

STATEMENT OF QUALIFICATIONS

IDIQ CONTRACT FOR BRIDGE MAINTENANCE PRESERVATION AND REPAIR STATEWIDE



LADOTD
Contract No.
4400036231



HDR Engineering, Inc.



/ AUGUST 2026

DOTD FORM: 24-102

(Revised August 1, 2026)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

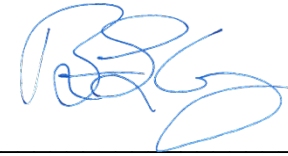
ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

1. Contract Name as shown in the advertisement	IDIQ Contract for Bridge Maintenance Preservation and Repair Statewide
2. Contract Number(s) as shown in the advertisement	4400036231
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	HDR Engineering, 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.0001231
6. Prime consultant mailing address	8545 United Plaza Boulevard, Suite 379
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	Baton Rouge, LA 70809-0204
8. Name, title, phone number, and email address of prime consultant's contract point of contact	8545 United Plaza Boulevard, Suite 379
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Baton Rouge, LA 70809-0204

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

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: 08/04/2026

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):

Firm(s)' %:

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	HDR Engineering, Inc. (Prime)	Ardaman & Associates, Inc. (Sub)	Bridge Diagnostics, Inc. (Sub)	Civil Design & Construction, Inc. (Sub)	Moffatt & Nichol Inc. (Sub)	Each Discipline must total to 100%
Bridge	80%	75%		10%		15%	100%
Survey	4%				100%		100%
Traffic	2%	100%					100%
Other (Utility Coordination)	2%	25%			75%		100%
Environmental	2%	100%					100%
Road	5%	100%					100%
Geotechnical	5%		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%	69.5%	5%	8%	5.5%	12%	100%

13. Team Size:

For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify "Other (must specify)" and include the classification title inside the parentheses. The DOTD Job Classification(s) to be used can be found at the following link: <https://bit.ly/DOTDJobClassifications>

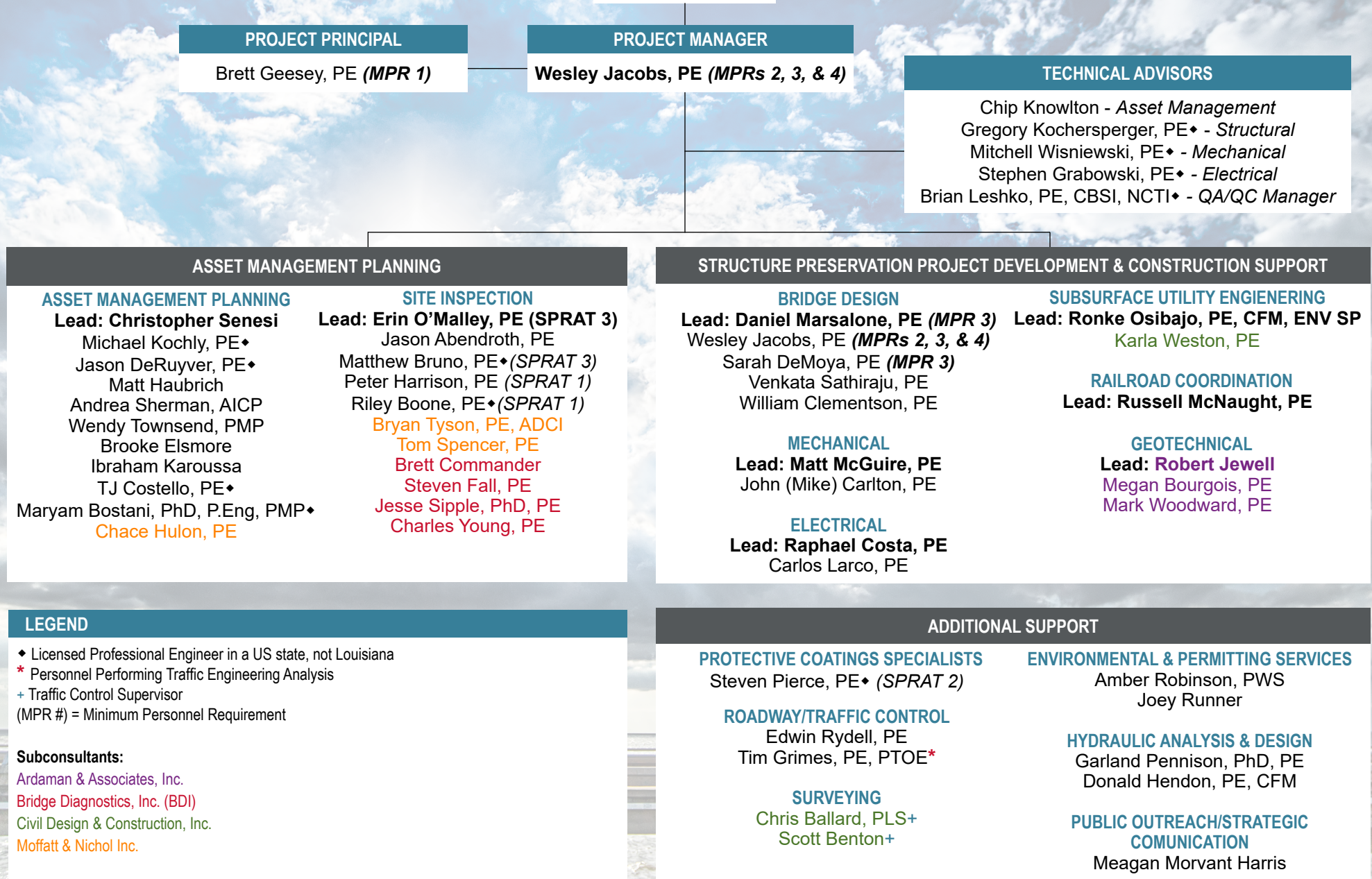
Firm name	DOTD Job Classification	Number of personnel committed to this contract *	Total number of personnel available in this DOTD Job Classification (if needed)
HDR Engineering, Inc.	Biologist/Wetlands	1	10
	Designer	1	11
	Engineer	7	15
	Engineer - Other	11	52
	Environmental Pro	1	5
	Inspector	1	18
	Inspector - Bridge	3	13
	Other (Communications)	1	5
	Principal	2	10
	Supervisor - Eng	10	46
	Supervisor - Other	3	12
	Technician	11	15
Ardaman & Associates, Inc.	Administrative	1	1
	CADD Technician	2	2
	Clerical	1	2
	Engineer	1	6
	Engineer Intern	3	6
	Principal	2	3
	Senior Technician	8	9
	Supervisor - Eng	3	3
	Supervisor - Other	3	4
	Technician	11	15
	Accountant	1	3
	Administrative	1	1
Bridge Diagnostics, Inc.	Clerical	1	2
	Computer Analyst	0	3
	Engineer Aide	0	3
	Engineer Intern	1	8
	Engineer	3	3
	Engineer Other	1	7
	Principal	1	2
	Professional	1	4
	Senior Technician	2	4
	Supervisor - Eng	1	2
	Supervisor - Other	3	4
	Technician	11	15

	Supervisor - Other	1	12
	Technician	1	5
Civil Design & Construction, Inc.	Surveyor	1	2
	Party Chief	3	5
	Instrument Man	2	3
	Rodman	2	2
	CADD Operator	1	1
	Senior Technician	3	6
	Supervisor - Other	1	1
	Principal	1	10
Moffatt & Nichol Inc.	Administrative	0	6
	CADD Operator	0	13
	Senior Technician	0	5
	Engineer Intern	0	10
	Engineer	1	14
	Supervisor - Eng	1	10
	Inspector - Bridge	0	12
	Inspector - Lead	2	15
	Supervisor - Other	0	6

(Add rows as needed)

***For evaluation purposes only**, and as referenced in the Scope of Services on page 2 of IDIQ advertisements only, the consultant shall assume the number of concurrently active task orders specified in the advertisement and shall identify the number of **committed** personnel accordingly.

14. Organizational Chart



15. Minimum Personnel Requirements:

Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR. Make sure the P.E. discipline is also listed (highlighted in table) that is meeting the MPR; e.g. professional civil engineer should show the discipline of the license as civil if meeting that MPR.

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	Brett Geesey	HDR Engineering, Inc.	PE # 0035172 - Civil	LA	3/31/2028
2	Wesley Jacobs	HDR Engineering, Inc.	PE # 0030774 - Civil	LA	9/30/2026
3	Wesley Jacobs	HDR Engineering, Inc.	PE # 0030774 - Civil	LA	9/30/2026
	Sarah De Moya	HDR Engineering, Inc.	PE # 0038011 - Civil	LA	3/31/2027
	Daniel Marsalone	HDR Engineering, Inc.	PE # 0028554 - Civil	LA	9/30/2027
4	Wesley Jacobs	HDR Engineering, Inc.	PE # 0030774 - Civil	LA	9/30/2026

16. Staff Experience:

Firm employed by HDR Engineering, Inc.				
Name	Jason Abendroth, PE		Years of relevant experience with this employer	8
Title	Hydraulic Structures Group Lead		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			BS / 2008 / Civil Engineering	
Active registration number / state / expiration date			PE 0038198 / LA / 03-31-2028	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Structural support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
Jason has 18 years of experience in the inspection, engineering, and design of structures, including bridges (concrete, steel, movable), flood control (sector, lift, sluice, and vehicular gates; pump stations, T-Walls, L-Walls, I-walls), and municipal sewage lift stations. Experience in other engineering disciplines includes geotechnical analysis and design for earthen levees and retaining walls. He has also completed the FHWA-NHI Bridge Inspector Certification.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/20-05/24	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide, LA. Lead Inspector. Jason led the inspections of over 25 bridges. These included fracture-critical inspections of seven steel girder swing-span bridges in St. Tammany, Tangipahoa, and Livingston Parishes; one steel swing-truss bridge (US 90 East Pearl River); and 17 smaller concrete slab-span and timber bridges. Jason reviewed the main span inspection reports of the Jackson Street Lift Bridge spanning the Red River and the lift bridge spanning Teche Bayou. The team performed structural, mechanical, and electrical inspections of the towers, main span truss, substructure, and machinery using rope access and manlift methods.			
10/23-03/24	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Team Leader (Non-Rope Access). Jason led the inspection team for the annual in-depth movable-bridge inspections of the Seabrook and Almonaster single-leaf truss bascule bridges (117-foot main span, 240-foot total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal. Jason led a multidisciplinary team of structural, mechanical, and electrical inspectors to conduct annual in-depth inspections, prepare reports, and issue remediation recommendations.			
11/22-Ongoing	LADOTD, Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E Waverly, LA. Inspector and QC Reviewer. Task orders included inspection, rehabilitation design, and load rating of the LA 577 precast concrete girder overpass, which was damaged in a collision with a dump truck. The scope included emergency services, inspection, load rating, and PS&E for the demolition of the existing span and the redesign of a new span. Jason performed an initial emergency inspection and QC for a portion of the design.			
02/16-08/17	LADOTD, Statewide Inventory and Inspection of Sign Trusses Statewide, LA. Assistant Project Manager. Jason coordinated teams, collected data, and conducted inspections for this five-year contract, totaling over 1,500 sign truss inspections. He prepared and reviewed the inspection reports after the inspections were completed. Inspections included steel and aluminum welds, high-stress moment connections, and fracture-critical elements, in accordance with FHWA guidelines.			
01/10-08/11	LADOTD, Chef Menteur Bridge Replacement EA, S.P. No. 700-36-0125 Orleans Parish, LA. Jr. Engineer. Jason assisted in developing high-level (75-foot vertical clearance) fixed-bridge alternatives to replace a historic swing-span bridge in Orleans Parish. The span arrangements comprised PPC AASHTO Type 3 (80 feet) and BT 78 (130 feet) approach spans, with steel-composite girders for the main spans (200 feet and 270 feet). He developed conceptual designs for deep river concrete piers with water-level footings supported by large-diameter PPC cylinder piles.			
01/11-05/15	TxDOT/LADOTD, US 84 – Logansport – Sabine River Bridge Replacement S.P. No. 021-01-0004 Logansport, LA. Jr. Structural Engineer. Jason assisted in developing the final design, plans, and specifications for two bridges spanning the Sabine River (eastbound and westbound) in accordance with AASHTO-LRFD specifications. He designed the new TX PPC girder shapes (Tx62's and Tx70's). The span lengths ranged from 120 feet to 160 feet. The substructure comprised multi-column reinforced-concrete bents with strutted columns at the main channel locations. Drilled shaft foundations supported the bents.			

11/10-07/12	ASARCO Smelter, Bridge Inspection and Load Rating El Paso, TX. <i>Structural Engineer.</i> Jason inspected and analyzed two bridges located on the site of the old ASARCO smelter. The first bridge consisted of 7 simple riveted steel girder spans totaling 375 feet supporting a concrete deck. The substructure consisted of steel truss systems ranging in height from 20 to 80 feet. The IH 10 overpass bridge was a continuous steel plate girder spanning 277 feet supported by three concrete column bents on pile foundations. Jason inspected the bridges and took field measurements to verify as-built dimensions. Jason used analysis software to perform a load rating analysis to determine if large, loaded dump trucks could safely traverse the bridges with operational recommendations for truck speed and lane placement.
01/10–02/11	TxDOT Austin, FM 112 East and West Brushy Creek Relief Bridges Austin, TX. <i>Jr. Engineer.</i> Jason assisted in developing the final designs and plans for this bridge replacement project. The east and west creek bridges are 213 feet and 163 feet long, respectively. Each bridge comprises three PPC Type C girder spans, varying in length from 40 to 65 feet. The superstructure is supported by reinforced concrete column bents founded on drilled shafts. Due to the existing structure's location, the bridge was designed using split-phased construction. The bridge was designed in accordance with TxDOT standards and LRFD specifications. Jason designed the westbound bridge PPC girders, column bents, and drilled shaft foundations.
06/08-12/09	TxDOT Waco, US 84 at Mexia – Union Pacific RR Overpass Waco, TX. <i>Jr. Engineer.</i> Jason assisted with the design of the replacement of this railroad overpass. The bridge comprises prestressed concrete girders and concrete column bents supported by drilled shafts. The bridge geometry was set to accommodate the required horizontal and vertical clearances for the Union Pacific Railroad. The overall bridge length was 715 feet, and it was 81 feet wide, accommodating four lanes of traffic through split-phased construction. He designed sections of the PPC girders, concrete column bents, and drilled shaft foundations.
03/09–02/10	TxDOT Austin, SH 195 – CR 228 Overpass Austin, TX. <i>Jr Engineer.</i> Jason assisted in the final design of this roadway overpass. He designed twin bridge structures with skewed spans set in a horizontal curve. He also checked the design of the three-span continuous units comprised of Type C prestressed concrete girders and designed the reinforced concrete column bents and drilled shaft foundations.
01/11-02/12	LADOTD, US 11 Bridge Environmental Assessment Orleans Parish, LA. <i>Jr. Engineer.</i> Jason assisted in developing alternatives, including a high-level fixed-span bridge across multiple alignments. He assisted with preliminary designs, including sizing steel plate girders and prestressed concrete girders, bent and column layouts, and pier and pile layouts.
03/11-05/14	USACE New Orleans District, LPV 145 – Bayou Bienvenue Movable Swing Span Bridge - Steel Swing Span New Orleans, LA. <i>Structural Engineer.</i> Jason designed the steel girder superstructure, the concrete substructure, and the foundations. The approach comprised concrete slabs that tied into an existing limestone access road. The bridge was designed to provide vehicular access to LPV 145, a six-mile isolated levee reach in Chalmette, LA. The timber fender system for the new bridge was designed to tie into the existing system at the sector gate. The bridge was designed in accordance with the LADOTD Bridge Design Manual and AASHTO-LRFD specifications.

Firm employed by HDR Engineering, Inc.				
Name	Riley Boone, PE (SPRAT 1)		Years of relevant experience with this employer	13
Title	Project Manager Engineering		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2013 / Civil Engineering		
Active registration number / state / expiration date		PE 131800 / TX / 07-31-2028		
Year registered	2018	Discipline	Structural Engineering	
Contract role(s) / brief description of responsibilities		Structural support / assess the condition and safety of a bridge's structural components, confirming it meets design specs and safety standards		
Riley specializes in bridge inspection, design, and scour evaluations. Riley's primary focus is on maintaining the safety of bridges and related structures, including inspection, design of repairs, and scour evaluations. Riley has nine years of experience in bridge design and inspection, including routine, fracture-critical, and condition assessments. Riley has been a risk-based inspection (RBI) team leader in Texas for seven years and a Nonredundant Steel Tension Member (NSTM) Team leader for three years. Riley's inspection experience includes various steel, concrete, and timber bridges in varied environments, from small stream crossings over county roads to large urban viaducts, and includes both on- and off-system bridges (elemental and non-elemental). Certificates: FHWA-NHI-130056: Safety Inspection of In-Service Bridges; FHWA-NHI 130078: Fracture Critical Inspection Techniques for Steel Bridges; FHWA-NHI 135047: Stream Stability and Scour at Highway Bridges for Bridge Inspectors; SPRAT 1				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/23–04/23	LADOTD, Statewide In-Depth Complex Bridge Inspection Statewide, LA. Bridge Inspector. Riley performed an in-depth visual and hands-on inspection of fracture-critical elements and a visual/routine inspection of other elements for two inspections.			
11/23–11/23	Port of New Orleans, Movable Bridge Inspection On-Call Contract Statewide, LA. Bridge Inspector. Riley performed an in-depth visual and hands-on inspection of fracture-critical elements and a visual/routine inspection of other elements for two movable rail truss bridges in the Port of New Orleans. Members were accessed and inspected from the rope.			
07/17–06/23 06/23–Ongoing	Texas Department of Transportation (TxDOT) Bridge Division, NSTM In-Depth Bridge Inspection IDIQ Statewide, TX. Bridge Inspector. Riley has inspected various bridges with NSTMs throughout Texas, including, but not limited to, large and small steel truss bridges, movable bridges, extra-dosed bridges, two-girder superstructures, steel plate caps, and steel box caps. Access methods include rope access, ladders, bridge inspection vehicles, bucket trucks, and man lifts. Riley performed inspections, communicated significant findings requiring immediate attention, prepared inspection reports, and made maintenance recommendations. Notable bridges include the Rainbow Bridge, the Martin Luther King Jr/Gulfgate Bridge, the Waco Brazos River Bridges, the Rio Hondo Moveable Bridge, the Pelican Island Moveable Bridge, and the Pennybacker Bridge.			
09/21–09/22	North Dakota Department of Transportation, Routine and Fracture Critical Bridge Inspection Statewide, ND. Assistant Bridge Inspector. Riley inspected small truss bridges and plate caps. Access methods included rope access and ladders.			
02/17–06/19 06/19–Ongoing	TxDOT, Routine Bridge Inspections Statewide, TX. Bridge Inspector. Riley has performed routine bridge inspections for both on- and off-system bridges. He has been the team leader on 15+ separate work authorizations, inspecting over 1,250 bridges. Riley performed inspections, reviewed previous inspections and bridge documents (including scour documentation), communicated significant findings requiring immediate attention with TxDOT, prepared inspection reports, and recommended repairs.			
10/17–Ongoing	TxDOT, On-System Condition Assessments Statewide, TX. Bridge Inspector. Riley conducted several condition assessment inspections, including an in-depth visual and hands-on inspection of bridge elements and the documentation of defects. After some inspections, Riley helped develop repair recommendations, cost estimates, and repair details. Notable bridges include Corpus Christi Harbor Bridge (rope access), Arroyo Colorado Lift Bridge (rope access), and several segmental bridges throughout San Antonio.			
05/21–01/24	TxDOT Dallas, Scour Evaluations Dallas, TX. Technical Lead/Evaluator. Riley led a team of engineers to evaluate nearly 500 bridges to determine their current and future vulnerability to scour and to provided repair and preventive recommendations to protect them from further scour.			

