performed in accordance with LADOTD BDEM.96 – Publication of Load Rating, Posting and Strengthening Standard Operating Procedure (SOP). Task Order 1 is for the load rating of ninety-five (95) on-system slab span bridges that have experienced a condition drop since the last load rating. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (09/22 - Ongoing) Task Order 6 is for the load rating of approximately sixty-five (65) on-system girder bridges that have experienced a condition drop since the last load rating. Bridges vary from small bridges built using LADOTD Standard Plans to complex urban bridges several-thousand feet long. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (06/23 – Ongoing) Task Order 10 is for the load rating of approximately seventy-five (75) on-system bridges. Bridges include precast and CIP slab spans, CPM and box culverts, concrete and steel girder spans, and complex major river crossings. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting. (04/25 – Ongoing)				
07/23 – Ongoing	Livingston Parish Off-System Bridges Re-Ratings, Livingston Parish, LA - Assisted in bridge inspections (if needed) to assess bridge conditions and perform load ratings of various slab span bridges across Livingston Parish, LA and if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting.				
05/23 – Ongoing	St. Tammany Off-System Bridge Rating, St. Tammany Parish, LA - Load Rating Engineer Intern for a retainer contract to provide load rating services across St. Tammany Parish, LA. 2023 Off-System Bridge Repairs is for the re-rating of five (5) off-system slab span bridges. Includes inspection (when required) and, if a load posting if required, determination of repair/rehabilitation options to improve/remove the load posting.				
03/24-04/24	LA 121 Bent Redesign, Baton Rouge, LA - Bent Redesign for an out-of-tolerance pile.				
08/23 – 09/23	LA 155 Site II Bridge modifications due to Pile Locations, Red River Parish, LA - Engineer Intern for the redesign of pile bents, as well as the development of change order sheets, for a new slab span bridge on LA 155 near Coushatta to account for out-of-tolerance PPC piles. Modifications included changes to bent details and pile loads.				
06/23 – 07/23	Van Buren Street over Corporation Canal Headwall Design, East Baton Rouge Parish, LA - Perform design calculations for a concrete culvert headwall and assist in final plans modifications.				
05/23-06/23	Sandy Creek Pile Repair, East Feliciana Parish, LA - Assisted Project Engineer with QC for the redesign of pile bents, as well as the development of change order sheets, for a new slab span bridge crossing Sandy Creek to account for out-of-tolerance PPC piles. Modifications included changes to bent details and pile loads.				

16. Staff Experience:

William Sauerwin, E.I. - Continued	
05/23-05/23	Hurricane Ida Lod Stafford Bridge Replacement, Livingston Parish, LA - Assisted Project Engineer with QC and design for a concrete slab span bridge located in Livingston Parish, LA. Design work included slab, bent cap and PPC pile. In addition to design work bridge plans were also prepared.
03/23-06/23	St. Claude Bridge Load Rating, Orleans Parish, LA - Assisted Project Engineer with bridge inspection and load rating for a steel truss bridge in New Orleans, LA. Also included was QC for the load rating calculations.
03/23-04/23	Nicholson Drive (LA 30) Segment, East Baton Rouge Parish, LA - Assisted in plan revisions and design calculation for a concrete culvert in Baton Rouge, LA.
02/23 -02/23	Slidell Off-System Single Span Bridges Load Ratings, St. Tammany Parish, LA - Engineer Intern for the inspection and load rating of numerous existing single span bridges in Slidell, LA.
01/23 -01/23	Chevelle Drive Bent Cap Modification, East Baton Rouge Parish - LA Assisted Project Engineer with QC for the redesign of pile bents, as well as the development of change order sheets, for a new slab span bridge on Chevelle Drive to account for out-of-tolerance PPC piles. Modifications included changes to bent details and pile loads.

16. Staff Experience:

Firm employed by	HNTB				
Name	Joshua Porter, PE		Years of relevant experience with this employer		10
Title	Load Rating Project Manager		Years of relevant experience with other employer(s)		6
Degree(s) / Years / Specialization		BS / 2010 / Civil Engineering / Louisiana State University			
Active registration number / state / expiration date		PE# 39513 / LA / 09-30-27			
Year registered	2015	Discipline	Bridge		
Contract role(s) / brief description of responsibilities		Role MPR #4 / Senior Load Rating Engineer			
Experience dates (mm/yy – mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Josh has experience in bridge design, load rating, inspection, and detailing. His experience spans many structures, including trusses and gusset plates, PPC girders, and curved and straight steel girders. He has been tasked with developing load rating and design models, developing and overseeing the development of bridge plans, cost estimating and benefit analysis, project management, and leading and assisting in inspecting bridges. He understands the AASHTO LRFD Bridge Design Specifications and the AASHTO Manual for Bridge Evaluation. He has proficient experience with AASHTO Bridge Rating and Design, LEAP CONSPAN AND RC Pier, STAAD, and CSi Bridge.					
06/23-Present	LADOTD 44-21594: Bridge Load Rating Retainer, Statewide, Louisiana - Project manager for the load rating of complex bridge structures in Louisiana. Bridge elements evaluated under this contract include: Vertical Lift Spans, Pontoon, Swing Spans, Continuous Steel Plate Girders, Prestressed Girders, Reinforced Concrete Beams, Slab Spans, Pile Bents, Slab Spans, and Steel Grid Decks. Professional services are ongoing.				
05/20-09/21	LADOTD H.012889: I-20 Rehabilitation Pines Road to I-220, Bossier City, Louisiana - Task Manager overseeing the load rating of 14 structures, including complex structures, along the I-20 corridor in Bossier City, Louisiana. The ratings were performed using BrR, RC Pier, and 3D FEA software LARSA. Structure types included curved steel structures, haunched concrete girders, and straight steel continuous girders with kinked connections to allow for the roadway curvature. The overall project was to develop median barrier replacement to coincide with the replacement of the existing pavement. Approach slabs and backwalls were replaced on several of the structures.				
07/19-12/20	LADOTD: Off-System Bridge Rating (53 Bridges), Statewide, Louisiana - Project manager and lead load rating engineer for a large off-system load rating task. To comply with FHWA NBIS Metric #13, a substantial number of structures required load rating. Lead the effort overseeing the team to rate the various structures, which included pre-stressed girder bridges, rolled I-beam bridges, steel plate girders, and reinforced concrete slab spans. Many structures had poor quality, incomplete, or completely missing plans. Utilized engineering judgment and coordination efforts with the DOTD load rating group to develop the load ratings of structures with missing or incomplete plans.				
06/19-04/20	LADOTD: H.003931 Calcasieu Load Ratings, Calcasieu Parish, Louisiana - Task manager on the load ratings of 27 structures, including complex structures, along the I-10 corridor in Calcasieu Parish, Louisiana. Structures included haunched concrete girders T-beams, steel girders, prestressed concrete girders.				
10/16-09/19	LADOTD: H.009859 – Load Rating of Complex Bridges, Rapids and St. Mary Parishes, Louisiana Lead rating engineer for this project, which involved the inspection and load rating of two truss bridges: the LA 182 over Charenton Canal Bridge and the Jackson Street Bridge over the Red River. Completed the load rating of the Charenton Canal truss and reinforced concrete spans, developed the load rating report, and in a separate project, developed means to rehabilitate the structure. Lead the inspection of the Jackson Street Bridge in Alexandria, Louisiana. Also oversaw and checked the rating of the truss and steel girder spans and substructures of the Jackson Street Bridge.				

16. Staff Experience:

Joshua Porter, PE - Continued	
01/16-09/16	LADOTD Inspection and Load Rating of 3 Complex Truss Bridges, Statewide, Louisiana - Project consisted of performing load rating analysis of three (3) major truss bridges in Louisiana with the goal of providing LADOTD with an overall assessment of the current condition of each bridge. Performed inspection of the gussets and load rating of the truss and gussets.
06/14-02/16	LADOTD Load Rating of 125 Bridges, Various Locations, Louisiana - Load rating engineer led the analysis, load rating and report development for 125 bridges throughout the state of Louisiana. The bridges included complex and conventional structures, including straight and curved steel I-girder spans, prestressed precast concrete girder spans, reinforced concrete girder spans and slab span superstructures. Pile supported sub structures consisting of timber, concrete and steel piles were included in the ratings.
03/14-10/15	LADOTD 18 Posted Bridges, Various Locations, Louisiana - Load rating engineer inspector who assisted in the development of recommendations of methods to remove the load posting of 18 bridges throughout major truck routes in Louisiana. Led the inspections to verify major deficiencies listed in previous inspection reports. Also assisted in the analysis, evaluation and final recommendations on removing the posting, rehabilitation or replacement of the bridges. The bridges included reinforced concrete girder spans, prestressed concrete girder spans, steel truss swing spans and reinforced concrete slab spans. Refined analysis was used to justify the removal of the posting on some of the structures. For others, it was determined to either rehabilitate or replace the structures.
05/14-07/15	LADOTD H.003003, H.003014 & H.010601: I-10 Bridge Evaluation near Lafayette, Lafayette and St. Martin Parishes, Louisiana - Load rating engineer who developed load rating models for many of the superstructures, determined which bridges met the minimum criteria allowing widening, developed cost analysis for widening versus replacements, developed reports outlining the benefits of each. The project was to evaluate 22 bridges along the I-10 corridor near Lafayette, LA for widening.
03/12-03/13	LADOTD: LA 15 over Boeuf River Bridge – Complex Truss Load Rating, Alto, Louisiana - Load rating engineer who performed the analysis of a truss span after an over-height vehicle hit. The hit to the portal bracing caused deformation in a vertical member. The load rating incorporated the deformation and included a second order analysis to account for increased bending.
06/11-03/12	LADOTD: Valero Refinery Super-Overload, St. John the Baptist Parish, Louisiana - Load rating task manager who developed a method to effectively load rate the U.S. 61 bridge over the Bonnet Carre' Spillway to allow for a super-overload to cross. The load was part of an expansion project of the Valero refinery in Norco, Louisiana. Once it was determined that the structure would not pass with conventional methods of analysis, developed a refined analysis model incorporating the transfer of movement through a continuous deck and continuity diaphragm, allowing the vehicle to cross. Prior to the crossing, the bridge was instrumented and the vehicle was weighed by a consultant. The results obtained by the consultant were then used to further refine the model. This new model allowed larger vehicles to pass.

16. Staff Experience:

Firm employed by	HNTB				
Name	Marc Hoffmann, PE		Years of relevant experience with this employer		8
Title	Project Engineer		Years of relevant experience with other employer(s)		3
Degree(s) / Years / Specialization		MS / 2018 / Civil Engineering / Louisiana State University BS / 2015 / Civil Engineering / Louisiana State University			
Active registration number / state / expiration date		PE# 44342 / LA / 09-30-26			
Year registered	2020	Discipline	Bridge		
Contract role(s) / brief description of responsibilities		Role Load Rating Engineer			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Marc brings over eight years of experience in bridge design, inspection, evaluation, and rehabilitation. During his tenure, he has gained extensive knowledge of the AASHTO manuals for bridge design, evaluation, and element inspection.					
08/19-12/20	Load Rating of 50 Off-System Bridges, Statewide, Louisiana - Project consisted of analyzing 50 off-system bridges in Louisiana with the goal of providing LADOTD with an overall assessment of the current condition of each bridge. The bridges to be analyzed consisted of reinforced concrete slab bridges, prestressed concrete girder bridges, steel I-beam bridges, and bridges with timber pile substructures. As a technical engineer and team lead for the project, Marc used computer-aided software (AASHTOWare Bridge Rating and Bentley RC Pier) to calculate superstructure girder capacities and substructure bent cap capacities for a portion of the bridges and develop summary reports for each bridge. Marc also performed quality control of bridges that were analyzed by younger engineers to ensure compliance with AASHTO codes. Marc ensured the results and evaluation reports compiled by younger engineers accurately reflected the condition of the bridge.				
10/20-03/22	LADOTD LA 3250: I-49/UPRR Overpass Repair, Alexandria, Louisiana - Technical engineer for partially replacing a 95-foot concrete pre-stressed girder span that was hit by an over-height vehicle. To ensure minimal impact to traffic, the new portion of the span was constructed off-site and moved into place using Self-Propelled Modular Transporter (SPMT). He designed the new girders to replace the damaged girders and ensured the newly constructed portion of the span would fit into place once it was moved with SPMT. He used computer-aided software (LEAP Bridge Concrete) to calculate superstructure girder capacities and loads. Marc also used Bentley MicroStation to produce drawings for the plan set.				
10/21-Present	LADOTD I-20: Orange Street Overpass Repair, Monroe, Louisiana - Technical engineer for the project, which consisted of repairing a 123-foot steel girder span that was hit by an over-height vehicle. The project consisted of replacing 57 transverse stiffeners and performing heat straightening of two steel I-beam girders. His responsibilities included performing quality control on the transverse stiffener replacement design, heat straightening means and methods, and reviewing the MicroStation sheets. He also assisted with developing the cost estimate and quantities for the project.				
08/19-05/20	LADOTD Load Rating of 27 Complex Bridges, Calcasieu, Louisiana - Project consisted of analyzing 27 complex on-system bridges in Louisiana with the goal of providing LADOTD with an overall assessment of which bridges would be candidates for widening. The bridges to be analyzed consisted of haunched reinforced concrete girder bridges, prestressed concrete girder bridges, steel I-beam bridges, and curved steel I-beam bridges. As a technical engineer and team lead for the project, Marc used computer-aided software (AASHTOWare Bridge Rating and Staad.Pro) to calculate superstructure girder capacities and substructure bent cap capacities for a portion of the bridges and develop summary reports for each bridge. Marc also performed quality control of bridges that were analyzed by younger engineers to ensure compliance with AASHTO codes. Marc ensured the results and evaluation reports compiled by younger engineers accurately reflected the condition of the bridge.				