Firm employed by HDR Engineering, Inc.				
Name	Maryam Bostani, PhD, P.Eng, PMP		Years of relevant experience with this employer	11
Title	AI Practice Lead, Bridges and Structures		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		PhD / 2015 / Structures and Solid Mechanics Engineering MS / 2011 / Railway and Structures Engineering BS / 2009 / Railway and Structures Engineering		
Active registration number / state / expiration date		200397 / Alberta, CN / 09-30-2026		
Year registered	2020	Discipline	Structural Engineering / Bridge Asset Management	
Contract role(s) / brief description of responsibilities		Bridge Asset Management Specialist / AI Technical Lead		
Maryam supports bridge asset management programs through deterioration modeling, lifecycle planning, bridge management system evaluation, asset prioritization, predictive analytics, and development of AI-enabled decision-support tools. Her expertise includes asset inventory development, condition assessment, risk evaluation, bridge lifecycle cost analysis, and integration of advanced analytics into transportation asset management practices. She has more than 15 years of combined industry and research experience applying structural engineering, bridge management, and artificial intelligence to improve infrastructure investment decisions and optimize long-term asset performance.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/24-Present	Bay Area Toll Authority (BATA), Life Cycle and Bridge Deterioration Models San Francisco, CA. <i>Senior Bridge Engineer / Deterioration Modeler.</i> Maryam developed climate-adjusted, element-level bridge deterioration models and lifecycle management plans for major Bay Area bridges. She utilized Markov-chain deterioration forecasting and Bridge Life Cycle Cost Analysis (BLCCA) methodologies to evaluate investment scenarios, agency costs, user costs, bridge condition projections, and health index outcomes. Her work supports long-term maintenance planning and asset investment prioritization.			
01/25-Present	Michigan Department of Transportation (MDOT), I-94 Bridge Asset Management Program Michigan. <i>Technical Lead / Deterioration Modeler.</i> Maryam led bridge asset management and deterioration modeling efforts in support of MDOT’s I-94 modernization program. She applied AI-enabled deterioration modeling using National Bridge Inventory data and bridge lifecycle cost analysis techniques to develop bridge-specific asset management plans, support lifecycle planning, and establish bridge prioritization strategies.			
06/24-Present	Tennessee Department of Transportation (TDOT), Bridge Asset Management & Decision Support Systems Tennessee. <i>Technical Lead.</i> Maryam evaluated bridge management platforms, including AASHTOWare BrM and ManageX, to support bridge prioritization, lifecycle planning, treatment optimization, and asset investment decision-making. She authored comparisons of methodologies and provided technical recommendations on implementation strategies, governance, and decision-support processes.			
01/26-Present	Pennsylvania Department of Transportation (PennDOT), Bridge Asset Management Open-End Program Harrisburg, PA. <i>Developer / Bridge Engineer.</i> Maryam supports PennDOT’s bridge asset management initiatives by integrating advanced analytics, artificial intelligence methodologies, and asset management technologies into bridge management processes. She contributes expertise in asset deterioration modeling, data analytics, and decision-support tools designed to improve bridge lifecycle management and investment planning.			
01/23-12/23	Canada Infrastructure Bank, New Westminster Rail Bridge Network Study British Columbia, Canada. <i>Senior Bridge Engineer.</i> Maryam evaluated maintenance, rehabilitation, replacement, and lifecycle alternatives for the New Westminster Rail Bridge. She performed cost assessments and asset evaluations for multiple bridge replacement concepts and analyzed rehabilitation strategies intended to extend bridge service life by up to 40 years			
01/20-Present	HDR Research Fellowship, AI-Based Bridge Management Systems Development North America. <i>Principal Researcher.</i> Maryam leads development of AI-driven bridge management methodologies using Long Short-Term Memory (LSTM) neural networks, machine learning, and genetic algorithms to predict future bridge conditions and optimize lifecycle maintenance strategies. The research focuses on improving bridge asset management decision-making while balancing safety, performance, and budget constraints.			

Firm employed by HDR Engineering, Inc.				
Name	Matthew (Matt) Bruno, PE (SPRAT III)		Years of relevant experience with this employer	18
Title	Transportation Industrial Rope Access Program Leader		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2008 / Civil Engineering	
Active registration number / state / expiration date			PE 51856 / CO / 10-31-2027	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Structural Support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
Matt has successfully supported numerous bridge projects in project management, rating analysis, design, and inspection. He has specialized training and certification in the application of rope access and advanced climbing techniques. He uses access techniques including industrial rope access, under-bridge inspection cranes, manlifts, bucket trucks, and confined-space entry. He has hands-on experience with in-depth/fracture-critical (NSTM) bridge inspections, including the Golden Gate Bridge (CA), the East Huntington Bridge (WV), the Margaret Hunt Hill Bridge (TX), and the Corpus Christi Harbor Bridge (TX). Matt is experienced with hands-on, NBIS in-depth, and NSTM bridge inspections, which verify and code structural inventory and appraisal (SI&A) information, determine condition ratings, and develop inspection reports with recommended repairs, rehabilitation, and/or corrections needed. Certificates: Matt has completed courses in NHI Safety Inspection of In-Service Bridges and Fracture Critical Inspection Techniques for Steel Bridges. He is certified as a SPRAT Level 3 Rope Access technician for bridge inspections. He has also completed FHWA-NHI 130053, FHWA-NHI 135047, FHWA-NHI 130110, FHWA-NHI 130125, and FHWA-NHI 130087.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/09-Ongoing	TxDOT Bridge Division, Fracture Critical In-Depth Inspections Statewide, TX. Bridge Inspection Team Leader. HDR provided in-depth and fracture critical inspection of several signature, complex bridges throughout the state of Texas, including the Corpus Christi Harbor Bridge, Margaret Hunt Hill Bridge, Fred Hartman Bridge, and Rainbow Bridge. In addition, HDR has completed multiple inspections of interstate/highway interchanges in major metropolitan areas throughout the state. Conventional and industrial rope access techniques were utilized. Matt is providing rigging and safety support for the inspection as the Level 3 on-site.			
05/08-12/21	Oregon Department of Transportation, Statewide Bridge Inspection On-Call Services Statewide, OR. Bridge Inspection Team Leader and Assistant Team Lead. HDR provided in-depth fracture critical, fatigue-prone, and routine inspections of the Steel Bridge (vertical lift), Morrison Bridge (bascule), St. John’s Bridge, Ross Island Bridge, Fremont Bridge, and East/West interchange structures, East/West Marquam interchange structures, and Banfield interchange structures. Matt helped develop the field notes; in-depth fracture, critical, fatigue-prone, and routine inspection reports; bridge inspection (PONTIS) reports; and photo logs. Each inspection utilized conventional and industrial rope access techniques. Matt provided rigging and safety support for the inspection as the Level 3 on-site.			
02/15-Ongoing	Golden Gate Bridge Highway and Transportation District, Golden Gate Bridge Inspection San Francisco, CA. Bridge Inspection Team Leader, Rope Access Coordinator, Deputy PM. HDR performed fracture critical inspections on the Golden Gate Bridge on the South Approach Viaduct, Fort Point Arch, Main Span, and North Approach Viaduct in 2015, 2017, and 2019. In 2021, 2023, and 2025, the bridge's previous elements were reinspected, with inspections of 200+ floor beams in the main suspension spans added. Inspection of the floor beams and truss members was completed solely via industrial rope access. HDR performed the first-ever close-up inspections of the Golden Gate Bridge main towers in 2018. The towers were inspected only using industrial rope access. This was an element-level inspection using the new coding guidelines. Prior to the 2015, 2017, and 2019 inspections, Matt compiled and produced the field notes for the inspectors to improve efficiency and ease inspection. Matt was one of the team leaders on site performing multiple inspections. In 2024, HDR inspected miscellaneous elements across the bridge, including top/bottom lateral bracing, pylon spans, and the north abutment beam span. Matt continues to oversee the inspection team, coordinates the rope access team, and assists with staffing coordination.			
02/25-Ongoing	Delaware Department of Transportation, Indian River Inlet Bridge Inspection Bethany Beach, DE. Bridge Inspection Team Leader. HDR performed an in-depth/special inspection and condition assessment of the Indian River Inlet (cable stay) Bridge in 2025 and 2026. Locations included the upper cable anchorages at the pylons, along with the lower anchorages at deck level. HDR provided hands-on access to 100% of the cables, from top to bottom. Matt provided inspection services, rigging, and safety support for the inspection as the Level 3 on-site.			

01/12-Ongoing	Alaska Department of Transportation & Public Facilities (AKDOT&PF), NSTM Bridge Inspections, Tunnel Inspections, and Load Ratings Statewide, AK. <i>Project Manager, Bridge Inspection Team Leader, Load Rater.</i> Each year, the team has been assigned multiple fracture-critical (NSTM) marine facilities located in remote areas of southeast Alaska, northwest Alaska, and the Aleutian Chain, as well as several highway trusses in central Alaska. In addition, HDR inspected the two tunnels in Ketchikan, Alaska, in 2025. The structures inspected include steel, timber, and concrete systems, using both ground- and industrial-ropes access techniques. HDR has also completed load ratings for more than 20 marine structures of varying complexity and supported AKDOT&PF in the development of its Bridge Load Rating Manual. Load ratings were performed using LARSA, BRASS, MathCAD, Excel, and other software tools. Matt has performed multiple bridge inspections for this project and oversees and coordinates multiple bridge and tunnel inspections throughout Alaska. He was also the primary load rater for several load rating calculations.
04/17-Ongoing	Colorado Department of Transportation (CDOT), On and Off System Bridge Inspection and Asset Management Services Statewide, CO. <i>Contract/Project Manager, Bridge Inspection Team Leader, QA/QC Leader.</i> HDR has performed more than 4,500 routine NBIS and NSTM (fracture-critical) bridge inspections, both on- and off-system. The team has also completed over 500 load ratings using BrR, CANDE, and visual methods. Rated bridge types include single- and multi-cell concrete frames and box culverts, as well as single- and multi-span steel girder and corrugated-deck steel bridges. Matt conducts bridge inspections and performs load ratings, addressing a wide range of inspection types and levels of complexity. His experience includes ground-level, conventional, and industrial rope access techniques. He has also completed QA/QC reviews for multiple inspection reports. Matt also led the field inspection team for the routine/NSTM inspections of the historic Red Cliff Arch Bridge.

Firm employed by HDR Engineering, Inc.				
Name	John (Mike) Carlton, PE		Years of relevant experience with this employer	10
Title	Movable Bridge Mechanical Practice Lead		Years of relevant experience with other employer(s)	21
Degree(s) / Years / Specialization		BS / 1995 / Mechanical Engineering		
Active registration number / state / expiration date		PE.0043927 / LA / 3-31-2028		
Year registered	2019	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities		Mechanical Support / design, analyze, and confirm proper integration of mechanical systems and components to verify structural integrity and operational functionality.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Vermillion, Lafayette, St. Martin, and Calcasieu Parishes, LA. QC Reviewer. Mike reviewed the project inspection reports. He also provided strain gauge balance testing for the following bridges: Ellender, Abbeville Bypass, Old Abbeville, Milton, and Park.			
11/23-03/24	Port of New Orleans, Moveable Bridge Inspection On-call Contract New Orleans, LA. QC Reviewer. Mike reviewed the project inspection reports.			
01/19-06/21	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Philadelphia) Philadelphia, PA. Senior Mechanical Engineer. Mike prepared mechanical systems rehabilitation design plans, calculations, specifications, cost estimates, and post-design services for the Schuylkill River swing bridge. Post-design services include reviewing shop drawings, RFIs, and conducting site inspections during construction.			
01/20-04/20, 12/20-02/21, 08/21-11/21	LADOTD, Statewide In-Depth Complex Bridge Inspections Loreauville and Alexandria, LA. Lead Mechanical Engineer Inspector. Mike performed detailed inspections of the mechanical systems of the Little Caillou Bayou lift bridge, Bayou LaCarpe lift bridge, Teche Bayou lift bridge, and Red River lift bridge and provided findings and recommendations reports.			
05/17-Present	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Louisiana) Statewide, LA. Senior Mechanical Engineer. Mike provided scoping and assessment reports, mechanical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of two swing bridges (Chef Menteur and Rigolets). The mechanical rehabilitation scope for both bridges included replacing the end and center wedge drive systems, replacing the Promex rail lift system, and upgrading the hydraulic system to operate the end and center wedge drive systems and the rail lift system. He also provided post-design engineering services during construction.			
02/03-06/25	Virginia Department of Transportation (VDOT), Movable Bridge On-Call Contract Statewide, VA. QC Reviewer. Mike provided construction support for clutch coupling replacement on Benjamin Harris Bridge (BHB). He also reviewed the mechanical plans for the BHB, Berkley, Coleman, the Gwen Islands, the James River Bridge, and the Milford Haven bridges.			
02/16-03/25	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges - Florida) Statewide, FL. Senior Mechanical Engineer. Mike performed the assessment inspection, prepared the scoping and assessment report, mechanical systems rehabilitation design plans, calculations, specifications, cost estimates, and provided post-design services for the rehabilitation of three swing bridges (Little Manatee River, Alafia River, Trout River, and Saint Lucie). The mechanical rehabilitation scope for these bridges included replacing the mechanical drive systems, end and center wedges, and operating the Promex rail lifts via the end wedge system.			
05/17-02/18	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Louisiana) Statewide, LA. Senior Mechanical Engineer. Mike prepared the scoping and assessment report, mechanical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of two swing bridges (Chef Menteur and Rigolets). The mechanical rehabilitation scope for both bridges included replacing the end and center wedge drive systems, replacing the Promex rail lift system, and upgrading the hydraulic system for operation of the end wedges, center wedges, and rail lift system.			
01/17-12/17	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Mississippi) Statewide, MS. Senior Mechanical Engineer. Mike performed an assessment inspection, prepared the scoping and assessment report, mechanical systems rehabilitation design plans, calculations, specifications, cost estimates, and provided post-design services for the rehabilitation of three swing bridges (Biloxi Bay, Bay St. Lois, and Pearl River Swing Bridges). The mechanical rehabilitation scope for the bridges included			

	upgrading the end- and center-wedge operating system, replacing the Promex rail lift system, replacing the hydraulic motors, and upgrading the hydraulic power unit to operate the main drive motors, end and center wedges, and rail lift systems. Post-design services included reviewing shop drawings and RFIs, conducting a site inspection during construction, and a final walk-through upon completion.
02/16-7/19	CSX Transportation, Movable Bridge On-call Engineering Services (Bascule Bridges – Florida) Statewide, FL. Lead Mechanical Engineer. Mike inspected and provided scoping and assessment reports, designed the mechanical systems rehabilitation, and performed construction inspection services for three single-leaf bascule bridges (Big Manatee River, Hillsborough River, and Buffalo Bluff Bascule Bridges). The mechanical rehabilitation scope for the bridges included the main drive system, an auxiliary hydraulic backup drive system, and shimming between the track and track girders to compensate for track girder sag.
10/15-Ongoing	Florida Department of Transportation (FDOT), Movable Bridge On-call Engineering Services (Bascule Bridges Assessment) Fort Lauderdale, FL. Lead Mechanical Engineer. Mike is performing mechanical systems inspections and evaluations, studies, design, and construction support for task work orders (TWOs), including movable bridge structures. TWOs included inspections and assessment of 34 bascule bridges, and feasibility studies
11/21-Ongoing	FDOT, Sunrise Blvd. Bascule Bridge Rehabilitation Fort Lauderdale, FL. Lead Mechanical Engineer. Mike inspected, provided a scoping and assessment report, and led the design of the mechanical systems rehabilitation for the twin double bascule bridge. The project included the rehabilitation of a twin double-leaf bascule bridge. The mechanical rehabilitation scope included replacing the existing mechanical operating system, consisting of a single enclosed reducer driving a rack-and-pinion, with a new operating system comprising a primary reducer driving two planetary secondary reducers that drive the original pinion/rack open gear set. The span lock and live load shoes were also replaced. Mike is also providing post-design services, including reviewing shop drawings and RFIs, conducting a site inspection during construction, and conducting a final walk-through upon completion.
04/23-Ongoing	FDOT, Las Olas Blvd. Bascule Bridge Rehabilitation Fort Lauderdale, FL. Lead Mechanical Engineer. Mike inspected, provided a scoping and assessment report, and led the design of the mechanical system rehabilitation for the double-leaf bascule bridge. The project included replacing the motor, brakes, and span lock assembly. Mike is also providing post-design services, including reviewing shop drawings and RFIs, conducting a site inspection during construction, and conducting a final walk-through upon completion.
01/25-01/26	G&W Railroad, Swing Bridge Rehabilitation Jacksonville, FL. Lead Mechanical Engineer. Mike inspected and designed the rehabilitation of the end and center wedges. Rehabilitation included replacing an obsolete shaft-and-open-gear-train operating system with a hydraulic-cylinder operating system for the end and center wedges. Each end-and-center wedge assembly included a custom hydraulic power unit for the pair of end and center wedges. Mike also provided post-design services, including reviewing shop drawings and RFIs, conducting site inspections during construction, and a final walk-through upon completion.

Firm employed by: HDR Engineering, Inc.			
Name	William Clementson, PE		Years of relevant experience with this employer
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2013 / Civil Engineering ME / 2013 / Civil Engineering	
Active registration number / state / expiration date		PE.0047891 / LA / 09-30-2027	
Year registered	2023	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structural Support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
William's experience includes structural design and analysis of bridges. He has experience across each stage of bridge design, including preliminary planning, structural design, and construction-phase services. He has also served as a design engineer for design-build and design-bid-build projects, signature bridges, bridge rehabilitations, bridge widenings, and other miscellaneous structures, such as sign structures.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/22–07/23	LADOTD, Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E Waverly, LA. <i>Structural Engineer.</i> William performed detailed design checks for the demolition and replacement of the PPC AASHTO girder bridge span that was struck by a dump truck. Phase 1 design consisted of PS&E for the phased demolition of the west side of the damaged span to get a single lane of traffic open on the eastern half of the bridge (two undamaged girders). Phase 2 design involved a split-phase replacement span. The existing girders were AASHTO Type 3 (interior) and 4 (exterior). Load ratings were also completed for both phases.		
09/13–09/17	Harris County Toll Road Authority, Houston Ship Channel Bridge Replacement Houston, TX. <i>Bridge Engineer.</i> HDR designed the south approach structures for the proposed twin bridges to replace the existing Houston Ship Channel Bridge carrying Beltway 8 over the Houston Ship Channel. The south approaches are approximately 1 mile in length and feature 43 spans of prestressed concrete girders. William assisted with designing both the substructure and foundation.		
03/24–Ongoing	TxDOT Houston, Pelican Island Bridge Replacement Galveston, TX. <i>Bridge Engineer.</i> This project included the design of a mile-long fixed bridge over the Galveston Channel and the demolition of the existing movable bascule span bridge. It includes 32 spans of precast simple-span I-girders and 4 spans of spliced concrete girders, supported on reinforced concrete substructures and drilled-shaft foundations. William designed superstructure, substructure, and foundation elements, including design for coastal storms, wave loading, vessel collision, and significant scour.		
07/18–03/22	VDOT, Hampton Roads Bridge -Tunnel Expansion Norfolk, VA. <i>Bridge Engineer.</i> This design-build project involves the reconstruction and expansion of I-64 from Hampton to Norfolk. The project included many bridges, including multiple long marine trestle bridges, as well as additional tunnels under the main shipping channel. William performed preliminary superstructure, substructure, and foundation design for bridges over Hampton Roads, where the James, Nansemond, and Elizabeth Rivers empty into the Chesapeake Bay. Bridges were primarily prestressed concrete girders supported by trestle bents. In the final design phase, William refined and finalized the elements' design. There were many complicating factors, including extreme scour potential, large sound walls, heavy wave loading, and vessel collisions.		
12/20–Ongoing	TxDOT Atlanta, SH 43 at Big Cypress Bayou Marion and Harrison County, TX. <i>Bridge Lead Engineer.</i> William designed superstructure, substructure, and foundation elements for a 16-span prestressed precast I-girder structure over Big Cypress Bayou supported on reinforced concrete bents and drilled shafts. The structure's design was influenced by difficult phasing due to the existing steel structure, which could not be demolished in phases, and by limited ROW. The structure was also designed for significant scour.		
06/13–10/15	New York State Thruway Authority, Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement) Westchester and Rockland Counties, NY. <i>Bridge EIT.</i> HDR designed the approach structures for the Tappan Zee Bridge Replacement project over the Hudson River. The bridge is approximately three miles long, with over 40 spans of five curved steel plate girders. William assisted with designing the substructure and foundation of four units with five spans each, including soil-structure interaction and seismic design.		

Firm employed by HDR Engineering, Inc.				
Name	Raphael Costa, PE		Years of relevant experience with this employer	11
Title	Movable Bridge Program Lead		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization		MBA / 2009 / Business Administration MS / 2004 / Electrical Engineering BS / 2001 / Electrical Engineering		
Active registration number / state / expiration date		PE.0043993 / LA / 03-31-2028		
Year registered	2019	Discipline	Electrical Engineering	
Contract role(s) / brief description of responsibilities		Electrical Lead / provide electrical and controls inspection and assessment		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Statewide LA. Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. Electrical QC Reviewer. This project is to develop and perform NBIS In-Depth and routine inspections/reports, LRFR load ratings, and scope-of-work/report development for six vertical lift bridges: Old Abbeville, Abbeville Bypass, Parks, Milton, West Fork, and Ellender. Raphael conducted QC reviews of the bridges' electrical components.			
10/23-03/24	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Electrical QC. HDR led the annual in-depth movable bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117 feet main span with 240 feet total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal (river crossing). Raphael performed QC reviews of the portions of the electrical systems of the reports.			
06/20-Ongoing	Virginia Department of Transportation (VDOT), Movable Bridges On-call Contract Statewide VA. Senior Electrical Engineer and QC Reviewer. Raphael provided quality control reviews for several tasks, including annual bridge inspections and rehabilitation designs. He conducted quality reviews of the rehabilitation design plans, calculations, specifications, and cost estimates for the electrical systems of this lift bridge.			
01/20-06/22	LADOTD, Statewide Bridge Inspections Statewide LA. Lead Electrical Engineer Inspector. Raphael performed a detailed inspection of the electrical systems of the Teche Bayou, Red River, Bayou LaCarpe, and Bayou Little Caillou Lift Bridges, including power, controls, and lighting, and provided findings and recommendation reports.			
03/20-07/23	Martin County, Hobe Sound Bascule (Movable) Bridge Rehabilitation Hobe Sound, FL. Engineer of Record. Raphael was in responsible charge of the electrical design of the bridge's control and electrical systems, rehabilitation, and upgrades. The scope of the rehabilitation work included motor/drive systems, power distribution, controls, and replacement of submarine cable systems. Raphael prepared the preliminary engineering and scoping report and the detailed electrical design, including construction documents (plans, specifications, and cost estimates), and performed post-design services for the electrical and control system rehabilitation.			
06/19-07/24	Palm Beach County, Donald Ross Bascule (Movable) Bridge Rehabilitation West Palm Beach, FL. Engineer of Record. Raphael was responsible for the electrical design of the bridge's control and electrical systems, rehabilitation, and upgrade work. The scope of the rehabilitation work included new drive systems to control the new HPUs, power distribution upgrades, and a full controls systems replacement. Raphael prepared the preliminary engineering and scoping report, and detailed electrical design , including construction documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.			
01/18-09/22	Pinellas County, Park Boulevard Bascule (Movable) Bridge Rehabilitation Indian Shores, FL. Engineer of Record. Raphael was in charge of the electrical design of the rehabilitation of the double-leaf bascule bridge. The scope of the rehabilitation work included replacing the motor/drive, power distribution, and control systems. Raphael prepared the preliminary engineering and scoping report, and detailed electrical design , including construction documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.			
08/16-10/24	Florida DOT (FDOT) D6, NE 79th Street Bridges Rehabilitation Miami, FL. Engineer of Record. Raphael was in charge of the electrical repair design of four bascule (movable) bridges. The project entailed the design for structural, mechanical, and electrical repairs for the bascule bridges along the same causeway. Structures included a double-leaf twin bascule bridge and a single-leaf twin bascule bridge. The scope of the rehabilitation work included replacing the motor/drive, power distribution, and control systems. Raphael			

	prepared the preliminary engineering and scoping report, and detailed electrical design , including construction documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.
01/16-12/23	FDOT Districts 1 and 7, Asset Maintenance On-Call Services and Inspections Districtwide FL. Senior Electrical Engineer and Lead Electrical Inspector. Raphael inspected and evaluated movable bridges' electrical and drive elements and provided design and other engineering services for emergency response to the contract's 44 movable bridges.
02/16-08/18	Metropolitan Transportation Authority (MTA) Bridges & Tunnels, Miscellaneous Bridge Design Services Statewide NY. Senior Electrical Engineer. Raphael conducted quality reviews of the scoping and assessment report, electrical systems rehabilitation design plans, calculations, specifications, and cost estimates for the lift bridge rehabilitation.
06/15-Ongoing	CSX Transportation, Movable Bridge On-call Engineering Services Nationwide. Senior Electrical Engineer. Raphael conducted quality reviews of the scoping and in-depth reports, electrical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of four lift bridges. The electrical rehabilitation scope included replacing the control systems with remote-control capabilities and improving electrical power distribution for 8 lift bridges, 18 swing bridges, and 5 bascule bridges.
01/15-01/16	Alabama Department of Transportation (ALDOT), Wintzell Memorial Lift Bridge Assessment and Rehabilitation Mobile County, AL. Project Manager and Lead Electrical Engineer. Raphael was responsible for the project, which included detailed inspections of the existing electrical systems and a recommendation report for the 104-foot-long vertical lift bridge. He managed the project, inspected the bridge's electrical and control systems, and prepared the final inspection report, including recommendations for near-, mid-, and long-term repairs.
01/15-08/15	FDOT District 6, State-Owned Movable Bridge Inspections Districtwide FL. Senior Electrical Engineer and Lead Inspector. The project entailed reviewing existing inspection reports performed by other consultants. Raphael conducted the review process, which included inspecting and evaluating the movable bridge's electrical and machinery components and providing a detailed assessment of the district's inspection program.
12/14-04/15	Union Pacific Railroad, Steel Bridge Electrical Rehabilitation Portland, OR. Senior Electrical Engineer. Raphael conducted quality reviews of the scoping and assessment report, the electrical and control systems rehabilitation design plans, specifications, and cost estimates for the lift bridge rehabilitation. This historical bridge comprises a double-deck lift span carrying railroad, roadway, and pedestrians across the Willamette River.
02/10-08/14	America Latina Logística, Railway Movable Bridges Services Nationwide Brazil. Senior Electrical Engineer and Lead Inspector. Raphael performed consulting services for two railroad movable bridges, including electrical, mechanical, and structural inspections; repair design; bridge operators' training; emergency response; and maintenance assistance.
06/08-04/10	Connecticut Department of Transportation, Washington Street Bridge (Stroffolino Bascule Bridge) Norwalk, CT. Senior Electrical Engineer and Lead Inspector. Raphael provided mechanical and electrical inspection services to rehabilitate the structural, mechanical, and electrical systems and upgrade the existing double-leaf trunnion bascule bridge.
03/06-10/08	New Jersey Department of Transportation, Route 71 and Route 88 Lift Bridges Rehabilitation Statewide NJ. Electrical Engineer. The rehabilitation involved replacing the tractor-type barrier gates with new barrier gates and platforms, and improving control systems to verify safe, reliable operation. Raphael developed detailed inspections, repair and improvement designs, and construction support services for the electrical systems. He designed the rehabilitation of the electrical and control systems , including preparing plans, special provisions, and cost estimates.
11/06-07/09	New York City Department of Transportation, Roosevelt Island Vertical Lift Bridge New York City, NY. Electrical Engineer. Raphael prepared the final design for a 2,877-foot-long bridge over the East River with a 418-foot-long vertical lift span. Raphael prepared the electrical and control systems design for the project. He also provided construction support services associated with rehabilitating the bridge's electrical and control systems.

Firm employed by HDR Engineering, Inc.				
Name	TJ Costello, PE		Years of relevant experience with this employer	6
Title	Bridge Engineer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			MS / Structural Engineering / 2023 BS / Civil Engineering / 2020 BS / Applied Mathematics / 2020	
Active registration number / state / expiration date			PE.62496 / MN / 06-30-2028	
Year registered	2024	Discipline	Structural	
Contract role(s) / brief description of responsibilities			Structural Support / Perform bridge structural analysis and design; evaluate bridge components; complete bridge ratings; develop repair recommendations; prepare plans, calculations, quantities, and design documents for conventional and complex bridge projects.	
TJ's experience includes conventional and complex bridges, dams, reservoirs, and miscellaneous structures. He performs structural calculations and design for concrete bridge elements, hydraulic structures, and steel structures. He is proficient in LARSA, LEAP Bridge, MicroStation, Excel, spColumn, MATLAB, AASHTOWare BrR, CSi Bridge, and FBMultiPier.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
2024–Ongoing	I-70 Floyd Hill to Veterans Memorial Tunnel Clear Creek County, CO. Structural Engineer. TJ designed both semi-integral abutments for the bridge, including unique micropile-supported foundations. He also performed global model verification of conventional and segmental bridge units to confirm structural adequacy and design compliance			
2023–2024	FDOT, I-395 Signature Bridge Miami-Dade County, FL. Structural Engineer. TJ completed superstructure design support during construction, including shop drawing reviews and evaluation of contractor-proposed modifications. He redesigned bridge components as necessary to accommodate construction requirements while maintaining design intent.			
01/23–12/23	Metrolinx Ontario Line – Don Valley Crossings Toronto, Ontario, Canada. Structural Engineer. TJ designed single-column and twin-wall pier configurations for a segmental light rail bridge. He evaluated post-tensioning tendon bend alternatives, developed standardized bend details, and prepared bridge geometry and quantity packages for the West Don Crossing Bridge.			
01/22–12/22	Virginia DOT, Hampton Roads Bridge-Tunnel Virginia Beach, VA. Structural Engineer. TJ performed pile bent design and construction-stage analyses using FB-MultiPier. He also redesigned prestressed concrete beam units to accommodate utility conflicts and construction loading conditions using LEAP Bridge and CSiBridge.			
01/21–12/21	Oregon DOT, I-205 Abernethy Bridge Widening/Seismic Retrofit Clackamas County, OR. Structural Engineer. TJ designed a steel support structure and maintenance catwalk for a water main crossing as part of the bridge-widening and seismic-retrofit project. He completed the associated structural analyses and design calculations using CSiBridge.			
01/21–12/22	City of Alvin, FM 528 Extension from SH 35 to SH 6 – Bridge over BNSF Railroad Brazoria County, TX. Bridge Lead Engineer. This two-lane rural bridge on the new location was designed for future widening. Sarah led the design of prestressed concrete I-girders, concrete piers, and drilled shaft foundations. She also developed Exhibit A and located bridge piers outside the BNSF railroad ROW.			
01/21–12/21	South Dakota DOT, West River Bridges Program Various Locations, SD. Structural Engineer. TJ developed culvert layouts and completed structural design calculations for multiple culvert replacement projects. He prepared design documentation and construction details using MicroStation and Eriksson Culvert software.			
01/20–12/20	Iowa DOT, FHWA SHV Updates Bridge Inspections and Ratings Various Locations, IA. Structural Engineer. TJ performed bridge load ratings and structural evaluations for multiple structures using AASHTOWare BrR and LEAP Bridge. His work supported bridge management decisions and maintenance planning efforts.			
01/20–12/20	Hennepin County, Osseo Road Reconstruction Minneapolis, MN. Structural Engineer. TJ completed structural design services for a bridge deck replacement and slope paving replacement project. He prepared design calculations and supporting construction documents for the roadway reconstruction effort.			
01/20–12/21	Office of State Aid Road Construction, Complex Bridge Inspections and Timber Bridge Inspections Jackson, MS. Structural Engineer. TJ performed load ratings and structural evaluations for prestressed concrete T-beam bridges supported on timber bents. He utilized AASHTOWare BrR and Excel to determine load-carrying capacity and support inspection recommendations.			