16. Staff Experience:

Marc Hoffman, PE - Continued	
05/18-08/18	LADOTD 70 Over Pierre Part Bay (H.010007), Assumption Parish, Louisiana - Technical engineer tasked with load rating the superstructure and substructure, as well as providing a condition assessment report based on the inspection findings with recommended repairs. The superstructure was modeled using AASHTOWare Bridge Rating, and the substructure was modeled using STAAD Pro. Once the load rating and condition assessment were completed, the findings were presented to LADOTD with the recommended repair plan and a preliminary cost estimate. Project consisted of inspecting, load rating, and providing a condition assessment report that included suggested items for rehabilitation of the LA 70 bridge over Pierre Part. The bridge is a movable bridge consisting of a two-girder floorbeam system that pivots on a center pier. The inspection encompassed all portions of the bridge including mechanical and electrical systems.
02/18-06/18	LADOTD LA 27: I-10 Overpass Repairs, Sulphur, Louisiana - Inspector and technical engineer who performed the initial site inspection of the bridge after it was struck by an over-height vehicle, tasked with executing the current load rating analysis of each bridge and producing MicroStation sheets for the rehabilitation plans. He took measurements, recorded observations during the inspection, performed post-analysis, and generated inspection reports for each bridge. For the analysis: created models for the superstructure of each bridge using AASHTOWare Bridge Rating.
01/15-06/16	LADOTD Load Rating of 125 Bridges, Statewide, Louisiana -Project consisted of analyzing 125 on-system bridges in Louisiana with the goal of providing LADOTD with an overall assessment of the current condition of each bridge. The bridges to be analyzed consisted of reinforced concrete slab bridges, reinforced concrete beam bridges, prestressed concrete beam bridges, and steel I-beam bridges. As a technical engineer for the project, Marc used computer-aided software (AASHTOWare Bridge Rating and Bentley RC Pier) to calculate superstructure girder capacities and substructure bent cap capacities for a portion of the bridges and develop summary reports for each bridge. Computer-aided software was also used to calculate controlling live load locations to find maximum moment and shear values for superstructure and substructure elements. Maximum moment and shear values were used to calculate rating factors for each vehicle for each bridge. Marc assisted in generating summary reports for a portion of the bridges to communicate the overall condition and assessment of each bridge.
06/16-02/17	LADOTD Inspection and Load Rating of 3 Complex Truss Bridges, Statewide, Louisiana - Project consisted of performing load rating analysis of three major truss bridges in Louisiana with the goal of providing LADOTD with an overall assessment of the current condition of each bridge. Along with analyzing each truss bridge, inspections were performed for the gusset plates of each truss bridge. As an inspector and technical engineer for the project, Marc performed the inspections of the gusset plates for each of the three truss bridges with colleagues. For the inspection, Marc took measurements of cracks/deficiencies, recorded observations, organized and uploaded written field observations to a central server, and developed inspection reports for each bridge. Load rating analysis of the three truss bridges was performed after the inspections. For the load rating, computer-aided software (AASHTOWare Bridge Rating) was used to calculate the capacity of each truss member as well as calculate the capacity of each gusset plate for a variety of different limit states (gross section yielding, shear, compression, block shear rupture). Computer-aided software was also used to calculate controlling live load locations to find maximum axial force values for all the truss members. Maximum values were used to calculate rating factors for each vehicle for each truss member for each bridge. Once rating factors were calculated for each vehicle, summary reports were written to communicate the overall condition and assessment of each bridge and submitted to LADOTD.

16. Staff Experience:

Firm employed by	HNTB				
Name	Patrick Duffy, PE		Years of relevant experience with this employer		5
Title	Project Manager		Years of relevant experience with other employer(s)		5
Degree(s) / Years / Specialization		MS / 2020 / Civil Engineering / Louisiana State University BS / 2016 / Civil Engineering / Louisiana State University			
Active registration number / state / expiration date		PE# 45363 / LA / 09-30-27			
Year registered	2021	Discipline	Civil		
Contract role(s) / brief description of responsibilities		Role MPR #5 / Load Rating Engineer			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Patrick has experience working on a variety of bridges, including slab span, steel I-beam, steel plate girder swing span, steel truss, concrete precast slab units, and concrete pre-stressed girder bridges. Having worked on both simple and complex bridges throughout the state of Louisiana for the LADOTD, he is familiar with the proper requirements and standards that the LADOTD expects. He is proficient in essential programs such as AASHTOWare BrR, Bentley LEAP RCPier, MathCad, and MicroStation.					
11/24-Present	LADOTD 44-21594: Bridge Load Rating Retainer, Statewide, Louisiana - Project engineer who served as task manager for the bridge load rating of six complex structures. The project consists of analyzing complex bridges with the goal of providing LADOTD with an overall assessment of the current condition of each bridge as well as repair recommendations and plans if necessary. This project included collecting existing bridge plans and inspection reports, determining proper load rating method and procedures on a case-by-case basis for each unique structure type, load rating analysis of the superstructure and substructure of existing bridges, report generation, assisting engineers through the load rating process, and providing QA/QC on all deliverables to the client.				
11/22-11/25	I-110: North Street to Plank Road, Baton Rouge, Louisiana - Project Engineer tasked with assessing bridge superstructure impact damage and designing bridge repairs to the North 19th Street Bridge. This bridge repair project is part of the larger ongoing I-110 corridor improvements project. To assess the impact damage, existing plans and up to date inspection reports were reviewed. A bridge superstructure model was then developed in AASHTOWARE BrR properly reflecting the bridge in its damaged state. A bridge repair was designed for the impacted members which was independently rated by hand calculations. These repairs were then generated in a BrR model that properly reflected the post-repair results.				
04/19-09/20	LADOTD Load Rating of 27 Bridges, Statewide, Louisiana - Structural engineer intern responsible for load rating and evaluation performed on 27 complex bridges throughout the state. The bridge types consisted of cast-in-place slab, prestressed concrete girders, steel plate-girders, truss bridges, and swing spans. The superstructures were rated using Bridge Rating AASHTOWARE and the substructures were rated using RC-Pier and MathCad Sheets. The bridge load rated in this project is South Broad Ave. over the Pontchartrain Expressway, a 2589-foot-long steel I-Beam bridge, in New Orleans built in 1951. To properly load rate this bridge, he reviewed the as-built drawings of the bridge, determined the appropriate load rating method and procedures, created 59 unique span and cross girder models in AASHTOWARE BrR, and compiled a thorough report. This report contained descriptions of the existing bridge and conditions, the procedures used for the analysis, and the load rating results.				

16. Staff Experience:

Patrick Duffy, PE - Continued	
06/18-06/19	LADOTD Load Rating of 18 Complex Bridges, Statewide, Louisiana - Structural engineer intern tasked with the load rating of two bridges: a Steel High Truss Swing Span (Chef Menteur Highway over East Pearl River) and a Steel Plate Girder Swing Span Bridge (Bayou Jacob Rd over Intercoastal Waterway). To properly load rate these bridges, he reviewed the as-built drawings of the bridge, determined the appropriate load rating method and procedures, created superstructure models in AASHTOWARE BrR, and compiled a thorough report. The overall project consisted of analyzing 18 on-system complex bridges with the goal of providing LADOTD with an overall assessment of the current condition of each bridge. The bridges to be analyzed consisted of truss bridges, movable truss bridges, movable steel two-girder swing span bridges, pontoon bridges, continuous curved steel beam bridges, and skewed prestressed concrete beam on/off ramp bridges.
07/19-09/20	LADOTD Load Ratings of 396 Bridges, Statewide, Louisiana - Structural engineer intern responsible for rating 13 bridges and acted as task lead for an additional 46 bridges. He reviewed the as-built drawings of the bridges, determined the appropriate load rating method, performed load rating analysis on the selected bridges using AASHTOWARE Bridge Rating, LEAP Bridge Concrete, and MathCad, and wrote the load rating reports of the findings. Load rating and evaluation was performed on 396 off-system bridges throughout the state. The bridge types in this project are cast-in-place slab, precast slab units, concrete deck girder, prestressed concrete girders, steel plate-girders, frame culverts, arch culverts, and swing spans.
04/21-12/21	LA 1 Phase 2 Bridge, Lafourche Parish, Louisiana - Bridge engineer on the slab span substructure design team for the elevated bridge intersection connecting relocated LA 1 with the existing road. Lead team for load rating of new superstructure and substructure of Phase 2C. The project involved elevating an 8.3-mile stretch of two-lane, at-grade, rural State Highway 1 to 22 feet above the rising Gulf of Mexico and surrounding marsh to eliminate frequent inundation and consequential energy production impacts. The construction cost for this project is \$436 million.

16. Staff Experience:

Firm employed by		HNTB			
Name	Manab Medhi, PE, SE		Years of relevant experience with this employer		18
Title	Bridge Group Director		Years of relevant experience with other employer(s)		1
Degree(s) / Years / Specialization		MBA / 2014 / Business Administration; MS / 2008 / Civil Engineering BS / 2004 / Civil Engineering			
Active registration number / state / expiration date		PE# 45083 / LA / 03-31-2027 SE# 081008232			
Year registered	PE: LA 2020 SE: WA 2014	Discipline	PE: Civil; SE: Structural		
Contract role(s) / brief description of responsibilities		Role Senior Load Rating Engineer			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Manab is the bridge department manager in HNTB’s Kansas City, Missouri office with more than 18 years of experience in bridge design. He has worked with a variety of bridge types, including highway and rail, delivered using DBB, DB and construction manager/general contractor (CMGC) delivery methods. His experience primarily includes project management, structural design, development of bridge layout, developing construction sequence, reviewing temporary work and construction methods developed by contractors, and responding to RFI’s. He also provided construction support during the construction phases of several complex projects that included large scale drilled shaft foundations, curved girders on straddle caps with unique configurations, long span trusses, erection, and balance of bascule spans.					
03/26-Present	LADOTD H.016246: LA 324 over Bayou Teche Bridge Replacement, St. Mary Parish, Louisiana - Senior structural engineer lead for the replacement of the movable bridge over Bayou Teche. As senior structural engineer lead, he is responsible for the design and plan development of all structural components of the bridge replacement, including the superstructure through-girder, channel fender protection system for vessel collision, generator platform, and center rotational pivot pier. He is responsible for ensuring the designs are not only compliant with fixed-bridge standards but also AASHTO and LADOTD moveable bridge standards.				
02/26-Present	LADOTD: US 90 Over Mississippi River Bridge (GNO2) Bridge Repairs, New Orleans, Louisiana - Senior structural engineer lead for the fracture critical truss vertical member repair of the GNO bridge over the Mississippi River. As senior structural engineer lead, he is responsible for the design and plan development of repairing the truss vertical members that became corroded at drain hole locations. The repair of these members includes drain hole modification details, splice plate placement over the corroded areas to restore the capacity of the member, and painting of the splice plate to prevent future corrosion. Designs followed requirements for fracture critical bridges, AASHTO, and LADOTD bridge design manuals.				
06/19-Present	BNSF: Bridge 1750.9 over Skykomish River, Gold Bar, Washington - Project manager and engineer of record for the project. The project involved evaluation of two alternatives. Alternative 1 aimed to reuse the existing foundation and replace the more than 100-year-old superstructure with a 252-foot through truss and 100-foot deck plate girder spans. Alternative 2 aimed to replace the existing bridge in an offline alignment. HNTB serves as the prime consultant to provide project management, structural design, H&H engineering, survey, develop construction sequence to minimize track outages and assist in USACE permit.				
07/22-Present	UPRR: Robert Street Bridge Replacement Independent Design, Kansas City, Missouri - Project manager and structural lead for this project involving independent design of a 215-foot single track rolling bascule span in an online alignment. As part of this independent design, HNTB is scoped to perform review of the plans and specifications at each milestone, to perform independent design of the bascule truss, track girder, bascule and rest piers and to review the construction sequence.				

16. Staff Experience:

Manab Medhi, PE, SE - Continued	
02/19-Present	USACE: Armourdale and Central Industrial District (CID) Levees Raise, Kansas City, Kansas and Missouri - Bridge lead for the task that involves conceptual evaluation and final design of the potential influence the Levee raise may have on the UPRR Bridge 3 and the MoPac located just upstream of the confluence of the Kansas and the Missouri Rivers in Kansas City, Missouri. The task involves multiple disciplines including bridge, H&H, mechanical, electrical, geotechnical and utility. Following the 1993 flood, the seven levees were studied under Section 216 of the 1970 Flood Control Act. The behavior of the existing bridges was analyzed under hydraulic and debris loadings based on AREMA, ASCE, and FHWA guidelines.
08/19-Present	BNSF: Bridge 72.8 White Salmon River, Underwood, Washington - Project manager and engineer of record for the project, which involves conceptual engineering and development of initial schemes that includes different foundation types like drilled shafts, micropiles, driven piles and superstructure types like plate girders, through plate girders and through trusses. After the selection of the alternative, HNTB serves as the prime consultant to provide final design, H&H engineering, survey, geotechnical investigation, develop construction sequence to minimize track outages and assist in USACE and USCG permit.
01/10-04/12	LADOTD: US 90 Huey P. Long Bridge over the Mississippi River Widening, New Orleans, Louisiana - Assisted in the design of gusset plate connections for the truss and pile driving templates.
02/24-09/24	BNSF: Bridge Through Plate Girder (TPG) Standards, Fort Worth, Texas - Project manager who worked with BNSF to develop the design and plans for a TPG standard with design considerations that would allow it to be modified for use in any bridge superstructure replacement. Though this standard was developed to be used in an emergency, HNTB made the design efficient for a 150-foot-long span that has the ability to adapt to any span lengths less than that. The design and details allow it to fit any span length between 75 feet and 150 feet with minimal modification. The TPG standard was designed and detailed with the understanding that major components of a span could be fabricated without consideration of a specific location and placed into storage. If an emergency bridge replacement is necessary, this complete fabrication could then be modified to fit a variety of span length and skew configurations. A unique feature of this design is the ability to adapt the standard to variable skew angles, ranging from no-skew up to a maximum skew of 60 degrees.
07/24-12/24	BNSF: Flood Impacted Bridge 2001-518.9 Replacement over the Big Sioux River, Sioux City, Iowa - Project manager for the collapse of the BNSF bridge due to extreme flooding, a significant incident with serious consequences for local businesses and transportation networks. As part of the project, HNTB provided construction support during the demolition of the existing bridge, conceptual evaluation of the replacement alternative and final design of the replacement of the existing bridge. The main span of the new bridge, a 175-foot long through plate girder, stands as the longest such span in BNSF's system. To meet the aggressive schedule, HNTB delivered the steel design early as a separate package, allowing construction to proceed without delay. The new pier foundation rests on large diameter drilled shafts, providing the necessary structural support for the replacement bridge.
03/18-09/18	UPRR: Bridge 1.96 over Roosevelt Road, Chicago, Illinois - Project manager and EOR for the project that consists of replacement for Bridge 1.96 over Roosevelt Road on the Rockwell Subdivision. Developed the bridge layout and construction sequence that minimizes track outage and directly supervised the design and plan development of the bridge plans. The proposed replacement structure is a TPG bridge carrying the existing track on its current horizontal alignment, with a provision of addition of a new track in the future. Developed the work plan per the project budget and schedule.