Firm employed by HDR Engineering, Inc.				
Name	Sarah De Moya, PE		Years of relevant experience with this employer	13
Title	Bridge Group Lead		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		MS / 2007 / Structural Engineering BS / 2006 / Civil Engineering		
Active registration number / state / expiration date		PE.0038011 / LA / 03-31-2027		
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Structural Support / Assess bridge conditions, plan repairs or replacement, and bridge design, including plans, specifications, and estimates. (Meets MPR 3)		
Sarah's experience includes structural design and analysis of bridges. She has experience across each stage of bridge design, including preliminary planning, structural design, and construction-phase services. Sarah has served as a bridge engineer for numerous public clients, including LADOTD, TxDOT, FDOT, NYSTA, ADOT, USACE and various cities and counties in Texas.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/23-11/24	Texas Department of Transportation (TxDOT) Houston, Various Bridge Repairs Houston, TX. Senior Bridge Engineer. This project involved developing plans, specifications, and estimates for follow-up action items identified during routine bridge inspections at six bridge locations in Houston. Sarah checked plans, specifications, and estimates for bridge repairs, including concrete spalls, joint cleaning and sealing, armor joint repair, railing replacements, superstructure repairs due to fire, drainage flumes, and erosion repairs.			
11/22–07/23	LADOTD, Bridge Preservation IDIQ – LA 577 at I-20 Repair PS&E Waverly, LA. Bridge Lead/Engineer of Record. Sarah was in responsible charge of bridge preservation and design and developed demolition and rehabilitation plans, specifications, and estimates to replace the bridge span damaged by a truck impact. Some existing bridges were partially damaged, including prestressed concrete beams, bridge railing, and bridge deck. In Phase 1, Sarah load-rated the damaged bridge to determine whether a portion of it was safe to open to traffic. Sarah developed a letter bid plan for demolishing damaged beams and bridge deck, along with temporary traffic control, immediately following the load rating. The bridge reopened to one lane of traffic while the design for span replacement was ongoing. Phase 2 design included AASHTO Type 3 girders, designed using LEAP Bridge Concrete, with modifications to the existing substructure to accommodate additional girders due to phased construction. The design and LRFR load rating followed LADOTD BDEM, and the team developed bridge design, technical memos and plans using DOTD CadConform.			
08/22-02/24	TxDOT Dallas, Corsicana Bridge Replacements Navarro County, TX. Bridge Lead/ Engineer of Record. Sarah led the bridge design and led the design for five rural bridge replacements for this project. The SH 31 over Post Oak Creek bridge is one-half of a 4-lane divided highway utilizing a concrete slab beam superstructure, concrete piers, and drilled shaft foundations designed for 12 feet of scour. Low chord elevation was set above the 100-year design flood event, necessitating retaining walls on the bridge approaches to keep final grading within the existing state ROW. Abutment slopes were armored with 18-inch diameter stones for scour protection.			
04/20-Ongoing	TxDOT Corpus Christi, US77 Schematic and PS&E Sinton, TX. Bridge Lead/ Engineer of Record. Sarah led the bridge design and bridge preservation for this project. Sarah led the design for four new bridges, four bridge replacements, and six bridge rehabilitations. She performed a cost-comparative analysis to determine the optimum bridge length and retaining wall limits. Sarah designed prestressed concrete beams, concrete bents, and drilled shaft foundations. The 4 bridges over Chiltipin Creek were designed for 12 feet of scour, and the low chord was set above the 100-year design flood event. The overpass bridges were designed with pier protection for vehicle collision loading. The bridge rehabilitation plans incorporated typical TxDOT repair solutions to prolong the bridges' service life while reducing costs. Concrete repairs were in accordance with the <i>TxDOT Concrete Repair Manual</i> .			
06/19-12/20	TxDOT Beaumont, Old US 90 at Baird's Bayou Bridge Replacement Orange County, TX. Deputy Project Manager/Bridge Lead. Sarah coordinated with TxDOT, subconsultants, and the internal production team to progress design and deliver this project on a tight schedule. Sarah coordinated environmental documentation, utility relocation, and retaining wall construction. She developed a scheme for end-on-end bridge demolition and construction due to the existing bridge's condition and difficult site access in a rural area. Sarah reviewed prestressed concrete pile trestle bents and slab-beam superstructure designs.			
01/18-09/19	City of Alvin, FM 528 Extension from SH 35 to SH 6 – Bridge over BNSF Railroad Brazoria County, TX. Bridge Lead Engineer. This two-lane rural bridge on the new location was designed for future widening. Sarah led the design of prestressed concrete I-girders,			

	concrete piers, and drilled shaft foundations. She also developed Exhibit A and located bridge piers outside the BNSF railroad ROW. Sarah developed the design of noise walls, retaining walls, and custom project aesthetics.
08/15–Ongoing	Harris County Toll Road Authority (HCTRA), Sam Houston Tollway East – Ship Channel Bridge Replacement Harris County, TX. <i>Bridge Lead Engineer/Deputy Project Manager/ Engineer of Record. Sarah was in charge of bridge design.</i> Sarah designed bridge substructure and foundation elements for new twin bridges to replace the existing Houston Ship Channel Bridge, which carries Sam Houston Tollway-East over the Houston Ship Channel. Each approach bridge is over a mile long with a combined deck area of nearly 800,000 square feet. Sarah led the bridge layout and structural design, influenced by difficult site constraints, including nine railroad tracks, access roads, existing bridge foundations, poor soil, highly skewed box culverts, an operating petcoke facility, and roughly 90 utilities. Despite many obstacles, the new bridge was designed so that only overhead power lines needed to be relocated. Sarah checked superstructure designs and developed go-by details utilized by the bridge design teams.
01/14-06/15	Metropolitan Transit Authority of Harris County (METRO), Union Pacific Railroad (UPRR), Harrisburg Overpass Houston, TX. <i>Structural Engineer.</i> This fast-track project included bridge design services for a nine-span bridge consisting of two light rail tracks, two highway lanes, and two sidewalks over UPRR tracks. Bridge design included pre-stressed concrete I-girders, deck design, substructure design, special railing details, track plinth design, rail structure interaction model, approach slab design, cased drilled shafts due to contaminated soil, OCS pedestal details, and OCS/light pole anchorage design. Sarah checked the design of prestressed concrete girders, substructure, foundations, OCS pedestals, and anchorage.
01/13-01/14	City of Memphis, Harahan Bridge Restoration Memphis, TN, Structural Engineer. This project rehabilitated a 1916 steel-truss railroad bridge and an unused wagon path into a pedestrian and bicycle path over the Mississippi River between Memphis, TN, and Crittenden County, AR. Sarah performed structural capacity calculations for the cantilevered pedestrian boardwalk supported by an existing in-service steel-truss railroad bridge. She analyzed cantilevered bracket connections for moment and shear capacity. She estimated loads for various boardwalk deck and pedestrian overlook options. The final design was completed with a 12-foot wide mixed-use walkway that included 54" tall pedestrian railings and a 10-foot tall curved fence on the inside of the walkway. The existing stringers were reused with additional framing as required for final design loads.
01/12–11/12	Central Texas Regional Mobility Authority, US 290 Manor Expressway Manor, TX. Structural Engineer. Sarah designed and analyzed truss structures for overhead sign bridges, cantilever sign structures, DMS structures, and toll gantries, utilizing RISA and AASHTO LTS criteria. Sarah reviewed the shop drawings and approved sign structure/DMS/toll gantry trusses, sealed expansion joint assemblies, drainage structures, pedestrian railing, and prestressed concrete beams. The design includes 6.2 miles of reconstruction of a six-lane, grade-separated tollway with three general-purpose lanes in each direction. It includes a roadway, 32 bridges, retaining walls, drainage, sign structures/toll gantries, and a 10-foot shared path, in accordance with AASHTO LRFD, TxDOT, FHWA, and ADA design criteria.
06/11-10/11	City of Sugar Land, Sweetwater, Harman, and Dulles Avenue Bridge Condition Assessments and Rehabilitation Sugar Land, TX. Engineer of Record. Sarah was in responsible charge of bridge preservation and conducted condition assessments of the existing bridges at Sweetwater Boulevard over Steep Bank Creek, Harman Street over Oyster Creek, and Dulles Avenue over Oyster Creek. She developed rehabilitation plans and specifications to repair the bridge deficiencies.
01/10-10/11	City of Sugar Land, University Boulevard South Extension, Bridges over Ditch H Sugar Land, TX. Bridge Engineer. Sarah performed structural calculations and detailed the structural elements of these twin curved bridges. Sarah designed Type IV prestressed concrete I-beams, raised sidewalks, containment rails, deck drains, heavily skewed multi-column bents and abutments with deep foundations, founded wing walls, and bridge-mounted utilities. She also reviewed shop drawings and responded to RFI's during the construction phase.

Firm employed by: HDR Engineering, Inc.				
Name	Jason DeRuyver, PE		Years of relevant experience with this employer	2
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		MS / 1999 / Structural Engineering BS / 1998 / Civil Engineering		
Active registration number / state / expiration date		PE 6201049920 / MI / 1-31-2028		
Year registered	2003	Discipline	Structural	
Contract role(s) / brief description of responsibilities		Asset Management Planning / Support development and prioritization of bridge maintenance and preservation strategies by analyzing asset condition data to optimize lifecycle performance and funding decisions.		
Jason has more than two decades of bridge engineering experience in design, inspection, and scoping, including over 10 years as the Michigan Department of Transportation's (MDOT) Structure Maintenance Support Engineer, where he developed innovative bridge preservation and repair techniques and authored more than 30 Special Provisions. While at MDOT, Jason led the development of the Bridge Urgent Needs (BUN) project delivery process, played a key role in developing metal mesh panels to protect the motoring public from falling concrete, and trained agencies nationwide on bridge preservation practices. He served as MDOT's representative to the AASHTO TSP2 Midwest Bridge Preservation Partnership from 2013 to 2023 and currently serves as Vice Chair for Industry, while continuing to lead outreach efforts that reach hundreds of local agencies across the US and Canada.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/25 – Ongoing	Michigan Department of Transportation (MDOT), I-94 Asset Management Plan Detroit, MI. Project Manager & Inspection Team Lead. HDR will perform bridge scoping inspections on 34 bridges and file reviews for an additional 10 bridges in accordance with the National Bridge Inspection Standards (NBIS), the FHWA Bridge Inspection Reference Manual (BIRM), Michigan Structure Inspection Manual (MiSIM), and other applicable resources. In addition to the inspections, HDR will develop an asset management plan for the 44 bridges. Each bridge asset management plan will include an evaluation of the structure to address potentially significant impacts on the phased delivery of the I-94 Modernization project. This will include recommendations for preventive maintenance, rehabilitation, and reconstruction that may be required in advance and in support of the I-94 Modernization phased delivery. Recommendations will be based on current structural conditions and predictive deterioration modeling. The overall asset management plan will include a programmatic overview of 44 bridges with recommendations for each bridge, including packaging similar work and similar locations. Jason performs field inspections, quantifies defects, assesses ratings, writes scoping reports, and develops and estimates repair options.			
03/26 – Ongoing	MDOT, M-39/I-96 Scoping Detroit, MI. Deputy Project Manager. HDR provided a detailed scoping inspection of the bridges in the M-30/I-96 interchange to quantify the severity and extent of deterioration to the deck, superstructure, and substructure components. Visual and physical evaluations of bridge components and approaches were performed to document the existing conditions of each structure. Based on the inspection findings, a scoping report was provided, including an existing-condition summary and repair alternatives, comparing the observed deficiencies with current design standards. Jason performs field inspections, quantifies defects, assesses ratings, writes scoping reports, and develops and estimates repair options.			
06/25-12/25	MDOT Grand Region, I-196 Ramp F over I-196 EB Request for Action (RFA) – MDOT JN 218323 Grand Rapids, MI. Project Manager. Jason oversaw the project, directing the design team, coordinating with subconsultants, and confirming that the project was completed in accordance with MDOT specifications, manuals, and procedures. This project is an RFA project for the repair of a 40-foot pier column that supports a non-redundant steel tension member (NSTM) pier cap. Jason developed details and directed junior engineers in the extensive analysis required for the curved, super-elevated superstructure to determine temporary support loads, including thrust, differential thermal, and wind. Additionally, the geometric configuration of the NSTM pier cap's internal diaphragm system increased the analysis complexity, necessitating that Jason develop and detail a complex shoring tower system. Jason estimated this non-standard project within 8% of the low bid.			
10/24-08/25	MDOT University Region, US-12 and Rawsonville Road over I-94 – MDOT JN 220604 Ypsilanti and Rawsonville, Washtenaw County, MI. Project Manager. Jason provided project oversight, directing the design team, coordinating with subconsultants, and verifying overall project completion in accordance with MDOT specifications, manuals, and procedures. This project is an RFA project for substructure repair. The US-12 over I-94 is severely skewed, and the substructure units are primarily independent columns supporting			

	each beam end. The existing columns were insufficiently designed in the original plans and have been retrofitted with steel straps that are also insufficient. Jason led the design team in determining the necessary retrofit details to verify that the bridge will serve the desired service life. Additionally, due to his understanding of bridge movement, Jason discovered a buckled bottom flange at Rawsonville Road over I-94 caused by pavement growth.
06/23-01/26	MDOT Grand Region, US-131 Grand Rapids Freeway Lighting Replacement Grand Rapids, MI. <i>Preservation Specialist.</i> HDR led the design and development of plans and specifications to replace the architectural lighting foundations along US-131 in downtown Grand Rapids. There are 52 typical architectural foundations and 4 tower foundations within the corridor, built in the early 2000s, that cross the Grand River. Utilizing Accelerated Bridge Construction technology, the design used precast construction to minimize traffic delays and public impacts in this busy area, with construction anticipated to be performed from US-131, where heavy construction equipment will be located on structures. To mitigate risk, HDR performed extensive analysis of the many structural types in the corridor, including curved/skewed steel and prestressed concrete bridges, for crane and other construction loading. Several unique provisions were developed for the contractor's erection/demolition plans, precast construction, T17 MMA Polymer Substructure Patching, and other work. The design improves the durability of the architectural foundations while maintaining a similar visual appearance to the existing foundations. Jason developed complex, project-specific special provisions for precast foundation construction, erection/demolition sequencing, and substructure repairs across multiple bridge types in a high-traffic urban corridor.
06/23-08/25	TxDOT Abilene, Follow-Up Actions on 62 Bridges Abilene, TX. <i>Senior Bridge Engineer.</i> This was a multi-year design contract to provide field assessments and repair contracts for 62 bridges in the TxDOT Abilene District that required follow-up actions. The project included full-depth deck patching, concrete t-beam repairs, bearing replacements, expansion joint replacements, substructure patching, and temporary supports. Jason performed the field assessments, scope refinement, repair details development, and oversaw general plan production to verify delivery of the project on time.
09/24-10/26	Ohio Department of Transportation (ODOT), Craig Memorial Bascule Bridge Rehabilitation – State Route 65 Toledo, OH. <i>Lead Structural Engineer</i> Jason oversaw the structural rehabilitation, directing the structural design team, coordinating with environmental, electrical, and mechanical disciplines, and verifying overall completion of the project scope in accordance with ODOT Specifications and Bridge Design Manuals. This project included the complete replacement of mechanical and electrical systems and the rehabilitation of the structure. Jason verified structural access and constructability of large mechanical components, developed unique repair solutions to rehabilitate movable structural components, and directed the structural team in creating details required for various rehabilitation techniques. Jason authored the required specifications for the unique repair details required to rehabilitate the structure.

Firm employed by: HDR Engineering, Inc.			
Name	Brooke Elsmore		Years of relevant experience with this employer
Title	Transportation Asset Management Advisory Consultant II		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		Executive MBA / 2022 / Business & Technology Management MA / 2015 / Diplomacy & Military Studies BA / 2012 / Political Science & Government AS / 2009 / Business Administration & Management	
Active registration number / state / expiration date		Institute of Asset Management (IAM) Certified; Prosci Change Management Certified	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Asset Management Planning / Support development and prioritization of transportation asset management, maintenance, preservation, and investment strategies through condition assessment, lifecycle planning, business process improvement, risk analysis, capital planning, and enterprise asset management (EAM) implementation support.	
Brooke specializes in asset management, strategic planning, organizational assessments, business process improvement, capital planning, technology integration, and enterprise asset management systems. Brooke has led and supported asset management assessments, improvement programs, strategic planning initiatives, business requirements development, functional requirements development, process mapping workshops, stakeholder engagement activities, and digital asset management programs.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/24-Present	Spokane Transit Authority (STA), EAM Business Process Review and Solution Options Analysis Spokane, WA. Advisory Consultant II. Brooke supports the Spokane Transit Authority in procuring a new Enterprise Asset Management (EAM) system and associated process improvements. She develops functional and technical requirements, business process maps, and procurement documentation to improve the agency's long-term asset management capabilities.		
01/25-Present	Amtrak, EAM Assessment Philadelphia, PA. Advisory Consultant II. Brooke is supporting the development of a comprehensive asset management plan and risk management framework for Amtrak infrastructure assets. She assists in documenting current business processes, conducting stakeholder engagement, performing gap analyses, and developing methodologies to assess and manage asset failure risks.		
01/25-09/25	Connecticut Department of Transportation (CTDOT), Strategic and Capital Plan Improvement Roadmaps Hartford, CT. Advisory Consultant II. Brooke assists CTDOT in developing strategic, capital planning, and technology roadmaps. She conducts stakeholder interviews, reviews existing planning processes, facilitates process-mapping workshops, benchmarks industry best practices, and develops recommendations and implementation roadmaps for future improvements.		
05/25-Present	Oklahoma Department of Transportation (ODOT), Digital Information Management Plan Oklahoma City, OK. Advisory Consultant II. Brooke supports developing a framework that connects project and asset information across the entire project delivery lifecycle. She identifies functional requirements, evaluates technology practices, develops digital asset management frameworks, and recommends implementation strategies.		
02/25-06/25	LA Metro, Digital Assets Model Management Framework Los Angeles, CA. Advisory Consultant II. Brooke supported the development of a framework to connect information across planning, design, construction, operations, and maintenance functions. She assisted with defining functional requirements, evaluating industry best practices, conducting a data pilot, and updating the framework based on lessons learned.		
01/25-Present	Washington Metropolitan Area Transit Authority (WMATA), WPMI Maintenance Optimization and Technology Improvement Division Washington, DC. Program Manager. Brooke manages staff augmentation efforts and supports a team focused on improving rail infrastructure operations and maintenance practices. She provides program management and organizational support to advance maintenance optimization and technology improvement initiatives.		

Firm employed by HDR Engineering, Inc.			
Name	Brett Geesey, PE		Years of relevant experience with this employer
Title	Vice President, LA/MS Area Operations Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2005 / Mechanical Engineering ME / 2006 / Ocean Engineering	
Active registration number / state / expiration date		PE.0035172 / LA / 3-31-2028	
Year registered	2009	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Project Principal / Oversee project execution and resource management (Meets MPR 1)	
Brett serves as HDR's Louisiana/Mississippi Area Operations Manager , overseeing the overall operations of HDR's offices in Louisiana and Mississippi. He manages a team of engineers and scientists and has experience managing and designing various engineering projects. He has also implemented projects ranging from feasibility studies through applied design, prepared detailed plans and specifications, and provided construction administration.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/22-07/23	LADOTD, Bridge Preservation IDIQ – LA 577 at I-20 Repair PS&E Waverly, LA – Project Principal. HDR is providing as-needed bridge preservation services. Task orders have included repair plans for a bridge damaged during a vehicular accident and a task order to develop an optimization tool for developing layout and bridge configuration. For each task order, Brett works with the task order manager to develop the scope, schedule, and budget, and to identify the resources required to deliver it.		
08/23-Ongoing	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Project Principal. HDR provides as-needed inspection and load rating services for two bridges under the Port of New Orleans authority. Task orders have included annual inspections for the Seabrook and Almonaster bridges. For each task order, Brett works with the task order manager to develop the scope, schedule, and budget, and to identify the resources required to deliver it.		
07/19–03/24	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide LA. Project Principal. HDR is a subconsultant supporting LADOTD's in-depth inspections of complex bridge structures. Brett worked with HDR's task order managers to review the scope, schedule, and budget; coordinate the resources required to complete the task orders; and assist them in providing quality services.		
05/21-05/26	Sewerage and Water Board of New Orleans (SWBNO), Internal and External Communications Support New Orleans, LA. Project Principal. HDR provides SWBNO with communications support, including communications planning, protocol development, crisis communications support, content development, graphic design, website development, social media strategy, event coordination, and stakeholder management. Brett works closely with the project manager to provide project resources and supports internal project controls, including contracting, cost controls, and scheduling.		
07/23–06/24	Baton Rouge Water Company, Utility Network Data Migration Baton Rouge, LA. Project Principal. Brett assisted the project manager in providing resources and overall project delivery. HDR assisted the Baton Rouge Water Company with migrating its existing utility network data into ESRI's UN data model.		
05/18-Ongoing	Lafayette Consolidated Government (LCG), LCG Drainage Initiative Project Lafayette, LA. Project Principal. Brett works with the project manager to provide the necessary resources to deliver the project and oversees the overall contract. HDR has provided LCG with wetland delineation services to support its overall drainage initiative program.		

Firm employed by HDR Engineering, Inc.				
Name	Stephen Grabowski, PE		Years of relevant experience with this employer	13
Title	Mid-Atlantic Movable Bridge Section Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2012 / Mechanical Engineering / Emphasis in Machine Design		
Active registration number / state / expiration date		0402057734 / VA / 12-31-2027		
Year registered	2017	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities		QAQC-Mechanical, Verify mechanical systems and materials meet quality standards through review, inspections, and testing.		
Stephen has 13 years of experience in the design and inspection of mechanical systems for movable bridges and tunnels. Stephen's expertise in mechanical systems, combined with his active membership in Heavy Movable Structures (HMS) and relevant training, enables him to deliver quality QA/QC services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/25–Ongoing	Transtar, Delray Connecting Railroad Shortcut Bridge Over River Rogue Mechanical and Electrical Rehabilitation Bay City, MI <i>Mechanical QC Reviewer.</i> Stephen performed technical QC on the 90% mechanical plans to confirm that the design met HDR's and the client's quality standards.			
10/24–Ongoing	Ohio DOT, Craig Memorial Bridge Rehabilitation Toledo, OH. <i>Mechanical Calculation QC Reviewer.</i> Stephen conducted a QC review of the span drive and span lock machinery to verify that the proposed equipment design complies with current AASHTO specifications.			
09/22–Ongoing	Virginia DOT (VDOT), Hampton Roads Programmatic Support Services Contract - Berkley Bridge Mechanical and Electrical Rehabilitation Norfolk, VA. <i>Project Manager.</i> Stephen oversaw revisions to and completion of the design package for the mechanical and electrical rehabilitation, including plans, specifications, estimates, construction time duration reports, and coordination with the USCG and USACE for permit applications. He is coordinating with mechanical, electrical, structural, architectural, civil, and traffic to deliver a complete package for advertisement. During the advertisement, Stephen provided responses to the Contractor's questions. He is currently managing construction support services.			
06/21–06/26	VDOT, Movable Bridges On-Call Contract - Jamestown Ferry Transfer Bridge Rehabilitation Jamestown, VA. <i>Lead Mechanical Inspector/Designer.</i> Stephen led and performed a site inspection for a rehabilitation design to replace the horizontally oriented hydraulic cylinders with vertically oriented cylinders and an overhead gantry. He led the design for the rehabilitation, assisted the Department through the advertisement, and is leading the construction support services (CSS).			
09/24–04/25	VDOT, Movable Bridges On-Call Contract - Coleman Bridge (Double Swing Span) AASHTO Inspection Coleman, VA. <i>Project Manager/Lead Mechanical Engineer/Inspector.</i> The project consists of routine inspections (2018, 2022, 2024) and an in-depth inspection (2020) of the Coleman Bridge. Stephen coordinated the mechanical, electrical, and structural disciplines, maintained traffic during inspections, and prepared the report in accordance with VDOT, FHWA, and AASHTO MBI requirements for this double-swing bridge.			
05/25–9/25	VDOT, Statewide Movable Bridges On-Call Contract - Berkley Bridge (Twin Double-Leaf Rolling Bascule) AASHTO Inspection Norfolk, VA. <i>Project Manager/Lead Mechanical Engineer/Inspector.</i> The project consists of routine (2021, 2023) and in-depth (2019, 2025) mechanical and electrical inspections of the Berkley Bridge. Stephen coordinated mechanical, electrical, and structural balance testing, a fracture-critical rope-access inspection, and maintenance of traffic for the inspection and submission of the report in accordance with VDOT, FHWA, and AASHTO MBI requirements for these twin double-leaf bascule bridges.			
01/22–02/24	VDOT, Hampton Roads Programmatic Services Contract – James River Bridge Wire Rope Replacement Newport News, VA. <i>Lead Mechanical Designer.</i> Stephen oversaw the preparation of the design package for replacing the main and auxiliary counterweight wire ropes, including plans, specifications, and the engineer's estimate. He also prepared procurement documents for wire ropes and accessories and provided on-site construction support during their installation.			
06/19–11/24	VDOT, Movable Bridges On-Call Contract—Gwynn's Island Rehabilitation Gwynn Island, VA. <i>Project Manager.</i> Stephen provided oversight and coordinated the repair plans, specifications, and estimate for Gwynn's Island Rehab. He coordinated all aspects of the project, including mechanical, electrical, and structural rehabilitation. Stephen also supported the CSS.			

Firm employed by HDR Engineering, Inc.				
Name	Tim Grimes, PE, PTOE		Years of relevant experience with this employer	23
Title	Senior Traffic Engineer		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2002 / Civil Engineering		
Active registration number / state / expiration date		PE.0050226 / LA / 09-30-2027; PTOE #3027 / 04-20-2029		
Year registered	2025	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Roadway/Traffic Control / Develop permanent and temporary traffic control plans for the project, including signing, pavement markings, and signal coordination as required.		
Tim specializes in signing and striping design, pedestrian and bicycle facilities, traffic signal design, and the development of permanent and temporary traffic control plans. His experience includes traffic analysis and operational and safety studies in support of roadway and bridge rehabilitation projects. Tim has completed signing and striping PS&E, traffic signal design, and maintenance-of-traffic (MOT) plans, as well as transportation and site access studies, signal warrant analyses, and signal timing studies for municipal and state agencies. His work has supported arterial and highway improvements by minimizing construction traffic impacts through effective traffic control strategies, roadway improvements, site access design, and traffic impact analysis. Tim has completed the three modules of the Louisiana Transportation Research Center (LTRC) Traffic Engineering Process and Report Course.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/20-05/25	Williamson County, FM 3349 and US 79 Design Services Taylor, TX. Project Engineer. HDR developed the interchange at FM 3349 and US 79, which included two railroad overpasses and a jughandle access road connecting the grade-separated roadways. Tim developed the corridor signing schematic for both the interim and ultimate configuration roadway facilities. He developed the signing and striping plans for the interim roadway and designed traffic signals for the project, to be used in both interim and ultimate traffic conditions. The project was opened to traffic in 2025.			
11/18-Ongoing	TxDOT Austin, SH 71 Interchanges Bastrop County, TX. Project Engineer. Tim prepared plans for temporary traffic signals and overhead flashing beacons to upgrade two signalized intersections to grade-separated interchanges. Upgrade of the interchanges required maintaining traffic signal operations until SH 71 through traffic could be rerouted to the overpass lanes. Tim designed temporary traffic signals to use existing traffic signal equipment until construction operations require removal, then to use the proposed signal equipment once new poles have been installed. He designed the overhead flashing beacons as traffic signals to operate on a shared controller upon completion, for easier future upgrades to accommodate changing traffic conditions.			
11/22-Ongoing	TxDOT Austin, MLK Breakout, IH 35 Capital Express Central Austin, TX. Project Engineer. Tim designed a traffic signal replacement for the interchange. Tim designed temporary timber poles and span wire signals to maintain signal operations throughout construction. Currently, Tim provides construction support services for signal installation and maintains temporary signalization.			
01/20–10/25	TxDOT Pharr, IH 2/IH 69C Interchange Design Build (D/B) General Engineering Consultant (GEC) Pharr, TX. Signing and Pavement Markings SME. The project includes full reconstruction of the IH2/IH69C directional interchange and associated improvements. Tim provided oversight reviews of pavement marking and signing plans, traffic operational elements within the project’s maintenance-of-traffic plans, and miscellaneous traffic submittals from the D/B contractor.			
04/20-02/21	TxDOT Design Division, IH 35 Interstate Justification Report (IAJR) Cooke County, TX. Project Engineer. HDR worked with TxDOT to prepare an IAJR for proposed IH 35 access changes from 1.4 miles south of Spring Creek Road to 0.2 miles south of US 82. HDR revised available approved traffic forecasts for a base year and two future years, conducted a capacity analysis for the IH 35 mainlane segments and interchanges, and performed a historical and predictive crash analysis along the corridor using IHSDM analysis modeling software. Tim conducted traffic analysis, organized data collection, developed the analysis report, reviewed the analysis and results, and prepared the reports for TxDOT and FHWA review and approval.			

Firm employed by HDR Engineering, Inc.				
Name	Meagan Morvant Harris		Years of relevant experience with this employer	5
Title	LA-MS Strategic Communications Team Lead		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization		BS / 2018 / Mass Communication		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Public Outreach & Strategic Communications / Lead public outreach, stakeholder engagement, and strategic communications to support project awareness and delivery.		
Meagan leads HDR's Strategic Communications team in Louisiana/Mississippi, which is part of a full-service public relations firm and creative studio within HDR. With a background in branding and advertising, Meagan understands the art of executing campaigns with tailored messages that engage and motivate various target audiences. She has helped private and public clients employ data-driven strategies, carefully craft holistic messages, build effective external and internal communication programs, and launch new communication tools.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/25–Ongoing	Bayou Vermilion District (BVD), Master Plan Lafayette, LA. Senior Strategic Communications Coordinator. Meagan developed a public and stakeholder engagement plan that set the framework for public involvement throughout BVD's master planning effort. Based on secondary research and community analytics (via publicly available data in partnership with HDR's Data Solutions team), Meagan crafted a data-driven, strategic approach to engage multiple stakeholder groups requiring varying levels of engagement and incorporated their feedback into the Master Plan. Meagan is working with the client to finalize this plan and implement it through June 2026.			
12/25-Ongoing	New Orleans Regional Transit Authority, Streetcar Modernization Master Plan New Orleans, LA. Sr. Strategic Communications Coordinator Meagan collaborates with RTA, the HDR team, and subcontractors to develop strategic public outreach plans to support the Master Plan effort. The plan recommends a wide variety of communication tactics, ranging from grassroots outreach and pop-up events to formal public meetings and digital marketing. Given that the streetcar is a historic symbol of the New Orleans community, Meagan and the HDR team are considering key audiences, both internal and external, as well as potential opposition to the modernization effort, and strategically engaging them for a successful project. Meagan is working with the client to finalize this plan and implement it through October 2026.			
05/21–05/26	Sewerage & Water Board of New Orleans (SWBNO), Communication Services New Orleans, LA. Project Manager. Meagan provided comprehensive internal and external communications support to New Orleans' water, wastewater, and drainage utility. She delivered a broad range of services, including communications strategy, customer education, content development and copywriting, graphic design, crisis communications support, media relations, elected official outreach, website content creation, ADA compliance advising, event coordination, and employee communications. Most recently, Meagan developed and implemented communications strategies for the utility's new online customer portal platform and for the initial stages of SWBNO's lead service line replacement program.			
08/21–08/25	Port of New Orleans, Louisiana International Terminal St Bernard Parish, LA. Strategic Communications Coordinator. HDR was an extension of the Port NOLA communications team, focused on the politically charged Louisiana International Terminal project. Meagan created and implemented communications plans, crafted an earned media strategy, supported robust public outreach efforts, and managed NEPA public comments and responses. Meagan also oversaw the development of a project website and planned and implemented three series of public open houses with supplemental online versions, going above and beyond NEPA public engagement requirements.			
08/21–07/22	LADOTD, Strategic Highway Safety Plan (SHSP) Statewide, LA. Quality Reviewer. HDR developed LADOTD's 2022 SHSP update using critical data and input from various Regional Safety Coalitions and Emphasis Area Teams throughout Louisiana. Meagan reviewed the designed version of LADOTD's 2022 SHSP, which involved planning client review meetings, managing client comments, and coordinating with the designer to verify edits were addressed.			

Firm employed by HDR Engineering, Inc.				
Name	Peter Harrison, PE (SPRAT 1)		Years of relevant experience with this employer	12
Title	Bridge Inspection Section Lead		Years of relevant experience with other employer(s)	16
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering		
Active registration number / state / expiration date		PE 0039771 / LA / 09-30-27		
Year registered	2015	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Structural support / evaluate and document the condition of bridges to verify safety, structural integrity, and compliance with design and regulatory standards		
Peter has over two decades of experience in bridge design, inspection, and project management. He has experience with inspections and repairs involving steel, concrete, and timber. He has worked on a diverse range of structural types, including segmental concrete, truss, cable-stayed, tied-arch, and movable bridges. Training Certificates: FHWA/NHI #130055 - Safety Inspection of In-Service Bridges, (2008); FHWA/NHI #130053 - Bridge Inspection Refresher Training, (2022); FHWA/NHI #130078 - Fracture Critical Inspection Techniques for Steel Bridges (2003); FHWA/NHI #130110 – Tunnel Safety Inspection, (2016); FHWA/NHI #130124 - Tunnel Safety Inspection Refresher, (2021); SPRAT Rope Access Technician – Level I				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. QA/QC. Peter conducted in-depth quality control reviews of NBIS, routine inspections, LRFR load ratings, and inspection report development for six vertical-lift bridges: Old Abbeville, Abbeville Bypass, Parks, Milton, West Fork, and Ellender. He reviewed bridge inspection reports and load rating documentation to confirm technical accuracy, consistency, and compliance with NBIS requirements, and coordinated with inspection team leads and discipline specialists to resolve comments and confirm that final deliverables reflected observed conditions across inspection mobilizations, including rope-access inspections.			
05/20-04/21	TxDOT Bridge Division, JFK Causeway over Gulf Coast Intracoastal Waterway Rehabilitation Corpus Christi, TX. Inspection Team Lead. Peter coordinated logistics for two field teams over a three-week inspection effort, including coordination with the United States Coast Guard (USCG). He led field inspections and developed a comprehensive condition assessment report documenting observed deficiencies and recommending concrete repairs and the installation of a cathodic protection system. Inspection findings were used to support rehabilitation planning and subsequent design efforts.			
01/14-Present	TxDOT Bridge Division, Non-Redundant Steel Tension Member (NSTM) (Fracture-Critical) Inspection IDIQ Statewide, TX. Bridge Inspector/Team Leader. Peter manages and leads field inspections and report preparation for fracture-critical bridge inspections statewide. To date, the team has inspected approximately 2,000 bridges, with Peter serving as on-site team leader for about 25% of them. Notable structures include the Corpus Christi Harbor Bridge, Margaret Hunt Hill Bridge (Dallas), Rainbow Bridge (Port Arthur), Fred Hartman Bridge (Baytown), Pennybacker Bridge (Austin), West 7th Street Bridge (Fort Worth), and the Pelican Island Bascule Bridge (Galveston).			
10/23-03/24	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Structural QA/QC. HDR led the annual in-depth movable-bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117-foot main span with a total length of 240 feet). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal (river crossing). Peter reviewed the proposed inspection methods and performed a quality review of the final report.			
08/15-Present	TxDOT, Routine Bridge Inspection Statewide, TX. Project Manager/Inspection Team Leader. Peter manages and leads routine bridge inspections and report preparation statewide. He coordinates multiple inspection teams and confirms compliance with TxDOT and FHWA requirements. This contract has included the inspection of approximately 15,000 bridges. Peter has served as the on-site team leader for approximately 20% of the structures.			
12/19, 11/22, 11/26	TxDOT Bridge Division, Arroyo Colorado Lift Bridge Routine Bridge Inspection Rio Hondo, TX. Bridge Inspector. Peter led the NSTM (fracture-critical) inspection of this structure, including the use of industrial rope access methods to inspect NSTM members that were difficult to reach with conventional methods.			
02/14-08/15	LADOTD, LA 12 Sabine River Bridge Stage 0 Bridge Evaluation Calcasieu, LA. QA/QC Reviewer. HDR analyzed the feasibility of rehabilitation and/or replacement of a historic swing-span bridge on the Texas-Louisiana border. The 327-foot five-span bridge contains			

	four concrete approach spans and one steel girder movable span, which has been immobilized. Peter provided QA/QC for the bridge inspection, load rating calculations, and the report summarizing inspection, load rating, and alternatives analysis.
11/17-04/26	Golden Gate Bridge Highway and Transportation District, Golden Gate Bridge Fracture Critical Bridge Inspection San Francisco, CA. Bridge Inspector. Peter is part of a team that inspects the fracture-critical members of this structure using industrial rope access, which are difficult to access through conventional methods.
06/09-12/09	Nebraska Department of Roads (NDOR), Fracture Critical Inspection and Rating Statewide, NE. Inspection Team Leader. Peter led the inspection and load rating of 108 fracture-critical bridges. Load ratings were performed to determine inventory and operating loads following NDOR standards using LARS rating software. Most bridges were pony trusses of varying lengths.