16. Staff Experience:

Firm employed by	HNTB				
Name	Mohammad Khanfar, PE	Years of relevant experience with this employer	2		
Title	Project Engineer	Years of relevant experience with other employer(s)	5		
Degree(s) / Years / Specialization		MSc, 2019, Structural Engineering; BSc, 2017, Civil Engineering			
Active registration number / state / expiration date		49787 / LA / 09/30/27			
Year registered	2025	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities		Role Load Rating Engineer			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Mohammad is a project engineer in HNTB’s Gulf Coast District Bridge Department. He has experience in simple and complex load rating techniques of an array of structure types utilizing both AASHTOWare Bridge Rating as well as Finite Element Modeling.					
05/25-Present	LADOTD H.009730: Development of LADOTD Load Rating Manual, Statewide, Louisiana - Key contributor in the development of the new Louisiana Department of Transportation and Development (LADOTD) Load Rating Manual, establishing comprehensive statewide guidance for the load rating and evaluation of highway bridges. Developed the manual in accordance with the latest editions of the AASHTO Manual for Bridge Evaluation (MBE), 4th Edition with current interim revisions, AASHTO LRFD Bridge Design Specifications, 10th Edition, and the LADOTD Bridge Design and Evaluation Manual (BDEM), while incorporating applicable LADOTD policies, procedures, and industry practices from leading transportation agencies. Established standardized procedures for load rating new and existing bridges, including rating philosophy, purpose and scope, terminology, engineering qualifications and responsibilities, quality assurance/quality control (QA/QC), rating policies and procedures, legal and permit loads, reporting requirements, and documentation standards.				
05/25-Present	LADOTD H.009859: Load Rating Evaluation of Horizontally Curved Continuous Steel Plate Girder Bridge Using 3D Finite Element Analysis, Louisiana - Performed a detailed load rating evaluation of an eight-span continuous horizontally curved steel plate girder bridge using a refined three-dimensional finite element model developed in AASHTOWare Bridge Rating (BrR) Version 7.7 in accordance with AASHTO Manual for Bridge Evaluation (MBE) Load and Resistance Factor Rating (LRFR) procedures. The bridge consisted of eight longitudinal steel plate girders supported on skewed bents, with complex three-dimensional behavior resulting from the horizontal curvature, continuous span configuration, skewed supports, and unequal live load distribution. The original structure included six steel plate girders identified through inspection as being in fair condition, while two additional girders were added during a bridge widening project and were identified as being in good condition. A single integrated 3D FEM model was developed to evaluate the entire bridge as one structural system, including all eight girders, diaphragms, cross frames, web stiffeners, deck loads, and support conditions. This project demonstrated advanced experience in bridge load rating.				
01/25–01/26	MoDOT Local Bridge Rating Program Load Ratings, Statewide, Missouri - Performed structural load ratings for a wide range of bridge types using AASHTOWare Bridge Rating in accordance with AASHTO standards. Evaluated steel beam, steel plate girder, reinforced concrete, and prestressed concrete bridge superstructures, including straight and curved alignments, skewed supports, and mixed-material spans. Rated a variety of girder configurations, including double-tee (DT), Bulb-L-Beam (BLB-T), prestressed concrete beams, built-up steel girders, spliced and hinged girders, and stiffened and unstiffened steel girders. Conducted load ratings for bridge sections with sidewalks and incorporated rehabilitation scenarios by evaluating the structural effects of newly added or replacement members to ensure compliance with applicable design and load rating requirements.				

16. Staff Experience:

Mohammad Khanfar, PE - Continued	
11/24-Present	LADOTD 44-21594: Bridge Load Rating Retainer, Statewide, Louisiana - Performed structural load rating of complex bridge structures in Louisiana. Bridge elements evaluated under this contract include: vertical lift spans, pontoons, swing spans, continuous steel plate girders, prestressed girders, reinforced concrete beams, slab spans, pile bents and steel grid decks. Rated the superstructures, girders and stringers using AASHTOWare BrR and the bent caps for substructure using STAAD.Pro for design, legal and EV's vehicles following the codes AASHTO v9, LADOTD BDEM v9, MBE-3 edition.
01/26-07/26	LADOTD: IJJA Off-System Bridge Program, Catalina, Louisiana (Contract H.015551) - Designed reinforced concrete slab bridge superstructures and substructure bent caps, including structural analysis, load distribution, and preparation of detailed construction plans. Performed load ratings of concrete slab bridge superstructures using AASHTOWare Bridge Rating and evaluated bent cap capacities using STAAD.Pro and LEAP Bridge Concrete (RC Pier). Determined pile loads for Strength, Service I (Permanent), and Service I (Transient) load combinations to support foundation design. Developed detailed plans for approach and intermediate slabs, bridge decks, end and intermediate bent caps.
11/24-05/26	LADOTD: GNO No. 2 Bridge Repairs, New Orleans, Louisiana - Designed modifications to repair the GNO No. 2 bridge over the Mississippi River. Project involved developing repair plans to address a critical issue found throughout the main truss of the bridge. Plans included modifications to the detail, installation of splices to bring the capacity of the members back up to original strength, and cleaning and spot painting.
05/26-Present	LADOTD H.016246: LA 324 over Bayou Teche Bridge Replacement, St. Mary Parish, Louisiana - Designed a movable bridge system, including determination and optimization of span lengths, structural configuration, floorbeam and stringer framing systems, and pier layouts to meet project requirements, applicable design standards, and constructability considerations.
09/25-Present	LADOTD: LA 407 Algiers Cutoff Canal Bridge Repair (English Turn), New Orleans, Louisiana - Designed structural repairs for corrosion-damaged splice plate connections at exterior bridge girders by evaluating existing conditions and determining governing load demands at affected splice locations; developed strengthening details using supplemental steel angles and connection components to restore the integrity and load-carrying capacity of deteriorated splice plates and reconnect the girder web and flange at corroded areas. Performed checks for member and connection capacity, including shear, bending, bearing, bolt requirements, net-section, and applicable strength and serviceability limit states, and developed practical repair details considering existing bridge geometry, field conditions, constructability, and applicable AASHTO LRFD and transportation department requirements. Prepared structural calculations, repair details, and construction plans for implementation.

16. Staff Experience:

Firm employed by	HNTB				
Name	Ekin Senturk, PhD, PE		Years of relevant experience with this employer		16
Title	Project Manager - Engineering		Years of relevant experience with other employer(s)		6
Degree(s) / Years / Specialization		PhD, 2008, Structural Engineering; MS, 2004, Structural Engineering MBA, 2003, Construction Management			
Active registration number / state / expiration date		PE# 19117 / DE / 06-30-2028			
Year registered	DE 2015	Discipline	Civil/Structural Engineering		
Contract role(s) / brief description of responsibilities		Role Senior Load Rating Engineer			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
Ekin is a project manager at HNTB with more than 20 years of experience in bridge engineering across industry and academia. He specializes in load rating of complex reinforced concrete and steel bridges using load factor rating (LFR) and load and resistance factor rating (LRFR) methodologies. His work has supported multiple agencies across the U.S., including the NYSDOT, NYCDOT, TBTA, PANYNJ, CTDOT, MEDOT, NJTA, AMTRAK, VDOT, PennDOT, DRBA, FHWA, UDOT, ODOT, and the AASHTO. He has contributed to national research efforts through the Transportation Research Board (TRB). His program skills include enterprise asset management/safety management system (EAM/SMS), Microsoft Access and Excel, and geographic information systems (GIS) applications.					
10/11-01/17	LADOTD State-Specific Design, Permit and Legal Live-Load Model Development Bridge Retainer, Statewide, Louisiana - Structural engineer responsible for performing data synthesis and statistical analysis to investigate multi-axle truck configurations and calibrate state-specific live-load factors for use in load ratings. The objective of this project was to calibrate the design, permit, and legal load models and live-load factors for the load and resistance factor rating (LRFR) of bridges in the state of Louisiana using state-specific and regional weigh-in-motion (WIM) data.				
09/20-05/22	MTA Bridges and Tunnels (TBTA), 2021 Biennial Inspection of the Henry Hudson Bridge, New York, New York - Lead load rating engineer for the Henry Hudson Bridge load ratings based on the load and resistance factor rating (LRFR) methodology. He updated load ratings from past inspections to reflect the latest span configurations following rehabilitation work on the bridge. Where applicable, he performed load ratings for the HL-93 live load model and American Association of State Highway and Transportation Officials (AASHTO) specialized hauling vehicles (SHVs) in accordance with the AASHTO Manual for Bridge Evaluation. Any load rating unit that did not meet Federal Highway Administration (FHWA) screening criteria or was part of new construction was load rated for emergency vehicles (EVs) in accordance with the latest FHWA memorandum.				
02/12-12/20	NYSDOT, Bridge Load and Resistance Factor Rating Assessment, Statewide, New York - Deputy project manager and lead structural engineer for a project to validate and test the New York State Department of Transportation's (NYSDOT) draft Engineering Instruction (EI) guideline for bridge load ratings and load postings following the load and resistance factor rating (LRFR) methodology specified in the AASHTO Manual for Bridge Evaluation. He performed Level II load ratings using AASHTOWare Bridge Rating (BrR) for approximately 300 sample bridges and Level I load ratings using detailed finite element analysis for approximately 25 sample bridges. He developed guidelines for load rating procedures, performed load ratings using BrR, MDX, and STAAD software, conducted quality checks of load ratings, and drafted the final project report. As part of this project, he performed a statewide screening of highway bridges and culverts for AASHTO specialized hauling vehicles (SHVs) and Federal Highway Administration (FHWA) emergency vehicles (EVs) using an inventory database of more than 20,000 bridges. He also developed the Level II load rating guidelines for EV load ratings using BrR. As a result of this project, the LFR-based EI 05-034 was superseded by a new Engineering Instruction document, EI 20-026. Although the contract expired, his work on the LRFR draft EI continued as a subtask under the NYSDOT project “Bridge Design Services for Routing and Screening for Bridge Load Carrying Capacity for Overload Permits.”				

16. Staff Experience:

Ekin Senturk, PhD, PE - Continued	
06/17-03/19	MTA Bridges and Tunnels (TBTA), 2017 Biennial Inspection of the Marine Parkway/Cross Bay Bridges, New York, New York Load rating engineer and task lead responsible for the Marine Parkway Bridge and Cross Bay Bridge load ratings based on the Load and Resistance Factor Rating (LFR) methodology. At the Marine Parkway Bridge, all truss and floor-system members were load rated due to the need to update ratings for the Federal Highway Administration's (FHWA) Emergency Vehicles. At the Cross Bay Bridge, any load rating unit that did not pass the FHWA screening criteria was load rated in accordance with the latest FHWA Memorandum.
2017-2019	Delaware River and Bay Authority, Delaware Memorial Bridge Load Ratings, New Castle, DE and Pennsville Township, New Jersey Load rating engineer and task lead responsible for the load rating of the Delaware Memorial Twin Suspension Bridges. Design, legal, and permit load ratings were performed for the suspension spans, as well as the truss and girder approach spans. All unique members, including gusset plates, were load rated. In addition to the as-built load ratings based on contract plans, as-inspected load ratings were performed based on a review of the latest inspection reports.
12/21-Present	New York State Department of Transportation, Level I Load Rating of Bridges, All Counties, New York Quality control engineer responsible for reviewing Level I load ratings of complex bridges unratable by AASHTOWare Bridge Rating (BrR), based on Engineering Instruction (EI) 20-026, Technical Advisory (TA) 22-001, and the American Association of State Highway and Transportation Officials Manual for Bridge Evaluation (AASHTO MBE). Ekin's duties include review of past load ratings and inspection reports accessed through the enterprise asset management/safety management system (EAM/SMS), oversight, and technical support in developing load rating methodologies for complex bridge types, including steel curved girders, girder-floor beam-stringer systems, segmental bridges, concrete and steel arches, suspension and cable-stayed bridges, and multi-girder structures with complex framing.

16. Staff Experience:

Firm employed by	 WISS, JANNEY, EITNER ASSOCIATES, INC. Wiss, Janney, Eitner Associates, Inc.				
Name	Jonathan C. McGormley, P.E.		Years of relevant experience with this employer		32
Title	Principal		Years of relevant experience with other employer(s)		1
Degree(s) / Years / Specialization		BS / Civil Engineering / 1992, University of Cincinnati MS / 1994 / Civil Engineering, Purdue University			
Active registration number / state / expiration date		43912 / LA / 03/31/2028 - Mr. McGormley is licensed in 7 other states.			
Year registered	2019	Discipline	Structural Engineering		
Contract role(s) / brief description of responsibilities		Mr. McGormley will serve as lead for load testing and load rating.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
NBIS Certified Team Leader and Program Manager, NHI 130078 - Fracture Critical Inspection Techniques of Steel Bridges, NHI 130055 - Safety Inspection of In-Service Bridges (& Refresher 130053)					
12/25-6/26	US 190 Bridge over LA 415 and CPKC RR Emergency Repairs, West Baton Rouge Parish, LA - Project Manager for emergency repairs to address section loss of stringers which led to a load posting on this emergency truck route. Work included condition assessment, load rating, and repair design. Performed work as a subconsultant to contractor performing work.				
07/19-ongoing	Danziger Lift Span Bridge, US 90, over the Industrial Canal, New Orleans, LA - Project Manager and Structural Engineer of Record overseeing the resolution of operational issues with the lift span. Work included an in-depth inspection of the lift span structural elements, lift bridge machinery, and electrical systems; and development of repairs to restore the bridge's functionality and reliability. Oversaw the development of a monitoring plan and installation of sensors that included the four trunnion bearings, and the creation of a web-accessible reporting platform. Performed load testing to identify buffer performance issues. Assisted with development of plans and specifications to address emergency repairs including the installation of a polyester polymer concrete overlay on the orthotropic deck lift span, replacement of failed pinion bearings, elimination of lift span-to-approach span contact issues, and the improvement of the lift span seating by counterweight movements and air buffer repairs. Completed a service life assessment of the approach spans. Currently developing rehabilitation plans in coordination with another consultant.				
04/13-06/25	Gusset Plate Evaluation Procedures, Nationwide - Developed analytical approach for load rating that also considers effects of deterioration. In 2013 and 2014, collaborated with the Illinois DOT to develop the Guide for the Evaluation of Gusset Plates, which, through ongoing work with the AASHTO Safety and Evaluation Committee, was incorporated into the AASHTO Manual for Bridge Evaluation along with illustrative example problems. Served as Project Advisor.				
09/24-01/26	US 60/62 over the Mississippi River, Cairo, IL - Routine inspection, fracture critical (NSTM) inspection, load rating, and bridge condition report preparation for development of an end-of-life plan for the possible removal of the complex mile-long steel truss and multi-beam bridge. Served as the Project Advisor.				
12/22-08/25	T-1 Steel Weld Assessment, LA - Project Manager for the inspection and assessment of T-1 steel butt welds in the LA 47, IWGO (New Orleans), I-20 at Mississippi River (Vicksburg), and US 90 at Atchafalaya River (Morgan City) bridges. Work included load rating, load testing, identifying inspection locations, developing access plans for each structure, and preparing a work plan. Subsequent tasks involved coating removal; UT inspections of welds; QC/QA by a qualified ASNT Level III or Level II inspector; and removal of rejectable indications by grinding or coring. Load testing was performed on LA 47, IWGO bridge to evaluate the effects of grinding on the load sharing between chord web plates.				

16. Staff Experience:

Jonathan C. McGormley, P.E. (Continued)	
08/22–06/25	LA-70 Sunshine Bridge over the Mississippi River, St. James Parish, LA - Project Manager for structural investigation and development of emergency plans to address the hanger fracture. WJE engineers prepared a load rating and preliminary repair design and procured, cut, drilled, and primed a plate by the following week. WJE then installed the splice plate and carefully removed samples from the two fractured angles, which were sent to WJE's laboratory for metallurgical evaluation. To evaluate the significance of the fracture findings on the remaining vertical members, WJE carried out load testing and monitoring over six months at the three north truss verticals.
01/21–05/25	Rehabilitation of I-80/94, Indiana Toll Road, Structure 1A-1, Hammond, IN - Project Manager for the investigation, field and laboratory testing, load rating, service life modeling, and rehabilitation of the steel, multi-girder superstructure comprised of 21 spans. The bridge rehabilitation included the removal of 17 bridge deck expansion joints and installation of link slabs to eliminate future maintenance issues below leaking bridge deck joints. To accommodate the new bridge deck continuity, disc bearings were installed at the base of 18 bent columns. Other repairs were designed to address structural steel deterioration.
03/21–12/23	Luling Bridge Deck Overlay Repair Consultation, St. Charles Parish, LA - Project Manager responsible for revising the project specifications and providing quality control assistance for the repair of an orthotropic deck overlay system comprising an epoxy underlayment with a SFRC overlay on the cable-stayed spans. Installed a long-term monitoring system to evaluate deck performance.
06/22–08/22	Forensic Investigation of Bottom Flange Plate Cracking for Private Class A Railroad, ID - Project Manager for fatigue investigation into the cause of bottom flange cover plate cracking. Instrumented two spans for load testing to evaluate fatigue effects from loaded and unloaded train car crossings.
09/21–02/22	I-10/310 Bonnet Carré Fire Damage Repair, St. Charles Parish, LA - Project Manager overseeing emergency inspection and load rating of the PPC girders, substructures, and bridge deck damaged by fire. Developed repair scope and estimated probable construction costs.
02/19–2/22	US 90 over Bayou Ramos, St. Mary Parish, LA - Project Manager leading the investigation of delayed end cracking of precast, prestressed concrete (PPC) girders. The project includes the evaluation of previously collected monitoring data, development of a detailed finite element model to examine crack initiation and repair options, inspection of existing retrofits, laboratory fatigue load testing of CFRP repairs, and recommendations to address the documented cracking.
10/18–01/19	Sunshine Bridge over the Mississippi River, St. James Parish, LA - Project Manager responsible for the development and implementation of a monitoring plan to provide information regarding redistribution of loads during the installation of repairs to the truss bottom compression chord damaged by impact. Structural Engineer of Record responsible for the design of the jacking system, review of member repair design, site observations, preparation of shop and jacking procedure drawings, and field technical assistance.
10/17–12/17	Materials Testing for LADOTD Bridges, Metairie, Port Allen, and Baton Rouge, LA - Project Manager for materials testing projects for purpose of load rating by others that included the removal of steel samples to determine material strength properties and chemical composition from the Causeway Boulevard Bridge over Earhart Expressway in Metairie and the removal of forty-five concrete cores from various bridge substructures from I-10 in Baton Rouge for compression testing and petrographic evaluation.
03/15–06/17; 02/25–ongoing	IH-345 Inspection, Analysis, and Retrofit Design, Dallas, TX - Project Manager and Advisor for a fracture critical inspection of the 1.6-mile long steel structure connecting I-35, I-45, and US 75 with local city streets, visual examination of substructure elements, and a study of the PT deck. Oversaw instrumentation and load testing for FEM model calibration and trial retrofit installations. Provided on-site construction observation and technical support throughout construction. In 2025, WJE was retained as a subconsultant to perform follow-up investigations based on the earlier study. This work has included a condition assessment, load testing and detailed FEM modeling.
11/14–12/15	I-20/I-55 Bridge over the Pearl River, Jackson, MS - Project Manager for in-depth inspection of steel superstructure elements, live load stress measurements using load testing, fatigue life evaluation, and retrofit design for a twin, three-span continuous welded plate girder river crossing. Fatigue retrofits to the steel superstructure included installation of field welds at vertical connection plates, drilled hole retrofits, crack arrest holes, and corrosion repairs.

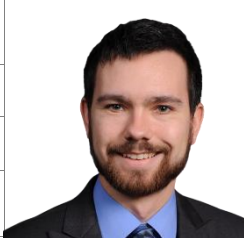
16. Staff Experience:

Firm employed by					
Name	Steven L. Lauer, PE		Years of relevant experience with this employer		15
Title	Supervisor-Eng		Years of relevant experience with other employer(s)		0
Degree(s) / Years / Specialization	BS, 2009, Civil Engineering, Purdue University MS, 2010, Civil Engineering, Purdue University				
Active registration number / state / expiration date	50059 / LA / 09/30/27 - In addition to Louisiana, Mr. Lauer is a licensed Professional Engineer in 5 other states and is a licensed Structural Engineer in IL.				
Year registered	2025	Discipline	Structural		
Contract role(s) / brief description of responsibilities	Mr. Lauer will lead bridge load ratings. He also will lead field work as required, including use of technical rope access, as well as instrumentation and balancing.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
NBIS Certified Team Leader/Program Manager, NHI 130078 - Fracture Critical Inspection Techniques of Steel Bridges, NHI 130055 - Safety Inspection of In-Service Bridges (& Refresher 130053), Society of Professional Rope Technicians/ Level I, Transportation Worker Identification Credential (TWIC), Indiana Bridge Load Rating Engineer, IN000551-2025-ATL-F-LRE(2026)					
04/26-ongoing	Karl King Bridge over the Des Moines River, Fort Dodge, IA - Project Manager for the field investigation of corroded steel piles to complete a load rating to determine whether the bridge requires posting to restrict loads and/or strengthening of the steel piles.				
11/24-ongoing	I-90 Chicago Skyway Bridge over the Calumet River, Chicago, IL - Project Manager leading special inspections to document gusset plates and selected members with advanced section loss for multiple structures with a total length greater than one mile. Led the load rating of these bridge and viaduct structures, incorporating the measured section loss where necessary. Provided the owner the members requiring near-term and long-term maintenance and designed immediate-term strengthening repairs. Performing load rating inspections, refined analyses, and repair recommendations.				
08/16-ongoing	Michigan Avenue Bascule Bridge over the Chicago River, Chicago, IL - Project Manager for construction project balance calculations and dynamic strain gage balance testing of this double deck, quadruple-leaf, bascule truss bridge with single-unit, side-by-side leaf pairs. Additionally, performed dynamic strain gage balance testing for more than a dozen similar bridges in Illinois, which is ongoing.				
04/13-6/25	Illinois Department of Transportation and AASHTO Bridge Committee - Co-authored guide for refined analytical methods to load rate gusset plates. Through ongoing work with the AASHTO Safety and Evaluation Committee, it was incorporated into the AASHTO Manual for Bridge Evaluation along with illustrative example problems.				
09/24-01/26	US 60/62 over the Mississippi River, Cairo, IL - Routine inspection, fracture critical (NSTM) inspection, load rating, and bridge condition report preparation for development of end-of-life plan and possible removal of the complex mile-long steel truss and multi-beam bridge. Served as the Project Manager, Inspection Team Leader, and Load Rating Engineer.				
10/25-12/25; 01/17-2/18	US 20 Julien Dubuque Bridge over the Mississippi River, Dubuque, IA - Project Manager and Inspection Team Leader for the 2025 routine, NSTM, and element-level inspections of the 5,635-foot long, steel tied arch river crossing. Coordination of multiple railroads and completed in accordance with the SNBI by using structure climbing, barge-mounted access equipment, and aerial lifts for access. Load Rating Engineer of the bridge that received a major rehabilitation to increase design load from H20 to HS20 and exhibits deterioration.				

16. Staff Experience:

Steven L. Lauer, P.E. (Continued)	
02/24-12/25; 08/21-10/21	IA 9, Black Hawk Bridge, over the Mississippi River, Lansing, IA -Project Manager and inspection team leader for the 2021 NSTM, in-depth, element level, and pin UT inspection of the complex three-span through truss river crossing unit, a five-span deck truss unit, and single span multi-girder approach span. Required structure climbing techniques and included removal of fatigue cracks observed during the inspection with a final report detailing further recommendations. In 2024 and 2025, served as the Inspection Team Leader for Special, In-Depth, and Damage inspections following bridge movements caused by nearby construction and performed load rating analysis of the distorted spans and reviewed the monitoring data.
01/21-09/25	Washington Ave Bridge over the Mississippi River, Minneapolis, MN -Project Engineer responsible for three-dimensional finite element modeling, load rating, and instrumentation capable of recording strain, displacement, rotation, and temperature. The double-deck bridge has a pedestrian level, and, since retrofitting the vehicular level to include light rail transit, has shown distress that was the catalyst for this study to determine the cause, implications, and maintenance needs.
08/23-08/24	Blatnik Bridge Carrying I-535 over the Saint Louis River, Duluth, MN - Project Manager for the focused load rating to review load ratings performed by others and improve the controlling rating factors at two panel points. Led discussions, investigation, and performed refined calculations developed by WJE to prevent closure of the bridge and improve the accuracy of the load ratings by others by indicating necessary corrections. Developed an Inspector's Guide for the most concerning gusset plates for future inspections.
03/23-07/23	IA 12 Gordon Drive Viaduct over the Floyd River, Sioux City, IA -Project Manager and Inspection Team Leader for routine and element level inspections of the bridge and hands-on arms-length fracture critical inspection of the non-redundant steel Pier 18 cross girder and connections. Oversaw NDE UT of the 70 superstructure pins located near ten piers. Documented findings and provided recommendations.
07/19-07/22	Danziger Lift Span Bridge, US 90, New Orleans, LA -Project Engineer assisting in the development of a monitoring and sensor installation plan, installation of instrumentation and monitoring equipment, and creation of a web-accessible reporting platform to evaluate the bridge's operations over time. The monitoring was designed to assess bridge span lift operations and included laser distance devices, linear potentiometers, strain gages, temperature measurements, ultrasonic distance measurements, and Wi-Fi cameras.
10/19-11/21	Sherman Minton Bridge - I-64 over the Ohio River, New Albany, IN - Project Engineer for instrumentation and monitoring, crack arrest hole retrofit installation, and Team Leader for the Fracture Critical and Routine Inspections of truss members of the double-decker bridge, using rope-access and structure climbing techniques.
05/21-07/21	I-40 over the Mississippi River, Memphis, TN -Project Engineer for the instrumentation installation using rope-access techniques following the fracture of the tie-girder in the two-span continuous tied arch.
02/21-06/21	Richmond-San Rafael Bridge over the San Francisco Bay, San Francisco, CA - Project Engineer responsible for limited review of load rating by others to improve rating factors for the controlling panel point through hand-calculations that were then compared to a nonlinear finite element model of the subject gusset plates.
12/19-5/20; 11/18-1/19	Indianapolis Boulevard over Lake George Canal, East Chicago, IN -Team Leader for Routine and Fracture Critical Inspections of a two-girder double-leaf bascule bridge with multi-beam approaches. Load rating engineer for typical vehicles and heavy permit vehicles carrying 180-kip loads. Engineer on-site for largest heavy permit passage and performed pre and post passage special inspections.
08/17-02/19	Mississippi Complex and Timber Bridge Inspections - Various Counties, MS -Inspections of in-service deteriorated timber, steel, and concrete bridges, some requiring rope access. Load rating engineer for more than 200 bridge load ratings.
10/18-01/19	Sunshine Bridge over Mississippi River, St. James Parish, LA - Project Engineer for monitoring of load redistribution during repairs to truss bottom compression chord damaged by vessel impact. Assisted with jacking system design, review of member repair design, site observations, preparation of shop and jacking procedure drawings, field technical assistance, and chord jacking operations oversight.

16. Staff Experience:

Firm employed by	 Wiss, Janney, Elstner Associates, Inc.				
Name	Andrew R. Bishop, PE		Years of relevant experience with this employer		10
Title	Supervisor-Other		Years of relevant experience with other employer(s)		
Degree(s) / Years / Specialization		BS, 2014, Civil Engineering, University of Illinois, Urbana-Champaign MS, 2015, Civil Engineering, University of Illinois, Urbana-Champaign			
Active registration number / state / expiration date		SE# 081008640 / IL / expires 11/2026 PE# 062.071579 / IL / expires 11/2027			
Year registered	SE: IL 2021 PE: IL 2019	Discipline	Structural		
Contract role(s) / brief description of responsibilities			Mr. Bishop will lead load ratings and participate in field work and training as needed.		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
NHI 130078 - Fracture Critical Inspection Techniques of Steel Bridges, NHI 130055 - Safety Inspection of In-Service Bridges (& Refresher 130053) Indiana Bridge Load Rating Engineer, IN000773-2027-ATL-F---LRE(2026)					
01/24-ongoing	AASHTOWare BrR Task Force, Analysis Technical Advisory Group - Mr. Bishop serves as a consultant member on the advisory group. He has assisted in researching solutions for software issues reported by users. Related to this work, Mr. Bishop is co-presenting a session at this year’s AASHTOWare Rating and Design Bridge User Group (RADBUG) meeting titled “Modified Compression Field Theory (MCFT) Application in BrDR” with Ralph DeStefano of ProMiles.				
07/23-ongoing	Indiana DOT On-Call Bridge Load Ratings, Indiana Department of Transportation, Contract 0221002b - Project Manager responsible for approximately 210 load ratings performed for complex in-service bridges, design review for rehabilitation and new structures, and structures with condition changes due to deterioration or impact damage to date. Load rating using AASHTOWare BrR for steel, reinforced concrete, and prestressed concrete multi-girder bridges. Efforts include short turnaround for structures with recent damage for structures being evaluated for strengthening. In addition to load ratings, he has assisted INDOT with developing standard operating procedures for tackling system-wide load rating issues related to changes in the AASHTOWare BrR software. He also led a team that authored recommendations for default BrR control option preferences for the following superstructure types: Prestressed concrete beams, reinforced concrete beams and slabs, steel beams and girders, reinforced concrete box culverts, and post-tensioned slabs. In testing these control options, and during various other load rating efforts since 2020, WJE has identified bugs and desired enhancements and submitted tickets to Promiles, the company that produces BrR. WJE is acutely aware of which issues have been addressed, which issues remain, and how to use the program to obtain meaningful load ratings despite these remaining issues.				
01/26-03/26	Alaska DOT&PF AASHTOWare BrR Implementation Cost/Benefit Analysis and Training class - Project manager and primary author of a cost/benefit study for the Alaska Department of Transportation and Public Facilities’ potential implementation of BrR as their primary load rating software. Cost data from previous load ratings performed in BrR by WJE were used to forecast various scenarios involving additional rating vehicles and code changes and their effects on the payback periods of various BrR implementation strategies. As a follow-up to this work, Mr. Bishop developed and taught course to introduce AASHTOWare Bridge Rating (BrR) load rating software, its key benefits, and some of its pitfalls to Alaska DOT&PF Engineers. Interactive examples most relevant to the DOT&PF inventory were discussed. Attendees reviewed problems in sample models to build a deeper understanding of the inner workings of the software.				