Firm employed by: HDR Engineering, Inc.				
Name	Matt Haubrich		Years of relevant experience with this employer	2
Title	Transportation Asset Management Principal		Years of relevant experience with other employer(s)	16
Degree(s) / Years / Specialization		MBA / 2017 / Business Analytics MBA / 2000 / Marketing BS / 1996 / Statistics		
Active registration number / state / expiration date		Institute for Asset Management (IAM) Certificate #6142217		
Year registered	N/A	Discipline	Transportation Asset Management / Data Analytics	
Contract role(s) / brief description of responsibilities		Asset Management Planning / Support development and prioritization of transportation asset management, lifecycle planning, risk management, asset valuation, performance management, capital planning, and data-driven investment strategies to optimize lifecycle performance and funding decisions.		
Matt is a nationally recognized transportation asset management leader with 30 years of experience, including 16 years specializing in the field. He previously served as Iowa DOT's Transportation Asset Management Administrator, where he led development of the agency's Transportation Asset Management Plans and co-chaired the Asset Management Technical Committee. Matt has extensive expertise in lifecycle planning, risk and resilience analysis, capital planning, asset valuation, pavement management, performance management, and data analytics. He has served as Chair of the AASHTO Subcommittee on Asset Management, U.S. Representative to PIARC's Asset Management Technical Committee, and a member of multiple Transportation Research Board committees focused on asset management, risk management, and data-driven decision making.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/25-Present	Minnesota Department of Transportation (MnDOT), 2026 Asset Management Plan Revision St. Paul, MN. Strategic Support. Matt leads HDR's support team for MnDOT's 2026 Asset Management Plan update. He provides strategic guidance on risk and resilience, lifecycle planning, asset valuation approaches, and incorporating equity considerations into asset management decision-making.			
01/25-Present	Texas Department of Transportation (TxDOT), 2026 Transportation Asset Management Plan Austin, TX. Strategic Advisor. Matt supports the development of TxDOT's 2026 Transportation Asset Management Plan. His responsibilities include advising on risk management strategies and supporting pavement and bridge lifecycle analyses that inform long-term transportation investment decisions.			
09/14-03/23	Iowa Department of Transportation, Transportation Asset Management Plan Iowa. Project Lead. Matt led Iowa DOT's development of Transportation Asset Management Plans in 2016, 2018, 2019, and 2023. He worked closely with executive leadership and technical experts to establish asset management objectives, evaluate investment strategies, develop lifecycle planning approaches, and improve statewide asset management practices.			
01/18-12/19	Iowa Department of Transportation, Pavement Management Strategic Plan Iowa. Project Co-Lead. Matt co-led development of Iowa DOT's Pavement Management Strategic Plan. Working closely with agency leadership and consultants, he helped establish a strategic approach to pavement management that led to the creation of a dedicated Pavement Management Unit and strengthened pavement investment decision-making processes.			
01/25-Present	Pennsylvania Department of Transportation (PennDOT), Strategic Plan for Delivering Asset Data Harrisburg, PA. Task Lead. Matt is leading the development of a strategic plan to improve data flow and digital delivery across the asset lifecycle. He is facilitating stakeholder interviews and identifying opportunities to strengthen data integration and asset information management processes throughout the organization.			
01/24-12/24	Ames Metropolitan Planning Organization (MPO), Pavement Needs Forecast Ames, IA. Task Lead. Matt supported development of a 25-year pavement needs forecast for the Ames Area MPO. He led updates to the Deighton dTIMS pavement management system, including data validation, deterioration model refinement, treatment strategy evaluation, and budget scenario analyses used to support long-term investment planning.			
08/24-07/25	Connecticut Department of Transportation (CTDOT), Strategic and Capital Plan Improvement Roadmap Hartford, CT. Task Lead. Matt supported Connecticut DOT in assessing and improving its capital planning and project delivery processes. He conducted stakeholder interviews, facilitated workshops, benchmarked peer agencies, identified improvement opportunities, and helped develop a roadmap for future program enhancements.			

Firm employed by: HDR Engineering, Inc.			
Name	Donald (Don) Hendon, PE, CFM		Years of relevant experience with this employer
Title	Hydraulics/Hydrology & Coastal Project Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2015 / Civil Engineering (Coastal Emphasis) BS / 2013 / Civil Engineering (Coastal and Environmental Emphasis)	
Active registration number / state / expiration date		PE.0044893 / LA / 03-31-2027	
Year registered	2020	Discipline	Civil
Contract role(s) / brief description of responsibilities		Hydraulic analysis & design / hydraulic modeling, designing drainage systems, and analyzing flood risks to verify effective water management and regulatory compliance.	
Don has experience in the analysis and design of hydraulic structures, leveraging advanced numerical hydrodynamic modeling technologies. His project work spans riverine and coastal environments and includes bridges, culverts, levees, and weirs. His expertise covers hydraulic bridge design, scour analysis for new and existing structures, evaluation and design of countermeasures, floodplain analysis, riverine modeling, moving-vehicle impact analysis, spectral wave and storm-surge modeling, and hydraulic loading assessments. He has also supported structural inspections of bridges. Don contributed to FHWA's EDC initiative, C.H.A.N.G.E., by assisting State DOTs in implementing 2D hydraulic modeling.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/21–04/22	LADOTD, Louisiana Watershed Initiative Region 5, LA. Hydraulic Engineer. The project analyzed watershed flow patterns to determine how precipitation will affect infrastructure. Don oversaw the hydrologic modeling portion using HEC-HMS and worked with multiple junior staff members. He conducted quality control reviews of their HEC-HMS models for Region 5 in the Lafayette area.		
02/22–02/24	Mississippi Department of Transportation (MDOT), SR 53 Bridge Hydraulic Design Harrison County, MS. Project Manager. Don oversaw the design of the replacement of two structures in the Wolf River's one-mile-wide floodplain, which contains a FEMA Regulatory Floodway. He developed the design based on the SRH-2D model and prepared a no-rise certification for the floodway.		
01/20–12/20	MDOT, I-20 Emergency Scour Countermeasure Design Warren County, MS. Project Manager/Hydraulic Engineer. The project addressed the rapid bank instability that threatened the bridge structure. Due to the flow's complexity, Don performed a 2D hydraulic analysis using SRH-2D. He also designed a countermeasure solution to bank instability. This project had an accelerated timeline. The design was completed less than a year after MDOT was notified of the problem, and a couple of months later, the countermeasure was in place.		
09/22–06/23	VDOT, Route 156 over the James River, Benjamin Harrison Bridge Jordan Point, VA. Hydraulic Engineer. The project provided final design services for the full replacement of the fender system on the Benjamin Harrison Bridge over the James River. The existing fender system will be replaced with a total of eight 30-foot-diameter dolphin structures: four to the left (north) of the main channel and two connected by a fender system protecting the main span piers, which are located at the edge of each side of the main channel. Don performed the hydrologic, hydraulic, and scour analysis. He developed an SRH-2D model for this project.		
08/22–12/24	MDOT, Bridge Scour Evaluations Hancock County, MS. Project Manager/Hydraulic Engineer. Don performed a qualitative and quantitative hydrologic/hydraulic analysis of three sites on the Mississippi Gulf Coast. He developed an SRH-2D model for each site and a MIKE21 storm-surge/spectral-wave model for the area to determine the parameters required for scour analysis at the three locations.		
08/22–12/24	MDOT, Bridge Designs and FEMA No-Rise Harrison County, MS. Project Manager/Hydraulic Engineer. Don led hydraulic analysis and design support for the replacement of two SR 53 bridges over Wolf River Relief and Mill Creek. He developed 1D/2D models (HEC-RAS and SRH-2D) to evaluate floodplain connectivity, overtopping dynamics, and bridge hydraulics, supporting span selection and scour countermeasures; achieved FEMA no-rise certification for the Mill Creek floodway crossing.		

Firm employed by HDR Engineering, Inc.				
Name	Wesley Jacobs, PE		Years of relevant experience with this employer	11
Title	Transportation Group Manager/Associate Vice President		Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization			BS / 1998 / Civil Engineering	
Active registration number / state / expiration date			PE.30774 / LA / 9-30-2026	
Year registered	2003	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Project Manager / Oversee planning, execution, and completion of projects, confirming they meet deadlines, stay within budget, and adhere to quality and safety standards (Meets MPRs 2, 3, & 4)	
Wes has over 28 years of demonstrated expertise in several aspects of civil and structural design/inspection, including bridges (high-level river crossings, movable bridges, overpasses, rail bridges with common elements such as complex geometry, PPC girder, steel plate girder, curved steel plate girders, pier design/protection, cofferdams, column and pile bent design), sign structures, and urban/rural roadway/drainage design. Through this experience, he has gained a solid foundation in civil and structural design, driven by the complexity of projects completed, including CMAR/ECI and D/B (with estimated construction costs exceeding \$10 billion). His responsibilities have included independent technical review, plan production, structural design, seismic review, forensic analysis, civil design, geometrics, drainage design, structural inspection, specification development, cost estimation, bridge rehabilitation, and project management. Training: Maintenance and Rehabilitation of Historic Bridges - completed on 4/12/2016				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/22-05/24	LADOTD, Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E Waverly, LA. Project Manager & Engineering Lead. Task orders were issued for inspection, rehabilitation design, and load rating of the LA 577 precast concrete girder overpass in North Louisiana, which was damaged in a collision with a dump truck. The scope included emergency services for inspection, load rating, and PS&E for the demolition of the existing span and the redesign of a new AASHTO T3 PPC span.			
04/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. Project Manager. Wes led the movable bridge multi-disciplinary team (structural, mechanical, electrical, and architectural) to develop and perform NBIS In-Depth and routine inspections/reports, LRFR load ratings, scope of work/report development to rehabilitate six vertical lift bridges: Old Abbeville, Abbeville Bypass, Parks, Milton, West Fork, and Ellender. He coordinated subconsultants and teams to inspect the six bridges across two mobilizations, including rope-access inspectors.			
11/19-03/24	LADOTD, Statewide In-Depth Complex Bridge Inspections IDIQ Statewide, LA. HDR Project Manager. Wes led the movable bridge main span inspections (fieldwork and report preparation) of the Jackson Street Lift Bridge spanning the Red River and the lift bridges spanning Teche Bayou. Wes oversaw the team that performed structural, mechanical, and electrical inspections of the towers, main-span truss, substructure, and machinery, using rope access and manlift methods for in-depth assessments. Additionally, over 25 more bridges were inspected as part of the contract, including seven steel girder swing-span bridges in St. Tammany, Tangipahoa, and Livingston Parishes, one steel swing-truss bridge (US 90 East Pearl River), and 17 smaller concrete slab-span and timber bridges.			
10/23-05/25	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Project Manager. Wes led the annual in-depth movable bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117 ft main span with 240 ft total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal (river crossing). Wes led a multidisciplinary team of structural rope access, mechanical, and electrical inspectors to conduct annual in-depth inspections, prepare reports, and issue remediation recommendations.			
01/11-01/12	Valero Port Arthur Refinery, Taylor Bayou (Joint Outfall Canal) Movable Bridge - Steel Swing Span Port Arthur, TX. Project Manager & Engineer of Record. For this river crossing, Wes was in charge of the preliminary designs and plans for an unequal-arm steel swing-span movable bridge (129 ft) supported by a pivot pier on steel-pipe pile foundations, with PPC girder approach spans. Due to its close similarity to recent projects in Louisiana, the project was designed in accordance with LADOTD design criteria and specifications.			
01/10-10/11	LADOTD, Chef Menteur Pass Bridge Replacement EA, S.P. No. 700-36-0125 Orleans Parish, LA. Structural Lead. Wes was in responsible charge for the preliminary design of the high-level (75 ft vertical clearance) fixed bridge alternatives for replacing a historical swing span bridge in Orleans Parish for this river crossing. The span arrangements comprised PPC AASHTO Type 3 (80 ft) and			

	BT 78 (130 ft) approach spans, with steel-composite girders for the main spans (200 ft and 270 ft). Wes developed conceptual designs for deep river concrete piers with water-level footings supported by large-diameter PPC cylinder piles.
02/10-12/11	TxDOT Dallas District, Collin County US 75 Bridge Layouts Dallas, TX. <i>Engineer of Record.</i> Wes was in responsible charge of the design of the preliminary and final bridge layouts for five bridge structures. Three bridges were highway underpasses of the main lanes for US 75 (a six-lane interstate-type system), and two were overpass ramp structures. The bridge layouts were developed using the new TX prestressed concrete girder shapes (Tx46, 54, and 62), supported by multi-column bents and drilled-shaft foundations. Phased construction was utilized on one of the underpass bridges, along with complex curved and skewed geometry for the ramp bridges.
01/11-12/12	USACE New Orleans District, LPV 145 – Bayou Bienvenue Movable Steel Swing Span Bridge New Orleans, LA. <i>Project Manager & Engineering Lead.</i> Wes developed the preliminary and final designs, plans, and specifications for a 135 ft unequal-arm steel swing-span structure. The swing span is supported by a reinforced-concrete pivot pier with prestressed-concrete pile foundations. The approach spanned reinforced concrete slabs that tied into an existing limestone access road. The bridge was designed to provide vehicular access to LPV 145, a 6-mile-long isolated levee reach in Chalmette, LA. The bridge was designed and constructed on the protected side of the existing sector gate structure on an offset alignment. The timber guidewall/fender system for the new bridge was designed to tie into the existing system at the sector gate. The bridge was designed in accordance with the LADOTD Bridge Design Manual and AASHTO–LRFD specifications.
10/12-05/15	TxDOT/LADOTD, US 84 Sabine River Bridge Logansport, LA. <i>Engineer of Record.</i> Wes was in responsible charge of the final design, plans, and specifications for two bridge structures (eastbound and westbound) in accordance with AASHTO–LRFD specifications. The bridges were composed of the new Tx shapes (Tx62s and Tx70s), with span lengths ranging from 120 ft to 160 ft. The substructure consisted of multi-column reinforced-concrete bents with strutted columns at the main-channel locations, supported on drilled-shaft foundations. Although not a navigable channel at this location, the bridges were designed with adequate geometry to provide the necessary freeboard above the 100-year flood levels and superelevation rotation on the eastbound structure.
06/03-05/05	LADOTD, US 171 South Railroad Overpass Mansfield, LA. <i>Engineer of Record.</i> Wes was in responsible charge of the final design for the TIMED program, including twin bridge structures with concentric curves, bobtail spans, and skewed spans crossing the KCS railroad main line. Each bridge was approximately 700 ft long. The spans were comprises precast prestressed concrete girders supported by precast prestressed concrete pile bent substructure.
02/08-06/09	City of Laredo, Calton Road – Union Pacific RR Overpass Laredo, TX. <i>Engineer of Record.</i> Wes was in responsible charge of the final designs, plans, and specifications for this railroad overpass project in accordance with AASHTO–LRFD specifications. The bridge spans Union Pacific RR main lines and spur tracks. The bridge comprises steel-welded composite plate girders for a total length of 866 ft, reinforced concrete column bents, and drilled shafts, and provides the horizontal and vertical clearances required by UPRR.
02/04–04/05	TxDOT, IH-35 Southbound Frontage Road Connector Waco, TX. <i>Engineer of Record.</i> Wes was in responsible charge of the final design of this curved steel plate girder roadway overpass. The bridge comprised two continuous steel plate girder units, 360 ft and 420 ft, respectively. The spans were designed using AASHTO Standard Bridge Specifications for Curved Girders and a straight-girder case using AASHTO–LRFD specifications. Reinforced-concrete hammerhead bents founded on drilled-shaft foundations were used for the substructure. His responsibilities included designing the curved steel girder units and developing and sealing the girder details.
05/09-10/10	TxDOT Austin District, SH 95 Brushy Creek Williamson County, TX. <i>Engineer of Record.</i> Wes was in responsible charge of the final designs and plans for this bridge replacement project. The bridge spans Brushy Creek near Coupland, TX. The bridge is 520 feet long and comprises seven PPC Type C girder spans, each 70 to 90 feet long. The superstructure is supported by reinforced concrete column bents founded on drilled shafts. The bridge was designed for split-phased construction due to the location of the existing structure. The bridge was designed in accordance with the TxDOT standard and the LRFD specifications.
08/06-12/07	TxDOT, SH 31 Bridge Replacements – EB & WB FM 339 Overpasses Waco, TX. <i>Engineer of Record.</i> Wes designed the replacement of two bridges, featuring prestressed concrete U40 box-beam girders and concrete column bents supported on drilled shafts. The bridges measured approximately 240 feet in length and 40 feet wide, accommodating two lanes of traffic.

Firm employed by HDR Engineering, Inc.				
Name	Ibrahim Karoussa		Years of relevant experience with this employer	3
Title	Economic Consultant III		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		MS / 2021 / Economics (Development Economics) BA / 2019 / Economics		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	Economics	
Contract role(s) / brief description of responsibilities		Economic Analysis & Asset Management Support / Conduct benefit-cost analyses, economic impact analyses, infrastructure investment evaluations, asset management assessments, lifecycle cost evaluations, risk analyses, funding strategy development, and grant application support to inform transportation investment decisions and optimize long-term asset performance.		
Ibrahim specializes in Benefit-Cost Analysis (BCA), Economic Impact Analysis (EIA), Regulatory Impact Analysis (RIA), asset management planning, capital investment evaluation, and decision-support tool development. His experience includes helping transportation agencies optimize funding decisions, evaluate infrastructure investments, support grant applications, assess economic and social impacts, and develop data-driven strategies that improve asset performance and resilience.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/24-01/26	Alaska Department of Transportation & Public Facilities, NTP 1 Grant Analysis Alaska. Economic Consultant. Ibrahim supported grant competitiveness evaluations, transportation project prioritization, and benefit-cost analyses for state transportation investments. He assisted in developing project evaluation methodologies, funding strategies, and economic justification documentation for the infrastructure grant program.			
07/24-09/25	Bay Area Toll Authority, Southern Toll Bridges Asset Management Program Oakland, CA. Economic Consultant. Ibrahim supported bridge asset management planning efforts by assisting with lifecycle cost evaluations, risk analysis, and capital improvement planning for state-owned toll bridges. He helped develop information used to support investment prioritization and long-term asset stewardship decisions			
02/25-07/25	Texas Department of Transportation (TxDOT), 2026 Transportation Asset Management Plan Austin, TX. Economic Consultant. Ibrahim supported the development of the 2026 Transportation Asset Management Plan through financial analysis, asset management evaluation, and lifecycle investment planning. He assisted in assessing bridge and pavement investment strategies and developing data-driven recommendations for long-term funding allocation.			
08/24-02/25	Atlas Arteria, Economic Study Reston, VA. Economic Consultant. Ibrahim conducted economic evaluations and investment analyses to support infrastructure decision-making. His work included analysis of economic performance metrics, assessment of investment alternatives, and development of supporting materials for executive-level decision makers			
12/23-08/24	Federal Transit Administration (FTA), Regulatory Impact Analysis for Bus and Vans Program Washington, DC. Economic Consultant. Ibrahim contributed to the preparation of a Regulatory Impact Analysis evaluating program alternatives, economic impacts, user benefits, and policy implications. He performed quantitative analysis and assisted with documentation supporting federal decision-making requirements.			
01/23-02/23	Burleigh County, FY 2023 RAISE Grant Application Support Bismarck, ND. Economist/Modeler. Ibrahim developed a Benefit-Cost Analysis model and supporting technical documentation for a major transportation improvement project. He quantified project benefits, prepared economic evaluation materials, and supported the development of a successful grant application package aligned with USDOT funding requirements.			