16. Staff Experience:

Andrew R. Bishop, PE (Continued)

02/16-24	Poplar Street Complex Bridges, East St. Louis, IL - Project engineer and bridge inspector for fracture critical and in-depth inspections of several spans of two-girder steel superstructure. Also performed were concrete coring of the substructure and deck, steel superstructure load rating, preparation of repair drawings, and construction administration services.
08/20-07/23	On-Call Load Rating Contract with Indiana Department of Transportation, Contract 0200416b, DES 2001777 - Load Rating Engineer for LRFR and LFR load rating of over 180 structures. Structures include complex in-service bridges, design review for rehabilitation and new structures, and structures with condition change due to deterioration or collision.
11/17-02/23	Load Rating Refinement for Existing Inadequate Load Ratings, PA B35339, Oregon Department of Transportation - Project Engineer on load rating contract for bridges and culverts exhibiting deficient rating factors. Bridge types include, steel truss bridges, steel multi-girder bridges, reinforced concrete and post-tensioned concrete bridges, steel two-girder bridges, steel and concrete arch bridges, steel and concrete box girder bridges, and reinforced concrete culverts. The scope includes Refined analysis; Material sampling and testing; Determination of as-built construction; Load testing; Field investigation; Load rating inspection; Refined finite element modeling; LRFR load rating. Tasks have included review of drawings, inspection reports and existing load rating, identifying and implementing refinement strategies, producing revised load rating calculations and files.
09/21-11/21	I-10/I-310 Bridge Fire Response, Kenner, LA - Project engineer and bridge inspector for emergency load ratings precast prestressed concrete beam bridge damaged by fire and the follow-up scoping inspection for repairs.
05/19-05/21	Vehicular and Pedestrian Bridge Inventory, Lake Forest, IL - Project Engineer and Bridge Inspection Team Leader for inspection of bridge inventory and development of maintenance program with prioritized repairs. In-depth inspections included material sampling for compression and chloride tests as well as other non-destructive testing. Design drawings completed for replacement of two structures.
01/21- 02/21	US 136 over the Wabash River, Covington, IN - Special inspection included arms-length visual inspection of concrete surfaces and appurtenances on the interior of the trapezoidal concrete box girder cells, detailed shear crack mapping, ground penetrating radar mapping, and removal and compressive strength testing of concrete core samples.
04/20- 02/21	U.S. 93 over the Snake River, Perrine Bridge, Project A021(976) - Load rating of approach span, arch span floor systems, and arch span truss members and gusset plates for this 1,500-foot long four-lane steel deck arch-truss structure. A comprehensive load rating module for the arch-truss members and gusset plates was developed to produce LRFR ratings and for ITD use in future permitting analyses. The scope includes Refined analysis; LRFR load rating; Field measured deterioration incorporated; Load rating spreadsheet module created to analyze arch-truss members and gusset plates.
06/16-10/20	Truss Bridges Over Calumet-Sag Channel, Cook County, IL - Project Engineer and Bridge Inspector for inspection of four truss bridges for the Illinois Department of Transportation. Repair drawings were prepared for one of the structures.
12/19-01/20	US 12 (Indianapolis Blvd) over Lake George Canal, East Chicago, IN - Project Engineer for load rating of bascule girders, floor beams, anchors, and approach span girders for legal and heavy permit vehicles.
02/19-01/20	LRFR Load Rating of St. Johns Bridge, US 30 Bypass over the Willamette River, PA B33970, WO 5 - Project Engineer performed refined LRFR load rating in order to reduce the scope of strengthening retrofits and designed and installed strengthening retrofits of the deck truss and through truss elements for the main suspension bridge spans and approach spans. Field documentation and material sampling.
08/18-03/19	Interstate I-5 Southbound Bridge over the Columbia River, Portland, OR - Project Engineer for detailed analysis and load rating of the main lift-span truss, two tower-span trusses, one long-span (navigational span) truss, and the seven approach span trusses in order to improve the calculated load rating for previously identified deficient members.
03/16- 07/17	Leo Frigo Bridge, Green Bay, WI - Project Engineer for analysis of steel tied arch bridge to determine adequacy of members upon removing select suspender cables.



SECTION 17

17. Firm Experience:

Firm name	FORTE & TABLADA		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Retainer Contract for Off-System Complex Bridge Load Rating – T01		Firm responsibility (prime or sub?)	Prime
Project number	H.009859.5	Owner’s name	LADOTD	
Project location	Statewide, LA	Owner’s Project Manager	Dana Feng, P.E.	
Owner’s address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1200, Dana.Feng@LA.gov		
Services commenced by this firm (mm/yy)	01/18	Total consultant contract cost (\$1,000’s)		\$1,316.8
Services completed by this firm (mm/yy)	02/19	Cost of consultant services provided by this firm (\$1,000’s)		\$1,136.4

As part of a Load Rating retainer contract with LADOTD, Forte and Tablada was tasked with inspecting and load rating 12 complex off-system complex bridges statewide. The type of bridges included nine (9) movable bridges (including vertical lift and swing-spans), a steel truss bridge, and two (2) ferry access bridges that were composed of steel truss, movable, and pontoon spans. Where existing plans were not available, 3-D laser scanning was utilized to capture complicated geometry and to assist in the load rating and in the development of bridge load rating plans. The inspection also included the use of an ultrasonic thickness gage to verify member thickness, as well as detailed measurements using laser scan data to determine connection details. The scope of work also included the submittal of an Inspection Report and a Load Rating Report in accordance with the requirements of the LADOTD Bridge Design and Evaluation Manual (BDEM).



*St. Claude Bridge owned by Port of New Orleans
Inspected and Load Rated*

Project Team:

Joey Coco, Jr., MBA, PE - Principal-in-Charge
Joffrey Easley, MS, PE, MBA - Project Manager
Levi Yantis, PE - Project Engineer

17. Firm Experience:

Firm name	FORTE & TABLADA		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Contract for Bridge Load Rating Services – T01		Firm responsibility (prime or sub?)	Prime
Project number	H.009859.5	Owner’s name	LADOTD	
Project location	Statewide, LA	Owner’s Project Manager	Billy Metcalf, P.E.	
Owner’s address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1741, William.Metcalf@LA.gov		
Services commenced by this firm (mm/yy)	09/22	Total consultant contract cost (\$1,000’s)		\$1,328.1
Services completed by this firm (mm/yy)	12/24	Cost of consultant services provided by this firm (\$1,000’s)		\$1,328.1

As part of a Load Rating retainer contract with LADOTD, Forte and Tablada is currently tasked with inspecting and load rating 95 on-system slab span bridges that have experienced a Superstructure or Substructure condition drop since the last time it was load rated. The load ratings are being performed in accordance with LADOTD BDEM.96 – Publication of Load Rating, Posting and Strengthening Standard Operating Procedure (SOP). Task 1 entailed the gathering of bridge documentation; Tasks 2 and 3 included the load rating and creation of a Load Rating Report in accordance with the requirements of the LADOTD BDEM; Task 4 was a Site Visit (as required to gather bridge characteristics for the load rating and to observe deficiencies). Additionally, Repair/Strengthening Plans and Load Rating Plans are being developed as required. For bridges that are repaired, the load rating is revised to reflect the updated conditions once the repairs are made.



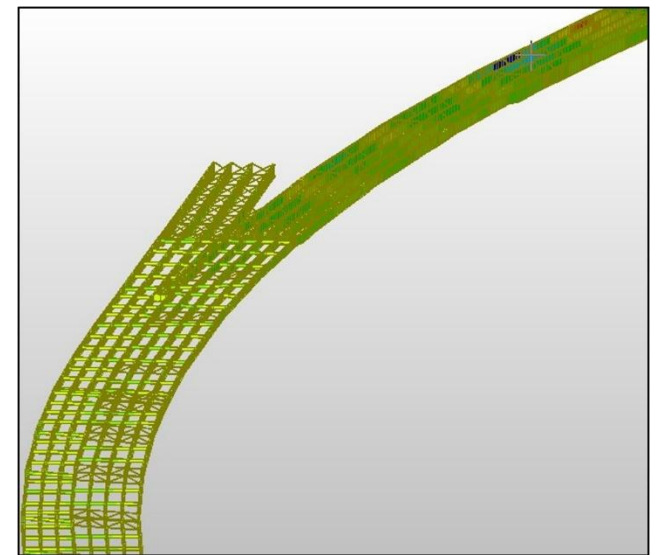
*Deteriorated and Repaired Bent
Inspected and Repaired by Forte and Tablada*

Project Team:
Joey Coco, Jr., MBA, PE - Principal-in-Charge
Joffrey Easley, MS, PE, MBA - Project Manager
Levi Yantis, PE - Project Engineer
William Sauerwin, EI - Engineer Intern

17. Firm Experience:

Firm name	FORTE & TABLADA		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Contract for Bridge Load Rating Services – T06		Firm responsibility (prime or sub?)	Prime
Project number	H.009859.5	Owner’s name	LADOTD	
Project location	Statewide, LA	Owner’s Project Manager	Billy Metcalf, P.E.	
Owner’s address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1741, William.Metcalf@LA.gov		
Services commenced by this firm (mm/yy)	06/23	Total consultant contract cost (\$1,000’s)		\$2,712.7
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000’s)		\$2,045.2 (to date)

Forte and Tablada is currently performing load rating analyses for 93 on-system girder span bridges under a load rating retainer contract with LADOTD. The bridge types vary from old reinforced concrete deck girder bridges to newer complex continuous steel span bridges. The load rating process begins with collecting and reviewing bridge data including engineering plans, shop drawings, inspection reports and previous load ratings. Once the documents are reviewed a load rating plan is specifically developed for each bridge. The load rating plan can vary from producing a simple BrR model to performing a complex 3D finite element model and influence lines. If the load rating analysis results in a load posting, further refined analysis steps are taken in an effort to mitigate load postings. All load ratings are being performed in accordance with LADOTD BDEM.96 – Publication of Load Rating, Posting and Strengthening Standard Operating Procedure (SOP).



Beam stresses from a structure that required a 3D FEM analysis

Project Team:

Joey Coco, Jr., MBA, PE - Principal-in-Charge
Joffrey Easley, MS, PE, MBA - Project Manager
Levi Yantis, PE - Project Engineer
William Sauerwin, EI - Engineer Intern

17. Firm Experience:

Firm name	FORTE & TABLADA		Past Performance Evaluation Discipline(s)*	Bridge
Project name	E Lewis St Bridge Evaluation and Upgrades		Firm responsibility (prime or sub?)	Prime
Project number	LCG 1946	Owner's name	Lafayette Consolidated Government	
Project location	Lafayette, LA	Owner's Project Manager	Alison Lognion, P.E.	
Owner's address, phone, email		1515 E University Avenue, Lafayette, LA 70501; 337-291-8522; alognion@lafayettela.gov		
Services commenced by this firm (mm/yy)	03/23	Total consultant contract cost (\$1,000's)		\$62.25
Services completed by this firm (mm/yy)	04/25	Cost of consultant services provided by this firm (\$1,000's)		\$62.25

The E Lewis Street bridge over Mine Coulee (Recall No. 200286) serves the University of Louisiana at Lafayette (ULL) and is composed of two-lanes with sidewalks and contains two slab spans and one steel girder span. A load rating (and subsequent load testing) of this bridge by others resulted in a 3-Ton load posting recommendation. This required significant changes to the commuter bus route for ULL, which resulted in longer commute times.

Forte and Tablada was engaged to investigate this bridge to determine rehabilitation/replacement options to improve this crossing. Material testing was performed (by others) to determine the concrete compressive strength and the steel grade. Also, the bridge was laser scanned to determine precise dimensions and component sizes since plans are not available. Using the field-determined properties and the results of the previous load testing, an updated load rating resulted in a No Posting recommendation.

Following the load rating, Construction Plans were developed to strengthen the steel girders to improve their long-term performance, to repair concrete spalls and cracking, and to clean and paint the steel girders, which will provide for years of additional service.



Project Team:
Joffrey Easley, MS, PE, MBA - Project Manager
Levi Yantis, PE - Project Engineer

17. Firm Experience:

Firm name	FORTE & TABLADA		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Bridge Load Ratings of Parish Owned Bridges		Firm responsibility (prime or sub?)	Prime
Project number	F&T Project 221089.T03	Owner's name	Livingston Parish Council	
Project location	Livingston Parish, LA	Owner's Project Manager	Sam Digirolamo	
Owner's address, phone, email		20399 Government Blvd., Livingston, Louisiana, 225-686-3062, sdigirolamo@lpgov		
Services commenced by this firm (mm/yy)	07/22	Total consultant contract cost (\$1,000's)		\$15
Services completed by this firm (mm/yy)	09/22	Cost of consultant services provided by this firm (\$1,000's)		\$15

Forte This project was performed as a Task Order under a General Services Agreement with Livingston Parish Government to provide engineering services related to the off-system bridge inventory. Forte and Tablada provided Bridge Evaluation Reports for nine (9) single-span timber bridges that are not included in DOTD's bridge inventory since they are less than 20'-0" long. Scope of Work included:

1. Structural inspection performed by a certified bridge inspector to evaluate the existing condition of the bridges to gather information required for a condition assessment. The inspections included taking inventory photos, obtaining measurements and sketches of bridge components and geometry, and documenting member deficiencies.
2. Submittal of a Bridge Evaluation Report for each bridge including bridge inventory information, deficiencies identified during the inspection, and a load rating using DOTD's timber load rating program.
3. As requested, rehabilitation recommendations and details to improve the serviceability and/or load rating of the bridge.



Project Team:
Joffrey Easley, MS, PE, MBA - Project Manager
Levi Yantis, PE - Project Engineer
William Sauerwin, EI - Engineer Intern

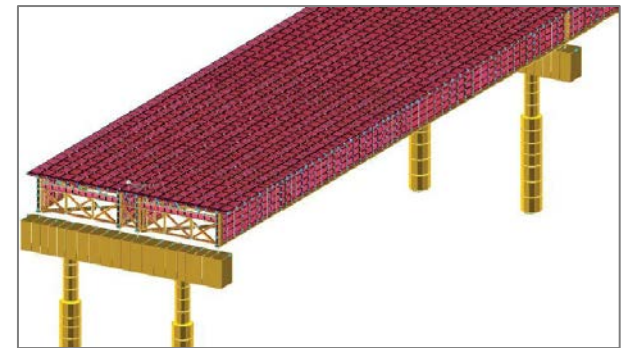
17. Firm Experience:

Firm name	HNTB		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Bridge Load Rating Retainer, Statewide, Louisiana		Firm responsibility (prime or sub?)	Sub
Project number	44-21594	Owner’s name	LADOTD	
Project location	Rapides Parish and St. Mary Parish, LA	Owner’s Project Manager	Billy Metcalf, P.E.	
Owner’s address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1741, William.Metcalf@LA.gov		
Services commenced by this firm (mm/yy)	11/24	Total consultant contract cost (\$1,000’s)		\$2,712.7
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000’s)		\$900

This project involves the load rating of complex bridge structures, using the Load and Resistance Factor Rating method (LRFR). Bridge element evaluated under this contract include: vertical lift spans, pontoons, swing spans, continuous steel plate girders, prestressed girders, reinforced concrete beams, slab spans, pile bents, slab spans, and steel grid decks.

Tasks performed under this contract include:

- Bridge Files and Documentation Search and Review.
- Structural Analysis & Load Rating.
- Rating Reports.
- Recommendations to Improve the Posting.



After review of existing plans, shop drawings, and inspection reports, HNTB, as a subconsultant to Forte & Tablada, created structural models using AASHTOWare BrR, Staad, and Leap Concrete to perform analysis of complex bridges to determine dead load and live load forces in the members. The load ratings were performed in accordance with AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications, AASHTO Manual of Bridge Evaluation, and LADOTD Bridge Design and Evaluation Manual (BDEM) and Bridge Design Technical Memoranda (BDTM). The ratings are based on the present condition, capacity, and loading of the bridge. In some instances, refined analysis was required for bridges with posting results per BDTM. Refined analysis was performed using finite element modeling softwares and post processed using in-house load rating spread sheets. Following structural analysis and load rating, HNTB generated load rating reports summarizing analysis findings.

Project Relevance:

- Bridge load rating
- Structural assessments
- Bridge inspection
- Bridge repair recommendations
- Load rating using AASHTOWare BrR

Project Team:
Josh Porter, PE
Patrick Duffy, PE
Mohammad Khanfar, PE
Marc Hoffman, PE

17. Firm Experience:

Firm name	HNTB		Past Performance Evaluation Discipline(s)*	Bridge
Project name	I-10 Calcasieu Load Ratings		Firm responsibility (prime or sub?)	Prime
Project number	H.009859.5	Owner's name	LADOTD	
Project location	Calcasieu Parish, Louisiana	Owner's Project Manager	Kelly Kemp	
Owner's address, phone, email		1201 Capitol Access Rd, Baton Rouge, LA 70802; (225) 379-1741; Kelly.Kemp@la.gov		
Services commenced by this firm (mm/yy)	01/19	Total consultant contract cost (\$1,000's)		\$426
Services completed by this firm (mm/yy)	08/20	Cost of consultant services provided by this firm (\$1,000's)		\$426



As part of the environmental investigation for the I-10 corridor in Calcasieu Parish, it was noted that LRFR load ratings had not been performed on many of the structures along this corridor. In order to determine whether structures would be widened, or replaced as part of the widening project, the structures required updated load ratings.

As a part of this bridge preservation IDIQ contract, HNTB was tasked with load rating 23 structures of varying structure type and complexity. Structure types included continuous reinforced concrete deck girders, prestressed concrete girders, rolled steel I-beams and continuous steel plate girders. Several of the structures required unique approaches to allow for AASHTOWare BrR to adequately account for the existing conditions. Two continuous reinforced concrete girder bridges with on/off ramps joining main spans were required to be rated. This required creating a “dummy” girder line to account for continuous live loads.

Project Relevance:

- Steel Girder Spans
- Continuous Reinforce Concrete Girders
- Load rating using AASHTOWare BrR



Project Team:
Josh Porter, PE
Marc Hoffman, PE

17. Firm Experience:

Firm name	HNTB		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Louisiana Bridge Load Rating Manual Development		Firm responsibility (prime or sub?)	Prime
Project number	H.009730.5, Task Order 3	Owner's name	Stephanie Doolittle, PE	
Project location	Statewide, LA	Owner's Project Manager	PM	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802; (225) 379-1329; stephanie.doolittle@la.gov		
Services commenced by this firm (mm/yy)	08/23	Total consultant contract cost (\$1,000's)		\$757
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$287

The Louisiana Department of Transportation and Development (LADOTD) tasked HNTB with developing the Louisiana Bridge Load Rating Manual — the establishing uniform policies and procedures for the load rating, evaluation and posting of all on- and off-system bridges statewide. Working in direct collaboration with the LADOTD Bridge Load Rating Section, HNTB is developing the manual in accordance with the AASHTO Manual for Bridge Evaluation (MBE), the LRFR general rating equation (MBE Eq. 6A.4.2.1-1), the AASHTO Standard Specifications, and the LADOTD Bridge Design and Evaluation Manual (BDEM). Manual development includes:

- » Policy and Procedure: Establishing LADOTD load rating and posting policy, defining elements requiring rating, governing components, inventory and operating rating levels, live load distribution, condition and system factors, and rating vehicles.
- » Loads and Rating Methods: Documenting dead, live, permit, and dynamic load allowances and the analysis approach for as-designed, as-built, and current-condition ratings of new and existing bridges.
- » Structure-Type Procedures: Detailed rating guidance for common structure types including reinforced concrete slab, RC girder, and PPC girder superstructures and culverts; steel girder, truss, and pontoon spans; timber girder spans; and all substructure types (concrete, steel, and timber caps, piles, and columns), including the modeling of repairs.
- » Reporting and Documentation: Standardizing the Load Rating Summary Sheet, rating-improvement and repair recommendations to remove or improve postings, report format, submittals, approved software, and codes and references to produce consistent, reproducible deliverables across all rating consultants.

Project Relevance:

- LADOTD Load Rating Policy & Procedure Development
- LRFR Load Rating per AASHTO MBE
- Load Rating of All Structure Types (Concrete, Steel, Timber, Substructure, Culverts)
- Load Posting & Repair Recommendations
- Load Rating Reporting & Documentation Standards
- QC/QA – NBIS & AASHTO 23 Metrics Compliance

Project Team:
Josh Porter, PE
Ekin Senturk, PE
Mohammad Khanfar, PE

17. Firm Experience:

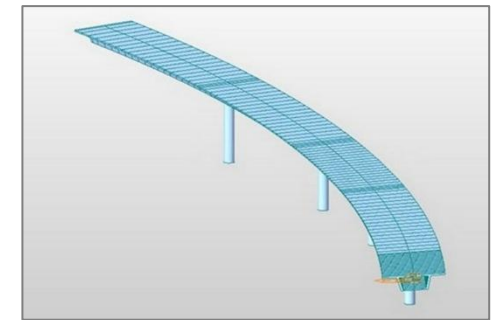
Firm name	 WILLIS TOWERS WATKINS, LLP WILLIS TOWERS WATKINS, LLP		Past Performance Evaluation Discipline(s)*	Bridge
Project name	On-Call Load Rating Contracts with Indiana Department of Transportation		Firm responsibility (prime or sub?)	Prime (2020-2023); Sub (2023-ongoing)
Project number	O200416b (2020-2023); O221002b (2023-present)	Owner's name	Indiana Department of Transportation	
Project location	Various, Indiana	Owner's Project Manager	Jennifer Hart	
Owner's address, phone, email		Indiana Department of Transportation, 100 North Senate Ave., N758 — BRD, Indianapolis, IN 46204; 317-233-9075; JenHart@indot.in.gov		
Services commenced by this firm (mm/yy)	07/20	Total consultant contract cost (\$1,000's)		\$2,972 (to date)
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$2,972 (to date)

INDOT utilizes a fully automated electronic permitting system that relies on precomputed capacity and influence line data from AASHTOWare BrR (BrR) to issue permits online. Accordingly, WJE performs most ratings in BrR, but many complex or deteriorated bridges require 3D finite element or non-linear analyses outside of BrR's capabilities. Planning for models to be used with unknown future loads and determining what conditions can and cannot be modeled using BrR requires understanding of the functionality of BrR and formulations of code design equations.

With more than 5,000 state owned and maintained bridges and an electronic permitting system that supports high levels of permit traffic, INDOT requires numerous bridge load ratings each year to evaluate new designs, permit loads, deterioration, damage, and proposed rehabilitation projects. Since 2020, WJE has provided on call load rating services, typically with a requested turnaround time of 20 days. WJE specializes in load ratings for complex structures and for structures showing significant deterioration, while also assisting with routine structures and rehabilitation projects as requested.

When bridge types or conditions cannot be fully represented within AASHTOWare Bridge Rating (BrR), WJE provides advanced analytical and investigative techniques to complete the load ratings. These efforts may include refined analysis and finite element modeling; evaluation of differences between LFR and LRFR methodologies; load rating-focused inspections; confirmation of as-built construction; case-specific analysis of specialized permit or hauling vehicles; and material sampling and testing (performed by WJE under a separate contract with INDOT).

Load rating tasks commonly involve reviewing available drawings, inspection reports, and existing analyses; identifying and implementing appropriate refinement strategies; and producing updated load rating calculations and BrR files. WJE also specializes in time-sensitive load ratings in response to critical inspection findings or bridge impacts, including recommendations for traffic restrictions, temporary works, or posting requirements. WJE employs a broad suite of analysis tools to support INDOT on-call load rating needs. These include Mathcad (PTC) for manual calculations; AASHTOWare Bridge Rating (BrR) for typical structures; Midas Civil for complex structural configurations or detailed modeling; and CANDE for culvert and underfill structures.



Project Team:
Andrew R. Bishop, Project Manager 2023-Present
Andrew R. Bishop, Load Rating Engineer 2020-2023
Steven L. Lauer, Load Rating Engineer

17. Firm Experience:

Firm name	WJE WILLIS TOWERS WATKINS, LLP Tulsa, New York, Boston/Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	US190 Over LA 415 and CPKC RR Emergency Repairs		Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	LADOTD	
Project location	Allendale Westover, West Baton Rouge Parish, LA	Owner's Project Manager	John Fontenot	
Owner's address, phone, email		LADOTD District 61 Operations, Baton Rouge, 8100 Airline Highway, Baton Rouge, LA 70815, (225) 231-4102, john.fontenot2@la.gov		
Services commenced by this firm (mm/yy)	11/25	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)		\$100



US 190 over LA 415 and the CPKC Railroad is a multi-span structure consisting of ten precast concrete approach spans flanking a five-span steel superstructure crossing the railroad. Because of the skew of the railroad, the steel superstructure consists of floor beams spanning between single concrete columns. Each floor beam supports ten rolled-shape stringers. In the two end spans, the steel stringers are supported on fixed bearings on concrete wall piers while the other end of the stringer is supported on saddles riveted to the floor beam web. The structure was originally constructed in 1939 and has only seen limited repairs over its nearly 90-year service life.

Inspections over the last three years have identified extensive corrosion-related distress of the stringers in the two end spans as both ends of the stringers are below deck expansion joints. In 2025, inspections of the stringer section loss led to the load posting of the bridge. Because this structure serves as an emergency truck route from Baton Rouge, posting limits triggered the need to complete emergency repairs to the bridge. CEC Inc. was selected by the LADOTD to complete the needed emergency repairs to remove the load posting and to install preventative maintenance repairs to avoid future emergency repairs until the bridge could be programmed for replacement. WJE was

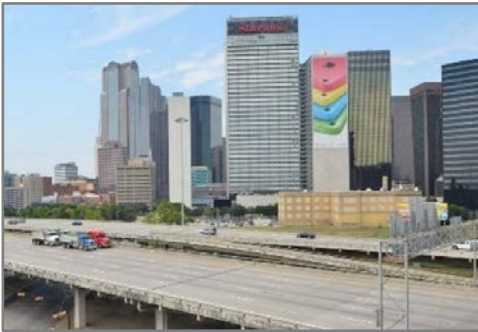
retained by CEC to develop the steel repairs for the structure. Scope of work included condition assessment, load rating, and repair design.

Working together with CEC, WJE inspected the structure to evaluate the extent of section loss in the stringers. Analysis of the effects of section loss on stringer capacity demonstrated adequate strength to support legal loads allowing the posting to be removed; however, the conditions warranted repair to achieve an additional ten to twenty years of service until replacement. Bolted galvanized web plate repairs were developed to restore web section loss. Installation of the web repairs required installation of through-bolted angles at most interior concrete diaphragms. At the end span diaphragms, access openings were cut in the diaphragms to create space to install the repairs. Installation of the repairs was completed without shoring. To extend the service life of these repairs, in addition to installing a multi-coat paint system, bent plate flashing was installed below the finger joint above each girder to direct run-off and debris away from the stringer flanges.

Project Team:
Jonathan McGormley, P.E., PM and Engineer
responsible for the structure inspection and
development of the repair details
Andrew R. Bishop, Project Engineer

17. Firm Experience:

Firm name			Past Performance Evaluation Discipline(s)*	Bridge
Project name	IH 345 Fatigue Crack Investigation, Load Testing, and Retrofits		Firm responsibility (prime or sub?)	Sub
Project number	TxDOT-18-4XXP5019;36-436P5009;88-4IDP5005	Owner’s name	Texas Department of Transportation	
Project location	Dallas, TX	Owner’s Project Manager	Seth Cole	
Owner’s address, phone, email		6230 E Stassney Lane, Austin, TX 78744; (512) 416-2150; seth.cole@txdot.gov		
Services commenced by this firm (mm/yy)	4/14; 6/15; 6/25	Total consultant contract cost (\$1,000’s)		\$3,314
Services completed by this firm (mm/yy)	5/15; 3/18; Ongoing	Cost of consultant services provided by this firm (\$1,000’s)		\$3,314



In 2014 WJE was retained to perform a condition assessment of the 1.6 mile long steel structure on IH-345 owned by Texas Department of Transportation and located in Dallas County, Texas. Its 197 spans are grouped into 65 units with a maximum span of 230ft and typically consist of two welded fracture critical plate girders in two to four continuous span units. WJE's work included fracture critical inspections of the steel girders, including curved steel girders, visual examination of the substructure elements, and visual and exploratory study of the deck. WJE performed instrumentation and field testing for model calibration and trial retrofit installations for structure performance verification. Field teams ranged from 4 to 12 people throughout the project. WJE engineers provided visual and magnetic particle inspections as well as instrumentation and field testing to determine fracture critical connection performance, and development and performance testing of retrofit concepts. The instrumentation was installed at selected girder cross-sections,

including curved steel girder locations, in an effort to capture girder behavior with a controlled truck loading. Additionally, girder stress ranges under normal traffic loading were collected to calculate the effective stress range in each girder for fatigue life estimation. Various access methods were utilized during the 6-week field inspection including underbridge vehicles, boom lifts, and rope access methods. The work included selecting locations and creating instrumentation plans, installation of strain gages and displacement transducers, programming of data acquisition equipment, data review, and report review. WJE's team performed the installation of twelve different bridge units to monitor dynamic strain at over six girder cross sections for each set-up. The WJE team installed over 200 strain gages and performed over 100 rolling load tests on a major interstate in downtown Dallas.

Continuing this work in 2015 under a different contract, WJE performed finite element modeling, condition assessment, instrumentation of in-plane fatigue, load testing, and retrofit design, development of plans, specifications, and estimates, and construction period services.