Firm employed by HDR Engineering, Inc.				
Name	Gregory Kochersperger, PE		Years of relevant experience with this employer	21
Title	Central Region Principal Bridge Engineer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		BS / 2000 / Architectural Engineering		
Active registration number / state / expiration date		PE. 94869 / TX / 09-30-2026		
Year registered	2004	Discipline	Structural Engineering	
Contract role(s) / brief description of responsibilities		QAQC Structural / Provide technical review of proposed preservation and repair strategies based on extensive experience on similar designs, and evaluate the constructability of proposed repairs and assist with the development of construction cost estimates.		
Gregory's bridge design experience includes numerous over- and underpass bridges, railroad bridges, light rail transit structures, stream and river crossings, and major interchanges. He has performed bridge designs comprises steel and concrete and is fluent in the design of precast and post-tensioned concrete structures, long-span steel bridges, including truss bridges, as well as curved steel I-girders and box girders. His recent experience has focused on the rehabilitation and preservation of existing concrete and steel structures. Through his work on TxDOT's statewide Bridge Maintenance and Improvement Program, he has conducted condition assessments and rehabilitated hundreds of structures, and helped TxDOT develop the program from the ground up.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/25-05/26	TxDOT Yoakum, Bridge Maintenance and Improvement Program (BMIP) Repairs Various Counties, TX. <i>Quality Control Review.</i> Greg conducted quality-control reviews of proposed bridge repairs for 20 bridges in the Yoakum District. Bridges were submitted in three separate construction packages, totaling \$12M. Major repair costs included replacement of bearing pads, repair or replacement of expansion joints, installation of a polyester polymer concrete overlay, concrete repairs, scour repairs, debris removal, riprap replacement, and steel painting. Greg used his technical knowledge gained from performing similar repairs statewide to confirm the accuracy and suitability of each detail. His unique experience added value to the plan set and improved constructability and consistency of the details and specifications. He also reviewed Exhibit A documents for multiple railroad bridges on the project to confirm compliance with their applicable guidance documents to streamline approvals.			
05/20-04/21	TxDOT Bridge Division, JFK Causeway over Gulf Coast Intracoastal Waterway Rehabilitation Corpus Christi, TX. <i>Project Manager.</i> Greg coordinated logistics for two field teams for three weeks, including working with the United States Coast Guard (USCG). He led the development of an extensive condition assessment report that included recommendations for concrete repairs and the installation of a cathodic protection system. He then led the development of the PS&E, which included bridge repair details, traffic control plans, cathodic protection details, and environmental commitments.			
10/24-08/25	TxDOT Dallas, IH 30/IH 35E Condition Assessments Dallas, TX. <i>Project Manager.</i> Greg led the condition assessments of IH 30 eastbound and westbound over White Rock Creek and IH 35E over Turtle Creek. The bridges were each over 1,000 feet long, spanning multiple roadways and the namesake creek. Greg coordinated lane closures with the city and TxDOT to gain access for the inspections and utilized a combination of conventional methods, infrared deck scans, and an under-deck unmanned aerial vehicle to gather data on the two very congested urban interstate bridges. He led the development of comprehensive reports that documented deficiencies and provided repair recommendations with cost estimates. The field notes and photo documentation were organized, compiled, and provided to the District to complete the repair plans.			
04/23-06/25	TxDOT Abilene, District Wide Bridge Maintenance Various Counties, TX. <i>Project Manager and Bridge Rehabilitation Task Lead.</i> Greg developed a comprehensive plan to help the Abilene District eliminate as many outstanding follow-up action items (FUAs) as possible over a multi-year funding cycle. Greg took the District's complete list of FUAs and used his experience to develop gut-level, order-of-magnitude estimates for the repair work based solely on the descriptions and limited inspection reports. He used these estimates to identify the "low-hanging fruit" and prioritize repairs that could be completed on the district's fixed annual budget. He then conducted condition assessments of over 50 priority bridges to confirm repair locations and quantities and finalized his recommendations.			
10/21-09/23	TxDOT Dallas, IH 345 Rehabilitation Dallas, TX. <i>Project Manager / Bridge Rehabilitation Task Leader.</i> Greg led the condition assessment and rehabilitation of 18 structures comprising the IH 345 corridor and the IH 30 Interchange in downtown Dallas. He coordinated with the city, TxDOT, and Dallas Area Rapid Transit to gain access to critical areas of the bridge for inspection, using a			

	combination of under-bridge inspection vehicles and manlifts. Greg and his team developed thorough field notes that served as the basis for the repair plans. Greg led the development of repair plans for deck-level and substructure repairs. He also incorporated steel girder repairs developed by another consultant into his plan set and combined the specifications and estimates to provide a unified bid set for contractors. The extensive rehabilitation scope included rail replacements, joint repairs and replacements, polyester polymer overlays, concrete substructure repairs, drainage system repairs, and a deck replacement. Greg managed each aspect of the final design plans, including the extensive traffic control plans.
06/16-03/18	TxDOT Abilene, US87 Overpass at UPRR Rehabilitation Big Spring, TX. Project Manager / Bridge Rehabilitation Task Leader. Greg led the coordination and execution of the extension condition assessment of the existing haunched steel plate girder bridge over a busy rail yard. Based on the assessment findings, he developed a repair recommendation report that included full replacement of the existing bridge deck. TxDOT agreed with the recommendation, and Greg developed the full design plans (PS&E) for the rehabilitation, including bridge details, traffic control plans, illumination details, and railroad exhibits.
09/18-03/21	TxDOT Bridge Division, Bastrop, Travis, and Williamson County Bridge Rehabilitations Various Locations, TX. Project Manager. Over the course of two separate work authorizations, Greg led the condition assessment of 19 bridges and the rehabilitation of 14 bridges based on his recommendations. He coordinated logistics for the condition assessments, including varied access methods and location-specific traffic control. He developed four separate PS&E packages, including bridge details, traffic control plans, roadway safety improvements, SW3P, and environmental sheets.
01/13–06/15	City of Dallas / Dallas Area Rapid Transit, Houston Street Viaduct Rehabilitation Dallas, TX. Bridge Task Lead. Greg led the condition assessment and rehabilitation of this 100-year-old concrete spandrel arch bridge across the Trinity River. Rehabilitation included retrofit for a proposed streetcar line. Greg led the structural analysis work and load rating to demonstrate that the existing bridge could support the proposed load. He developed the details for the extensive rehabilitation of the historic bridge.
06/13–07/18	Trinity Metro, Trinity Rail Express Double Track Fort Worth, TX. Bridge Task Lead. Greg led the bridge design for five separate railroad structures and the rehabilitation of a 153-foot triple-lattice steel truss carrying a commuter rail line over the Trinity River. Greg developed the rehabilitation scoping report and performed load ratings of the existing truss. He developed the rehabilitation details for the truss, including gusset plate repairs, steel member straightening, and full painting plans.

Firm employed by: HDR Engineering, Inc.			
Name	Michael Kochly, PE		Years of relevant experience with this employer
Title	Bridges & Structures Section Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2006 / Civil Engineering BS / 2003 / Civil Engineering	
Active registration number / state / expiration date		PE 74571 / CA / 12-31-2027	
Year registered	2009	Discipline	Civil
Contract role(s) / brief description of responsibilities		Asset Management Planning / Evaluate inspection data; identify deficiencies; recommend/prioritize preservation, rehabilitation, and replacement options; develop life-cycle cost analyses (LCCAs); and develop planning-level cost estimates.	
Mike has nearly 20 years of experience designing, load rating, and inspecting highway and railroad bridge structures. His experience includes bridge asset management, inspection of in-service bridges, bridge load rating, analysis and design of cast-in-place concrete box girders and prestressed I-girder bridges, seismic retrofit analysis and design of retaining walls and shoring. Mike holds the Institute of Asset Management (IAM) Certificate. Certifications: FHWA-NHI 130053, FHWA-NHI 130055, FHWA-NHI 130078			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/22-Ongoing	Bay Area Toll Authority (BATA), Life Cycle Asset Planning and Bridge Deterioration Models San Francisco, CA. Project Manager/Senior Bridge Engineer. HDR supported BATA in advancing its bridge asset management program for state-owned, long-span toll bridges in the Bay Area. The project focused on enhancing life cycle planning, optimizing maintenance strategies, and supporting informed financial decision-making through detailed cost analyses and specialized studies. These studies included vessel collision studies, fatigue analyses, and evaluations of mechanical and electrical systems, confirming consistent methodologies across the region's long-span bridges. Mike is analyzing existing bridge data, assessing preservation and rehabilitation alternatives, and developing LCCAs. Mike also supported the development of the comprehensive life-cycle management plan and the improvement of assessments of bridge systems, with the information incorporated into the BATA and Caltrans inaugural Toll Bridge Asset Management Plan, published in January 2026.		
10/25-Ongoing	Michigan DOT, I-94 Asset Management Plan Wayne County, MI. Asset Management. HDR is leading the inspection and asset management planning for the I-94 corridor modernization project in Detroit, Michigan. The scope includes data review, bridge inspections, bridge deterioration modeling and LCCA, scoping reports and life-cycle plans, project prioritization, and overall asset management plan development. Mike is leading the asset management team, helping to define alternatives/scenarios and develop the asset management plan.		
05/26-Ongoing	New York State Thruway Authority (NYSTA), Statewide Needs Assessment Statewide, NY. Bridge Engineer SME and Asset Management. HDR is providing an overview of New York's Statewide Needs Assessment, which will result in a strategic framework to address the Authority's infrastructure needs in the near term (1-5 years), medium term (6-15 years), and long term (15-30 years). Work includes existing condition data collection and review, analyses, and forecasts developed for the Statewide Needs Assessment. Mike is participating in stakeholder meetings, reviewing current bridge asset management processes and documentation, and providing recommendations for approaches to needs analysis. In total, NYSTA owns/maintains over 800 bridge structures, including several long-span structures.		
05/15-Ongoing	Golden Gate Bridge District, Bridge Inspection Services San Francisco, CA. Project Engineer / Inspector / QA/QC. HDR has performed nonredundant steel member inspections since 2015 and, in 2018, the first-ever close-up inspection of the main suspension span towers, including the concrete piers at the base of the towers. In 2025, the entire underside of the suspension spans was inspected, including the stiffening trusses. Industrial rope access was used to provide the required “arm's length” inspection. Element Level condition states and defect text, according to the AASHTO Manual for Bridge Element Inspection, were used to describe and rate the conditions of bridge elements inspected. Michael checked load ratings for Condition State four defects and updated them for AASHTO Legal Loads, SHVs and EVs to be consistent with Caltrans load rating practice on other toll bridges. Mike analyzed truss members and floor beams and updated/checked the controlling load ratings based on Condition State 4 findings during the inspections. Several of these analyses have		

	led to repair/rehab of existing bridge members, for which Mike has developed or QC'd plan sheets. Mike also reviews and coordinates hundreds of inspection reports for the in-depth inspections and prepares overall summary inspection reports.
09/20-04/23	Caltrans, Statewide Bridge Load Rating Statewide, CA. Task Order Manager / Project Engineer. HDR provided bridge and tunnel load rating services on a task-order basis, completing six task orders. Bridge LRFR ratings were performed in accordance with the AASHTO Manual for Bridge Evaluation, 3rd Ed, and the Caltrans Bridge Load Rating Manual. Most analyses used a 3D FEM refined analysis in CSiBridge. Elements rated include superstructure, cross frames, lateral bracing, steel hammerhead bent caps, concrete bent caps, anchor bolts at bent cap-to-column connections, pin-and-hanger assemblies, pins connecting girders to bent caps, reinforced concrete slabs, and reinforced concrete transverse floor beams. HDR provided ratings for HL93, AASHTO Legal Loads, SHVs, EVs, and the Caltrans family of permit vehicles. For permit ratings, a secondary vehicle was included in the analysis, and secondary vehicle demands were subtracted from the capacity (numerator) in the load rating equation. This added complexity to the modeling of the refined analysis models. Mike oversaw task orders, staffing, scheduling, detailed FEM model checking, and preparation of Caltrans' Load Rating Summary Sheets (LRSS).

Firm employed by HDR Engineering, Inc.				
Name	Chip Knowlton		Years of relevant experience with this employer	4
Title	Director of Asset Management and Performance Improvement		Years of relevant experience with other employer(s)	37
Degree(s) / Years / Specialization			BS / 1985 / Marine Engineering	
Active registration number / state / expiration date			Prosci Certified Change Practitioner/National/Jan 2024 Institute of Asset Management (iAM) Certificate/National/Oct 2017	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			QA/QC: Asset Management / Provide QA/QC support services for asset management-related activities	
Chip is a proven asset management professional in facilities and maintenance management practices, business transformation, and program management of package-enabled asset management implementations. He has been recognized by both the public and private sectors for leadership in asset management, advisory services, and solutions that support growth and efficiency. He is adept at evaluating organizations' needs, applying cost-effective and innovative solutions, and meeting the challenges of rapidly changing business environments.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/24-06/25	Connecticut Department of Transportation, Strategic Plan, Capital Program, and Technology Roadmap Development Newington, CT. <i>Principal Consultant/QA/QC.</i> For the capital program task, HDR assessed the current state of practice, identifying recommendations, and establishing the overall Roadmap, including implementable solutions to address identified issues in key areas and processes related to the capital program, including: project development cycle from conception, initiation, development, delivery, and into operation for capital projects; project/program oversight processes and project management at key milestones; project controls and risk management; environmental review (CEPA/NEPA); capital plan and fiscal management; procurement processes, including scoping and negotiations; reporting and project metrics, including management systems; overarching programmatic management; staff training needs/workforce development; and, approval processes for program/project cost adjustments. Chip supported the technology roadmap initiative by identifying critical business processes, data and activities that will need to be supported by technology to help provide real time data visibility to support organizational decision making.			
11/23-06/24	North Carolina Department of Transportation Ferry Division, Ferry Vessel Replacement Plan Manns Harbor, NC. <i>Project Manager/Principal Consultant.</i> HDR and our subcontractor team supported NCDOT Ferry Division in developing a vessel replacement plan study for its 23 passenger/vehicle vessels that serve communities in coastal North Carolina. HDR applied a disciplined risk-based approach to vessel replacement prioritization; assessed the visual condition of the marine assets, created scenarios for determining future replacement costs of the ferry vessel fleet; identified sources of funding the NCDOT Ferry Division could potentially access to cover some portion of the vessel replacement costs; and defined a recommended sequence for vessel replacement that provides the best value for the Ferry Division and its stakeholders. Chip verified that the data used to conduct the analysis were accurate and that the conclusions derived were supported by objective quality evidence.			
01/23-01/24	New York Metropolitan Transportation Authority (NY MTA), Twenty-Year Needs Assessment New York, NY. <i>QA/QC Lead/Principal Consultant.</i> HDR supported the NY MTA in developing its Twenty-Year Needs Assessment Plan, which identifies and communicates infrastructure needs across the entire NY MTA. This includes identifying major infrastructure replacements, rehabilitations, and renewals across asset types, including but not limited to rolling stock, bridges, tunnels, facilities, power, signals, and communications. The analysis required synthesizing data from numerous sources, databases, and technologies, and necessitated normalizing the data to provide a consistent evaluation method across diverse asset classes. Chip provided an in-depth QA/QC review for HDR data analyses and technical deliverables. The plan serves as an overarching guide for the agency’s ongoing five-year capital plans for the next twenty years.			
08/17-01/18	Georgia Department of Transportation, Asset Management Program Atlanta, GA. <i>Principal Consultant.</i> GDOT leadership engaged Chip’s former employer to serve in an advisory capacity to help more fully determine the current state of the Asset Management Program across the GDOT enterprise, as well as assist GDOT Enterprise Asset Management (EAM) Leadership in developing the go-forward plan to include continued system maintenance, system improvements, potential enhancements, and improved organizational awareness and			

	acceptance of the organization's EAM solution. Chip conducted a current-state evaluation of the asset management program, with a primary focus on the bridge, fleet, maintenance, pavements, and warehousing components. Additionally, he conducted a review of the current IT system implementation(s) to understand the alignment more fully between GDOT business processes and the system functional and technical requirements used in the design, configuration, testing, training, and deployment of the EAM solution
08/14-10/16	Metropolitan Transportation Authority New York City Transit (NYCT), EAM New York, NY. Executive Program Manager. Chip served as the Executive Program Manager for the EAM Program at New York City Transit, the largest agency within the MTA, overseeing an asset portfolio valued at approximately \$800B. Chip advised agency leadership on developing and executing the multi-year, multi-million-dollar strategic EAM program and associated portfolio of projects. He developed 5-year EAM planning and execution budgets, prepared and delivered executive-level briefings, introduced process mapping and benefits realization as a new organizational capability, and was instrumental in developing the technical scope of work for the MTA's \$115M EAM Management Consulting services contract and selecting qualified vendors. Chip also managed the NYCT EAM Center of Excellence, comprised of 40 internal and consultant support resources.