In 2025, WJE was retained by another firm to perform further follow-up investigation based on the earlier studies. This work is focused on assessing the performance of several fatigue crack repairs and evaluating the cause of several new cracks with intent of providing crack repair recommendations. The current work included a condition assessment, load testing, and finite element analysis.



Project Team:
Jonathan McGormley, P.E., PM 2014-2018
Jonathan McGormley, P.E., Project Advisor 2025-Present
Steven L. Lauer, P.E., Project Engineer
Andrew R. Bishop, P.E., Project Engineer



SECTION 18

Why F&T?

- Decades of Experience
- Commitment to accurate ratings
- Efficient use of time and resources



INTRODUCTION

Forte & Tablada, Inc. (F&T) approaches this IDIQ contract with the benefit of decades of hands-on bridge load rating experience across nearly the full breadth of the DOTD bridge inventory — from routine cast-in-place slab spans to some of the state's most complex movable, truss, and railcar-span structures.



Task 1: Plan and Document Retrieval and Review (5%)

Our first step on every Task Order is to assemble the most complete and reliable record of the structure available, drawing on DOTD's own systems as well as resources F&T has developed internally over many years of statewide load rating work.

- DOTD Sources: We routinely retrieve microfilm from DOTD Headquarters General Files, including As-Built Plans (when available) and Shop Drawings. We are also very familiar with inspectX, where we obtain current and prior Inspection Reports, pictures, previous load ratings, and details of previous repairs.
- Additional Investigation: When plans are not able to be located at General Files (or are incomplete), we reach out to DOTD District offices, Parish governments, and the engineering firm(s) that performed the design or the contractor that constructed the structure in an attempt to locate additional plans.
- F&T Standard Plan Library: For structures without a locatable plan set, we draw on a large, firm-maintained library of historical DOTD Standard Plans that we have accumulated over the decades of performing load ratings for DOTD and local bridge owners. Our Standard Plan database spans nearly 100 years and includes CIP and precast slab spans, steel girder spans, concrete girder spans, quad-beam spans, corrugated metal culverts, and timber and concrete pile bents supported by timber and concrete piles.
- Confirmation Based on Field Data: We routinely use aerial imagery and pictures in DOTD Inspection Reports to determine if a historical Standard Plan can be assumed for the load rating without the need for a site visit, which saves significant time and money.
- Historical Specifications: We maintain historical DOTD Standard Specifications for Roads and Bridges and legacy AASHTO Specifications. In several cases, these documents have supported a more accurate concrete strength or reinforcing steel classification than the default, year-of-construction assumptions in the AASHTO Manual for Bridge Evaluation (MBE), improving the accuracy of the resulting rating.
- Best-Available Information: We make it a practice to locate As-Built Plans, shop drawings, and repair/rehabilitation details to verify that the most accurate information is being utilized to perform the load rating. In multiple cases, changes made during construction have materially improved a load rating outcome — so this step is crucial for an accurate load rating.



Task 2: Site Visits (2%)

F&T's depth of familiarity with DOTD Standard Plans, historical specifications, and inspection records allows us to complete many load ratings with minimal or no site visit. Where a site visit is warranted, our field program is built around efficient, non-intrusive data collection.

- Non-Destructive Evaluation (NDE) Tools: Our tool bag includes a rebar locator to confirm reinforcing spacing in concrete members; a D-Meter ultrasonic thickness gauge for verification of steel member thickness; and a Resistograph to measure decay in timber members. These tools support a more precise rating when a Standard Plan is not able to be assumed or when members are deteriorated. Additionally, we have hosted DOTD bridge inspection staff to demonstrate the use of the Resistograph for the measurement of timber section loss.
- Remote Sensing Support: Our in-house remote sensing group provides laser scanning and survey services when needed, including developing complete load rating plan sets for bridges without existing plans. In most cases, this lets us gather everything needed without a bucket truck, lane closure, or other disruption to the traveling public.
- Field Access: Where physical access is required, our staff are experienced working from bucket trucks, platform trucks, man-lifts, ladders, boats, and in chest waders for culvert access. We have developed proprietary inspection/scanning tools specifically for corrugated metal culverts and can obtain the needed measurements whether a culvert is open or submerged.
- Site Visit Focus: consistent with the RFQ's description of this task, our site visits are targeted at capturing the dimensions, structural details, and current deterioration needed to produce a rating that reflects actual field conditions.

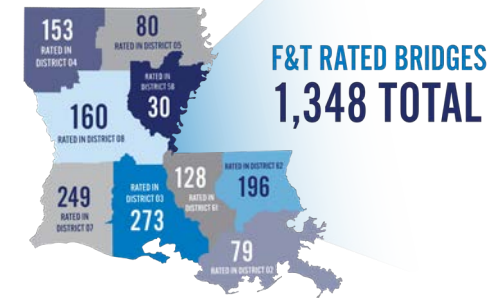


Task 3: Analysis and Load Rating (70%)

Our approach to the Analysis and Load Rating, including close coordination with DOTD when the rating results in a posting recommendation, is what truly sets our team apart.

Modeling and Analysis

- We begin by assembling the governing rating documents to be used in the load rating — DOTD Inspection Reports, plans, and shop drawings — and determine the most appropriate analysis platform for the structure.
- AASHTOWare BrR is our default platform for every structure, consistent with DOTD's stated preference and BrR's role in DOTD's automated permitting system. We take the necessary steps to keep a rating within BrR wherever feasible, including reasonable modeling accommodations, before considering an alternative.



- Live load analysis addresses design loads (HL-93), legal loads (LADOTD state legal loads and SHVs), and emergency vehicles (EVs).
- Only when a structure cannot be adequately modeled in BrR do we move to a three-dimensional finite element model in Midas Civil — typically drafting the bridge geometry in AutoCAD, importing it into Midas Civil, building and analyzing the structure, and completing the load rating in MathCAD and Excel using the resulting loads, capacities, and stresses.
- Where feasible, we translate the results of a refined 3D FEM analysis back into equivalent live load distribution factors that can be replicated within BrR, so DOTD retains a working BrR model for the structure — supporting the automated permitting system — while the rating itself reflects the more sophisticated analysis
- Our experience has shown that the load rating of some decades-old structures with minimal deficiencies results in a posting requirement (even using a 3D FEM analysis). Team partner WJE brings extensive experience performing full-scale load testing, which has successfully resulted in a removal of posting requirements on numerous occasions.

Load Rating

- Our staff's collective experience spans nearly every structure type in the DOTD inventory: cast-in-place and precast slab spans, steel and concrete girder spans, quad-beam spans, timber and concrete substructures, corrugated metal culverts, lift spans, swing spans, and bascule spans (both century-old and recently constructed), major river truss crossings, steel pony truss spans, and large urban plate girder spans.
- We have particular depth of experience with railcar-span bridges used on numerous off-system bridges, among the more complex structure types to model and rate accurately. In 2025, Joffrey Easley, P.E. presented a simplified, field-tested procedure for railcar-span load rating at the AASHTOWare RADBUG National user conference in Boise, Idaho. On an off-system railcar bridge in West Feliciana Parish with a 3-ton load posting, our field investigation and analysis improved the load posting, restoring access for school buses, garbage trucks, and emergency vehicles.
- For steel girder bridges where an initial BrR rating indicates the posting is controlled by cross-frame or diaphragm ratings rather than the girders themselves, we build supplemental Midas or 3D FEM models to evaluate the cross-frames directly. This analysis frequently demonstrates that the cross-frames do not control the rating, allowing DOTD to avoid an unnecessary posting without needing to rate cross-frames within BrR itself.

Schematic Recommendations to Improve the Posting

- When our analysis indicates a load posting is required, we coordinate with DOTD's load rating and bridge maintenance staff before finalizing the rating report to determine whether repairs are already planned in the near term — avoiding a full posting package for a structure scheduled for repairs.
- For bridges requiring closure, we work hand-in-hand with DOTD on the development of repair details, including field observation of repairs as they are made, and prioritize rapid turnaround of an updated load rating once repairs are complete so the bridge can be reopened to the public as quickly as possible.
- For posted bridges, the Options Form clearly identifies repairs needed to resolve the posting requirement, as well as recommended repairs for members with significant section loss that are not yet controlling the rating but are likely to in the near future, recommending those repairs be made concurrently where practical. We also provide repair details when requested.

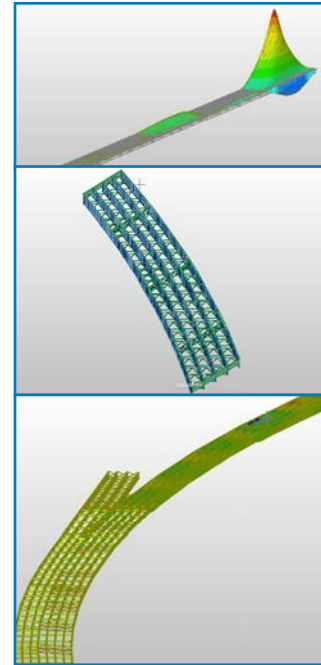
Update Rating Files

- We review and update existing BrR files and other DOTD-provided rating files to reflect current structure conditions, as well as the latest version of BrR, in accordance with DOTD and FHWA SNBI requirements.
- Once a rating is reviewed and approved by DOTD, we update inspectX at DOTD's request with the latest Load Rating Report and Load Rating Plans.

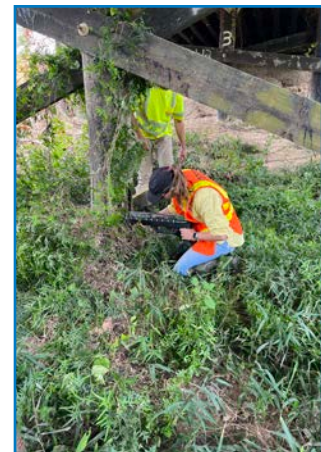


Task 4: Training (3%)

- We are prepared to develop and deliver a formal training course, virtual or in person, on the analysis of complex structure types — prioritizing AASHTOWare BrR-based approaches consistent with DOTD's preference, with additional coverage of other approved software where BrR is not sufficient.
- Beyond formal training, we have also shared workarounds or unique approaches to complex situations that we have identified with DOTD's load rating staff.
- Subconsultant HNTB will develop and deliver practical training for DOTD's load rating group. The training will focus on complex structures and the decisions needed to rate them consistently. HNTB understands DOTD's need to keep as much of its bridge asset inventory as possible in AASHTOWare. A common platform improves consistency, simplifies asset management, and supports future rating decisions. To support that goal, HNTB has developed BrR modeling techniques for complex structures when BrR can reasonably represent the structural behavior. HNTB has tested and verified these techniques through significant load rating experience. They have confirmed results against field observations and compared them with similar finite element models developed in other software. This gives DOTD practical methods that keep more ratings in BrR while still recognizing when refined analysis is needed. The course will be built around structure types DOTD regularly encounters. HNTB will tailor the format to DOTD's preference. The course may include technical modules, worked examples, model review exercises, and a question-and-answer session. Deliverables may include an agenda, presentation materials, example calculations, model screenshots, recommended workflows, and key lessons learned. The goal would be to give DOTD staff a repeatable process for selecting the rating method, building and checking the model, documenting assumptions, and knowing when additional review is needed.



Midas Civil Models



DOTD Training



Task 5: Overweight Permit Review (5%)

- We have performed numerous overweight and superload permit reviews, using AASHTOWare BrR as the primary analysis platform and other approved structural analysis software where needed.
- Representative experience includes analysis for heavily loaded cranes and a MiJack cranetransport system on existing I10 bridges on the West Bank of New Orleans during a bridge replacement/demolition project, and permit reviews for logging and drilling equipment crossing parish routes — including determining appropriate travel paths, restricted lane positions, and, where needed, repairs that would allow safe crossing.
- We routinely develop crossing protocols to manage risk during a permit crossing, including reduced crossing speed, a specified lane position, full traffic removal, and police escort.
- On the St. Claude Avenue singlespan bascule bridge in New Orleans — a movable structure more than a century old — we have completed two overweight permit load ratings, each requiring specified crossing lane position, reduced speed, traffic removal, and police escort. We have also performed a permit load rating for an industrial load exceeding 1,000,000 pounds.



Task 6: Review, Update, and Correct AASHTOWare BrR File (5%)

- We have direct experience reviewing DOTDprovided BrR files that would not run properly, troubleshooting the underlying issues, and delivering a corrected, functioning file that DOTD can rely on for overload review and the automated permitting system.
- We have also updated existing rating models to incorporate external field data — including load test results, material testing (e.g., concrete compressive strength testing), laser scan data, and hardness testing used to estimate steel yield strength — where that data supported increasing or removing an existing load posting.



Task 7: Bridge Rating Review (5%)

- We have substantial experience reviewing load ratings performed by other consultants and, using our internally developed procedures, have in a number of cases significantly improved — or fully removed — postings we determined to be overly conservative or inaccurate.
- Every rating we produce, whether an original rating or a review of others' work, passes through a rigorous internal QA/QC process: standardized calculation templates, documented step-by-step procedures for cast-in-place and precast slab spans, , and pile bent ratings, QC checklists, and an independent PE-level QA review.
- Many times, when the capabilities of AASHTOWare BrR are enhanced or it is updated for new code requirements, updates are required to models produced using a previous version of the software. We have significant experience identifying required modifications and updating BrR the model.
- A large percentage of our load rating portfolio involves structures with significant deterioration, which has made deficiency-driven rating a particular strength. We routinely re-rate previously rated bridges to reflect additional deterioration identified in subsequent inspections.
- Subconsultant HNTB will provide independent bridge rating reviews for consultant-prepared load rating deliverables. Their role will be to help DOTD identify technical issues early, confirm rating assumptions, and verify that final reports support clear decisions. This gives DOTD added review capacity without pulling staff away from emergencies, urgent permit needs, or other program-level responsibilities. HNTB will review the same items we check on our own LADOTD load rating work. This includes as-built plans, inspection reports, rating models, report documentation, and responses to comments consistent with AASHTO MBE, AASHTO LRFD, LADOTD BDEM, and applicable BDTMs. HNTB's value as a reviewer is based on doing this work directly. HNTB has performed and checked ratings for conventional and complex Louisiana bridges, including movable bridges, pontoons, trusses, curved steel girders, continuous steel plate girders, prestressed concrete girders, reinforced concrete structures, and bridges with incomplete plans. That experience helps HNTB find the issues that typically create risk: unsupported assumptions, incomplete condition adjustments, software limitations, inconsistent report conclusions, and use of simplified methods where refined analysis is needed. We will provide clear, prioritized comments so DOTD and the consultant can resolve issues efficiently.



Task 8: Miscellaneous Rating Work (5%)

- We understand this task as technical support to help DOTD connect bridge load rating data with its Oversize/Overweight Truck Permits program. DOTD must safely permit truck movements on state highways while considering bridge capacity, route restrictions, vehicle weights, escorts, curfews, and other travel limitations. For LaGeaux and automated routing to work efficiently, DOTD needs bridge rating data that is accurate, current, consistent, and usable by the permitting system. Our subconsultant, HNTB will help DOTD evaluate the bridge data and engineering assumptions that affect permit decisions. This may include reviewing BrR models, validating key rating inputs, checking bridge records used for route screening, evaluating unusual permit vehicles, and determining when existing rating data is sufficient versus when supplemental analysis is needed. HNTB can also support policy development for recurring rating and permitting issues. This may include guidance for using BrR results in automated routing, documenting bridge-specific restrictions, reviewing consultant-prepared ratings, evaluating superload, and deciding when refined analysis is required. The goal is to help DOTD make permit decisions faster, more consistently, and with clear engineering support.

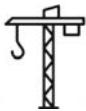
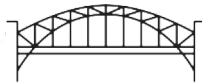


Quality Assurance/Quality Control

F&T's QA/QC program is **embedded in every task** above rather than treated as a separate step. We use **standardized internal procedures and calculation templates** for common structure types (castinplace slab, precast panel, and substructure bents), **documented QC checklists** specific to load rating deliverables, and an **independent PE level QA review on every rating produced**. This process is intended to minimize variation between raters and ensure DOTD receives a consistent, defensible product regardless of which staff member performs the work, consistent with DOTD's requirement that the selected consultant develop and follow a QA/QC program addressing review of all subconsultant deliverables.

Alignment with the RFQ Scope of Services - Summary

The table below summarizes how the approach described above maps to each task identified in Attachment A of the July 30, 2026 advertisement.

 Task 1 - Plan & Document Retrieval and Review DOTD General Files/microfilm, inspectX, District & Parish outreach, inhouse historical Standard Plan library, As Built/shop drawing review Weight: 5%	 Task 2 - Site Visits Rebar locator, D-Meter, Resistograph, inhouse laser scanning/remote sensing, minimal lane closures Weight: 2%	 Task 3 - Analysis and Load Rating AASHTOWare BrR, Midas Civil 3D FEM as needed, Standard Plan & complex structures (railcar, movable, truss) expertise, posting coordination, QA/QC Weight: 70%	 Task 4 - Training Formal BrRfocused training course, field training, continual informal technical support to DOTD Weight: 3%
 Task 5 - Overweight Permit Review Crane/superload, St. Claude Ave. bascule bridge permits, 1,000,000+ lb permit rating, crossing protocols Weight: 5%	 Task 6 - Review, Update & Correct AASHTOWare BrR File BrR file troubleshooting/repair, incorporation of load test and material test data Weight: 5%	 Task 7 - Bridge Rating Review QA/QC review of others' ratings, expertise with deteriorated members, rerating for updated MBE/code editions Weight: 5%	 Task 8 - Miscellaneous Rating Work Support for automated permitting system, load-test-derived LL distribution factors applied across similar bridge families, focus on responsiveness Weight: 5%



SECTIONS 19-23

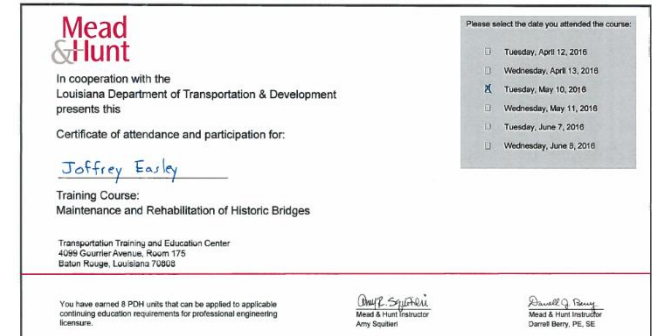
19. Workload:

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s)	Contract Number and State project number	Project name	Remaining Unpaid Balance
	Bridge	4400021594/H.009859.5	Task Order No. 6 - Load Rate Selected Statewide Bridges	713,687 11/03/26 End Date
	Bridge	4400021594/H.009730.5	Task Order No. 8 - In-Depth Bridge Inspections	61,667 11/03/26 End Date
	Bridge	4400021594/H.015546.6	Task Order No. 9 - Caplis Sligo Road Over Red Chute Bayou	5,244 11/03/26 End Date
	Bridge	4400021594/H.009859.5	Task Order No. 10 - Statewide Bridge Rating	792,671 11/03/26 End Date
	Bridge	4400024589/H.014990.5	OSBR S. Tiger Bend Rd & East Achord Rd Bridges	41,837
	Bridge	4400013387/H.013137.5	OSBR Ouachita	12,089
	Bridge	4400019864/H.014318.5	OSBR Gurney Road Bridges	4,708
	Bridge	4400025037/H.014994.5	OSBR Bonne Idee Rd over Bonne Bayou	3,487
	Bridge	4400024586/H.014981.5	OSBR Hosston River Road	5,689
	Bridge	44-24189	State Bridge Preservation	
	Bridge	H.010319.5	Task Order 1- I-110 North St. Plank Rd SA1	402,191
	Bridge	H.002337.5	Task Order 6 – Bayou Fountain	939
	Bridge	H.015935.6	Task Order 7 – Bayou Bienvenue CRES	30,711
	Bridge	H.014059.5	Task Order 8 – US 80 Bridges over Minden	34,369
	Bridge	H.015911	Task Order 9 – Grover Jones Rd over Williams Creek	137,638
	Bridge	H.016276	Task Order 10 – Sidney Leblanc Rd over Coulee	126,623
	Bridge	H.012083.6	Task Order 13- Calcasieu Bridge Repairs CRES	125,477
	Bridge	H.016475.5	Task Order 14- US90: GNO No. 2 Bridge Repair	154,287
	Bridge	H.016481.5	Task Order 15- LA124: Larto Lake Bridge and Grade Raising	34,319
	Bridge	H.014591.5	Task Order 17- I-12 US 61 Bridges Girder Repairs	92,154
	Bridge	H.015004.6	Task Order 18- LA 3139 Ramp Repair CRES	65,381
	Bridge	H.16471.6	Task Order 20- I-12 Median Barrier CRES	90,111
	Bridge	44-25029	IIJA Off-System Bridge Program	39,570
	Bridge	44-23512; H.009730.5	Statewide Complex Bridge Inspection	
	Bridge		Task Order 3 - BIM Updates and Load Rating	112,954
	Bridge		Task Order 10 - Statewide In-Depth Bridge Inspection	431,888
	Bridge	44-4900; H.008145.6	LA 1 Phase 2	205,516

Firm(s)	Discipline(s)	Contract Number and State project number	Project name	Remaining Unpaid Balance
HNTB	Bridge	44-21594	Complex Bridge Rating	
	Bridge	H.009859.5	2020 Complex Bridge Rating Services	32,245
	Bridge	H.009859.5	On-System Bridges Rating and Evaluation	7,619
	Bridge	44-28432; H.015569.5	LA 44 I-10 Roundabout	15,162
	Bridge	44-29683	LADOTD Complex Bridge Inspection	
	Bridge	H.009730.5	Statewide In-Depth Bridge Inspection	1,022,392
	Bridge	H.009730.5	T02- Audubon, GNO1, GNO2	6,127
	Bridge	H.009730.5	T03- Complex Bridge Inspection Audubon, GNO1, GNO2, I-10BR	103,201
	Bridge	H.016898	T04- LA407: Algiers Cutoff Canal Bridge Repair	697,214
	Bridge	H.009730	T05- 2026 Complex Inspection I-10 Baton Rouge Bridge	902,451
	Bridge	44-29195	Critical Projects IDIQ	
	Bridge	H.016246.5	LA324 Over Bayou Teche	198,109
	Bridge	H.016637.5	T04- Atkins Clark Rd	98,893
	Bridge	H.016510.5	T05- Jeems Bayou Bridge	373,240
	Bridge	H.012622.6	T06- Hog Branch CRES	102,759
	Bridge	H.016638.5	T07- Log Ferry Rd over Posten Bayou	114,003
WJE	Bridge	4400001762, H.014899.6	I-10/310 Bonnet Carré Fire Damage Repair	37,618
	Bridge	44-21594, H.009730.4	T-1 Steel Weld Assessment	13,816
	Bridge	44-00023921, H.016490	LA 3032: Red River Bridge Deck Overlay, testing	2,179
	Bridge	44-25003, H.009730.5-T01	NDE for Testing/Evaluation of Structures, TO 1	350,108
	Bridge	44-25003 H.009730.5-T02	Testing/Eval of Structures, TO 2, In-Depth Bridge Inspection, UT	295,508
	Bridge	44-25003, H.009730.5-T03	Testing/Eval of Structures, TO 3 , Service Life Estimates	22,723
	Bridge	44-25003, H.009730.5-T04	Testing/Eval of Structures, TO 4 , Deck Scans	1,974,902
	Bridge	4400023923, H.014283	Danziger Bridge Electrical Repairs	445,687
	Bridge	DOTLT 1000428	Skew Detection Replacement on Vertical Lift	157,759
	Bridge	44-21515, H.012738	Movable Bridge Rehabilitation – Morbihan	20,438
	Bridge	44-21515, H.010004	Movable Bridge Rehabilitation – Olivier	32,550
	Bridge	44-21515, H.011974.5	Movable Bridge Rehabilitation – Dulac	1,620
	Bridge	44-21515, H.011991.5	Movable Bridge Rehabilitation – Daspit	32,650
	Bridge	44-21515, H.014191	Movable Bridge Rehabilitation – Nelson	30,256
	Bridge	4400023923, H.016537.5	West Larose Skew System Repairs	90,552
	Bridge	44-21513, H.012737	Bayou Bonfouca Inspection	14,501
	Bridge	44-21513, H.012044.5	Grand Lake Rehabilitation	18,866

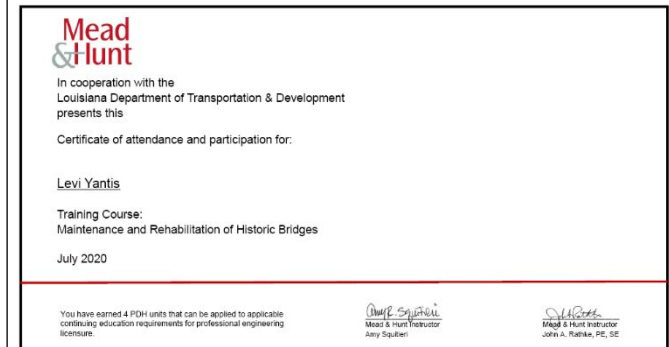
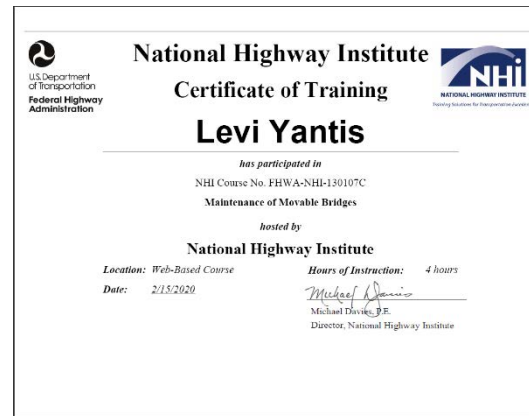
20. Certifications/ Licenses

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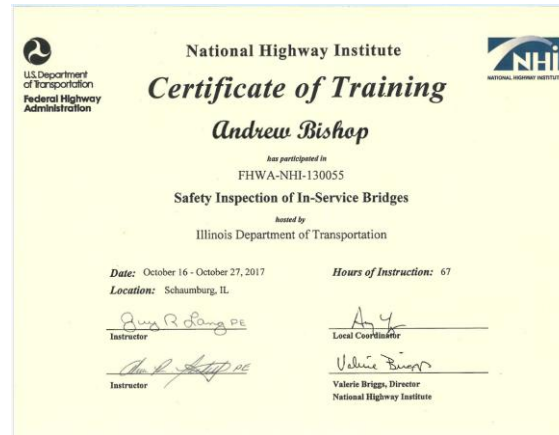
20. Certifications/ Licenses

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



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Name	Type	City	Status
FORTE AND TABLADA, INC.	Business Corporation	BATON ROUGE	Active

Previous Names
Business: FORTE AND TABLADA, INC.
Charter Number: 253060903
Registration Date: 2/8/1961

Domicile Address
9107 INTERLINE AVE.
BATON ROUGE, LA 70809

Mailing Address
9107 INTERLINE AVE.
BATON ROUGE, LA 70809

Principal Office Address
9107 INTERLINE AVE.
BATON ROUGE, LA 70809

Status
Status: Active
Annual Report Status: In Good Standing
File Date: 2/8/1961
Last Report Filed: 1/12/2025
Type: Business Corporation

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Name	Type	City	Status
HNTB CORPORATION	Business Corporation (Non-Louisiana)	DOVER	Active

Previous Names
Business: HNTB CORPORATION
Charter Number: 34422713F
Registration Date: 12/23/1992

Domicile Address
615 S DUPONT HWY
DOVER, DE 19901

Mailing Address
P.O. BOX 412197
KANSAS CITY, MO 64141

Principal Business Office
1111 MAIN STREET, SUITE 2500
KANSAS CITY, MO 64106

Registered Office in Louisiana
4459B BLUEBONNET BLVD.
BATON ROUGE, LA 70809

Principal Business Establishment in Louisiana
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LA 70801

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 12/23/1992
Last Report Filed: 12/2/2025
Type: Business Corporation (Non-Louisiana)

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Name	Type	City	Status
WISS, JANNEY, ELSTNER ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	NORTHBROOK	Active

Previous Names
Business: WISS, JANNEY, ELSTNER ASSOCIATES, INC.
Charter Number: 34520200F
Registration Date: 3/4/1996

Domicile Address
330 PFINGSTEN RD.
NORTHBROOK, IL 60062

Mailing Address
330 PFINGSTEN RD.
NORTHBROOK, IL 60062

Principal Business Office
330 PFINGSTEN RD.
NORTHBROOK, IL 60062

Registered Office in Louisiana
8550 UNITED PLAZA BLVD., SUITE 702
BATON ROUGE, LA 70809

Principal Business Establishment in Louisiana
5615 CORPORATE BLVD., STE. 400B
BATON ROUGE, LA 70808

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 3/4/1996
Last Report Filed: 2/27/2026
Type: Business Corporation (Non-Louisiana)

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.

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 exactly as registered with Louisiana's Secretary of State (SOS): including punctuation, include screenshot(s) from SOS at the end of Section 20)	Address	Point of Contact and email address	Phone Number
HNTB Corporation	450 Laurel Street Suite 1200 Baton Rouge, LA 70801	Todd "Dusty" Bastion, PE dbastion@hntb.com	(225) 368-2810
Wiss, Janney, Elstner Associates, Inc.	330 Pfingsten Road Northbrook, IL 60062	Jonathan C. McGormley, PE jmcgormley@wje.com	(847) 753-7234

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.