Firm employed by HDR Engineering, Inc.				
Name	Carlos Larco, PE		Years of relevant experience with this employer	9
Title	Movable Bridge Electrical Lead		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		BS / 2015 / Electrical Engineering		
Active registration number / state / expiration date		PE.0048606 / LA / 9-30-2026		
Year registered	2024	Discipline	Electrical Engineering	
Contract role(s) / brief description of responsibilities		Electrical support / Assist in the design of the electrical and control system. Coordinate with each discipline to provide a complete electrical system.		
Carlos has 11 years of experience in electrical design, including design specification, inspection, and construction support for mechanical systems for movable bridges.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. Electrical Team Lead. Carlos led the electrical inspections for the Abbeville Bypass, Old Abbeville, Parks, Milton, Ellender, and West Fork, vertical-lift bridges. He determined deficiencies in the electrical equipment and assisted in developing the in-depth inspection report sections for each bridge.			
08/23-Ongoing	Port of New Orleans, Movable Bridge Inspection On-Call Contract Orleans Parish, LA. Lead Electrical Engineer Inspector. Carlos performed the detailed electrical inspection of Almonaster and Seabrook, both century-old Strauss Basculas stretching down the Inner Harbor Navigational Canal. This inspection takes more attention to detail to account for deficiencies that may not be encountered in bascules of this age. Carlos has inspected both bascules, including motors, transformers, drive system, controls, power distribution system, traffic control system, operator's house, and lighting.			
06/22-06/23	LADOTD, Statewide In-Depth Complex Bridge Inspections Saint Tammany & Livingston Parish, LA. Electrical Inspector. Carlos performed detailed electrical inspections of the electrical systems at the Tchefuncte River, Bayou Bonfouca, and Bayou Liberty and provided findings and recommendations. Elements inspected included motors, transformers, drive systems, controls, power distribution systems, traffic control systems, the operator's house, and lighting.			
09/20-04/21	TxDOT, Movable Bridges Asset Maintenance Bridge City, TX. Electrical Inspector. Carlos performed an in-depth inspection of the Cow Bayou Swing Bridge. The work involved visual inspection of electrical equipment on the bridge, observation of several operations, interlock testing, and preparation of the inspection report. The report included issues found during the inspection and recommended repairs.			
05/20-04/24	Martin County, Hobe Sound Bascule Bridge Rehabilitation Martin County, FL. Electrical Designer. Carlos prepared the scoping and assessment reports, electrical and control systems rehabilitation design plans, calculations, specifications, cost estimates, and construction inspection reporting. The work included a total control system replacement, a flux vector drive installation, a submarine cable replacement, and an electrical system rehabilitation.			
12/18-Ongoing	CSX Transportation, Movable Bridge On-call Engineering Services (Lift Bridges) Various Locations, AL, SC, and TN. Electrical Designer. Carlos prepared scoping and assessment reports, rehabilitation design plans for electrical and control systems, calculations, specifications, cost estimates, and construction inspection reports for the Mobile River (AL), Tailrace (SC), New Johnsonville (TN), and Joliet (IL) Vertical Lift Bridges. His work included replacing control systems, power distribution systems, and flux vector drives; implementing remote control; and making miscellaneous electrical system improvements.			

Firm employed by HDR Engineering, Inc.				
Name	Brian Leshko, PE, CBSI, NCTI		Years of relevant experience with this employer	28
Title	Infrastructure Inspection & Asset Management Program Leader		Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization		MCE / 1994 / Structural Dynamics MS / 1990 / Structural Engineering BS / 1985 / Civil Engineering		
Active registration number / state / expiration date		PE. 98874 / TX / 07-31-2027		
Year registered	1992	Discipline	Civil	
Contract role(s) / brief description of responsibilities		QAQC Inspections/Scoping / Provide technical reviews of scoping and inspection reports for completeness, accuracy, and compliance with contract requirements.		
Brian serves in leadership and management positions on numerous complex bridge and tunnel inspection projects for state DOTs and public agencies, including Project Manager on five consecutive TxDOT Fracture Critical Bridge and Tunnel Inspection contracts since 2010, as well as Principal Investigator for NCHRP Project 20-07/Task 337, "Proposed AASHTO Guidelines for Inspecting Complex Components of Bridges." Certified: FHWA-NHI 130055, FHWA-NHI 130053S, FHWA-NHI 130078, FHWA-NHI 130078A, FHWA-NHI 130110, FHWA-NHI 130125, FHWA-NHI 135047 & FHWA-NHI 420018.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/24-10/24	Bay Area Toll Authority (BATA), Life Cycle Planning and Bridge Deterioration Models San Francisco, CA. Technical Advisor / Tunnel SME. HDR supported the Bay Area Toll Authority in delivering life-cycle asset management plans and deterioration models to extend the lifespans of major bridges and one tunnel in the San Francisco Bay Area. The lifecycle analysis incorporated tailored deterioration models that accounted for remaining service life, cost of ownership, user costs, vulnerabilities, backlog, and O&M costs. The work also included collecting inventory data and evaluating the condition of mechanical, electrical, and piping systems for several of the agency's bridges and one tunnel. Estimated transition probabilities were adjusted for bridge and tunnel climate zones and modeled using a Markov chain approach. Brian adapted the bridge components used in HDR's modified lifecycle analysis program for the Yerba Buena Island Tunnel, BATA's only tunnel.			
02/18-07/25	South Carolina Department of Transportation, Bridge Asset Management Program Support and Modernization Columbia, SC. Technical Advisor. Brian supported updates to SCDOT's Bridge Asset Management Program, including the development of SCDOT's Bridge Inspection Guidance Document (BIGD) and Load Rating Guidance Document (LRGD).			
11/19-03/24	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide, LA. Quality Control Reviewer. Brian reviewed the deliverable inspection report sections that HDR developed for our prime consultant. Work included the main-span inspections (fieldwork and report preparation) of the Jackson Street Lift Bridge, which spans the Red River, and the lift bridges spanning Teche Bayou. The team performed structural, mechanical, and electrical inspections of the towers, main-span truss, substructure, and machinery using rope-access and manlift methods. Additionally, over 25 more bridges were inspected as part of the contract, including 7 steel girder swing-span bridges in St. Tammany, Tangipahoa, and Livingston Parishes, 1 steel swing-truss bridge (US 90 East Pearl River), and 17 smaller concrete slab-span and timber bridges.			
04/10-12/21	TxDOT Bridge Division, Fracture Critical In-Depth Inspection IDIQ Statewide, TX. Project Manager and Inspection Team Leader. Brian oversaw the field inspection and reports and also performed some of the field inspections on several deployments for four consecutive two-year TxDOT Statewide Fracture Critical Bridge Inspection Contracts (2010-2012, 2012-2014, 2014-2016, and 2016-2018) and one three-year TxDOT Statewide Fracture Critical Bridge and Tunnel Inspection Contract (2018-2021). Cumulatively, 1,560 fracture-critical bridge inspection reports highlighting 6,248 fracture-critical component members, and one tunnel inspection report, were prepared for and accepted by TxDOT per initial draft submissions. Brian performed QC reviews, signed, and stamped each deliverable. The work included the inspection of TxDOT's inventory of cable-stayed bridges: the Fred Hartman Bridge (twin 78-ft roadways, northbound and southbound) over the Houston Ship Channel, comprises a 5-span structure with 3 cable-stayed spans (482 ft./1,250 ft./482 ft.) and 2 simple flanking spans of 130.5 ft, for a total length of 2,475 ft; and the Veterans Memorial Bridge (54 ft. roadway, eastbound) over the Neches River, comprises 3 cable-stayed spans (280 ft./640 ft./280 ft.). Brian served as an Inspection Team Leader on the Fred Hartman Bridge and other inspections.			

01/24-Ongoing	South Carolina Department of Transportation, Bridge Inspection and Evaluation Engineering Services Statewide, SC. <i>Quality Assurance Reviewer.</i> Brian reviewed over 250 NBIS/NSTM bridge inspection reports to date using AASHTOWare's Bridge Management (BrM) software.
07/15, 11/17, 04/18-05/18, 10/19, 05/21, 08/21, 11/21, 05/23, 08/23, 08/25 and 10/25	Golden Gate Bridge Highway and Transportation District, Golden Gate Bridge Fracture Critical Bridge Inspections San Francisco, CA. <i>QA/QC Manager for Fieldwork.</i> HDR provided fracture-critical bridge inspection services on select floor beams and truss members for the 2015, 2017, 2019, 2021, 2023, and 2025 inspection cycles. For the 2015, 2017, and 2019 cycles, 244 truss members, 177 floor beams, 9 girders, 250 deck pedestals, and 450 feet of main cables were inspected within 2 weeks using a team of 12 inspectors and 12 rigging technicians. Inspections were performed within the required "arm's length" maximum distance using industrial rope access techniques. In 2018, this team of rope access inspectors and rigging technicians performed the first-ever close-up visual inspection of the 746-foot-tall main suspension span towers in less than nine days. For the 2021, 2023, and 2025 cycles, the inspection of 2,220 truss members, 396 floor beams, 3 girder spans, and portions of the main cables was completed in 1 week per month using a team of approximately 10 inspectors and 10 rigging technicians. According to the AASHTO Manual for Bridge Element Inspection, element-level condition states and defect text were used to describe and rate the conditions of each bridge element inspected. Brian performed a QC review of the field inspections during each deployment. He also performed inspections as needed on several occasions.
07/07-Ongoing	Alaska Department of Transportation & Public Facilities, Fracture Critical, and Special Bridge Inspections Statewide, AK. <i>Engineer-in-Charge, Inspection Team Leader, and QA/QC Reviewer for Successive Contracts.</i> Bridges, the majority of which are in remote locations throughout Alaska, were inspected using rope access techniques without traffic lane closures, in accordance with client requirements. Tunnels were inspected using a hydraulic lift operated from lane or full-bore tunnel closures. • 2007 – Engineer-in-Charge and Inspection Team Leader for 12 Fracture Critical Member (FCM) highway bridge inspections (11 trusses and one 2-girder span). • 2008 – Engineer-in-Charge and Inspection Team Leader for 36 FCM inspections of the marine ferry terminal and seaplane transfer bridge inspections. • 2012 – Engineer-in-Charge and Inspection Team Leader for 7 FCM inspections, marine ferry terminal, transfer bridge inspections, and load ratings. • 2012 – QC Reviewer of 21 FCM inspections, marine ferry terminal inspection reports, and load rating reports. • 2014 & 2018 – QC Reviewer of 20 & 10 FCM marine ferry terminal and seaplane float facility transfer bridge inspections, respectively. • 2015 & 2016 – QC Reviewer of 6 & 8 FCM steel truss and 2-girder highway bridge inspections, respectively. • 2017 & 2019 – QC Reviewer of 5 FCM marine ferry terminal transfer bridge inspections and 4 FCM steel truss/steel box girder bridge inspections, respectively. • 2020 & 2023 – QC Reviewer of 2 special and 6 FCM bridge inspections (docks and ramp structures with plate caps and box girders). • 2025 – Engineer-in-Charge & Inspection Team Leader for 2 NTIS routine highway tunnel inspections in Ketchikan & Gravina Island.
03/24-Ongoing	Idaho Transportation Department, Project Development Services, Implementing the Recommended Mores Creek Bridge Preservation and Repair Items from HDR's Asset Management Plan Boise, ID. <i>QA/QC Manager and Inspection Team Leader.</i> Brian provided quality oversight of the following tasks: 1) Environmental documents and environmental clearance, 2) Public information plan, and 3) PS&E package. The bridge repair/maintenance activities included deck joint replacement, spot structural steel paint remediation, and select structural connection repair/maintenance. Brian conducted the field inspection for the structure's rehabilitation.
02/20-08/22	Idaho Transportation Department, Asset Management Plan (AMP) for the Mores Creek Bridge Boise, ID. <i>Deputy Project Manager, Technical Lead, and Inspection Team Leader.</i> Brian helped develop a comprehensive, long-range AMP for the Mores Creek Bridge, a three-span deck truss bridge with three steel girder approach spans, that outlines preventive maintenance and more intensive rehabilitation, along with estimated costs, to preserve the bridge for a service life of 100 years. Brian conducted a field inspection to assess the structure's baseline condition.

Firm employed by HDR Engineering, Inc.				
Name	Daniel Marsalone, PE		Years of relevant experience with this employer	1
Title	Bridge Engineering Leader		Years of relevant experience with other employer(s)	31
Degree(s) / Years / Specialization		BS / 1994 / Civil Engineering		
Active registration number / state / expiration date		PE.0028554 / LA / 09-30-2027		
Year registered	1999	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Structural Lead / Responsible for leading the bridge inspection and design teams (Meets MPR 3)		
Daniel has over three decades of bridge engineering experience and is HDR's Bridge Engineering Leader in Baton Rouge. Daniel has supported Louisiana DOTD on multiple assignments and understands the department's standards, procedures, and expectations for maintaining safe, reliable structures. His practice centers on practical, data-driven preservation solutions that extend service life, from condition evaluation and load rating through repair conceptualizing, plans and details, and construction-phase support. He is skilled at prioritizing needs across diverse bridge inventories, selecting cost-effective treatments, and resolving field issues quickly to minimize traffic impacts. He integrates seamlessly with inspection, materials, and construction teams to deliver clear recommendations, buildable details, and responsive support that keep bridges in service and budgets on track.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Statewide, LA. Lead Bridge Engineer & Engineer of Record. The project consisted of inspecting and load rating six movable bridges in southern Louisiana. Daniel was in responsible charge of the bridge rating team, coordinating their efforts, providing quality control for the in-depth bridge inspection reports, and providing guidance and quality control for the load ratings and reports, as well as developing a prioritized scope of repairs for the preservation of each bridge based on inspection and load rating findings.			
01/26-02/26	Norfolk Southern Corporation, Old Pearl River Bridge Emergency Repairs Pearl River, LA. Lead Bridge Engineer & Engineer of Record. Daniel was in responsible charge of performing bridge design and leading the bridge design team to provide emergency repairs for the two fixed trusses and moveable truss following the bridge's inspection, in which there were critical findings: severe corrosion with significant loss of section for several fracture-critical members, fatigue issues with floorbeams, and severe deterioration of floorbeam connections. He designed repairs to the bottom chords of the trusses, floorbeam modifications, and floorbeam connection repairs.			
08/21-10/22	LADOTD, Causeway and Earhart Boulevard Interchange Jefferson Parish, LA. Lead Bridge Engineer / Project Manager / Engineer of Record. Daniel led the bridge design for two elevated ramp superstructures at a major traffic interchange. The ramps also crossed the Kansas City Southern Railway (KCS). The superstructures included AASHTO prestressed concrete girder spans and curved steel girder spans. Additionally, Daniel supervised substructure and foundation design, coordinated with KCS to confirm that rail service would not be hindered and that pier and foundation locations met KCS approval, and performed LRFR bridge rating calculations. He provided oversight to confirm the project complied with state and federal standards.			
05/20-10/21	City of Tuscaloosa, Jack Warner Extension to MLK - Kansas City Southern Railroad Bridges Tuscaloosa, AL. Lead Bridge Engineer / Project Manager / Engineer of Record. Daniel led the bridge substructure design for two railroad bridges on active lines, requiring innovative solutions to maintain service during construction. The design featured reinforced-concrete piers and abutments on drilled-shaft foundations. Daniel's work provided structural integrity while meeting strict operational constraints for the KCS Warrior Mainline and Goodrich Spur.			
09/16–11/16	LADOTD, US 190 Mississippi River Bridge Repairs Baton Rouge, LA. Lead Bridge Engineer & Engineer of Record. Daniel was in charge of leading an in-depth bridge pier inspection where severe damage was noted during routine inspection (at the east bank westbound approach). Daniel also determined the cause of the pier damage near the bearings, providing alternative designs to rehabilitate the pier and bearings for bridge preservation, and producing an in-depth inspection, analysis, and rehabilitation report for the pier.			

06/16–10/16	LADOTD, US 190 Phase II, Mississippi River Railroad Bridge Maintenance and Rehabilitation Baton Rouge, LA. <i>Lead Bridge Engineer & Project Manager.</i> Daniel was in responsible charge of engineering during construction, shop drawing review, responses to RFIs, and plan changes due to differing field conditions. Significant plan changes were necessary. Daniel oversaw the design of replacement rocker bearings, anchor bolts, and bent post angles.
04/15-04/16	LADOTD, Wisner Boulevard Bridge over I-610/Norfolk Southern Replacement New Orleans, LA. <i>Lead Bridge Engineer / Project Manager / Engineer of Record.</i> Daniel was in charge of performing bridge design and LRFR load rating for the replacement bridge's superstructure, substructure, and foundations. Additionally, he provided construction engineering services, including RFI responses, additional bridge design calculations due to a mislocated pier, reviews of steel girder shop drawings, and material submittal evaluations. Daniel also coordinated with Norfolk Southern (NS) during the design and construction phases to confirm that rail operations were maintained and that the pier and foundation location and protection met NS approval.
07/14-03/15	Baton Rouge Department of Public Works, Lower Zachary Road Bridge Replacement Zachary, LA. <i>Lead Bridge Engineer / Project Manager / Engineer of Record.</i> Daniel was responsible for bridge design for the replacement of four slab-span bridges, performing structural design and hydraulic and scour analyses. Daniel verified compliance with safety standards and optimized performance for long-term durability.
05/14-11/14	Jefferson Parish Department of Public Works, Bridge Inspection and Load Rating Report for Causeway Boulevard/Airline Drive Interchange Metairie, LA. <i>Lead Bridge Engineer / Project Manager / Engineer of Record.</i> Daniel was in charge of leading bridge inspections, conducting field assessments, preparing bridge inspection reports, calculating bridge load ratings, and preparing load rating reports for multiple structures within the interchange. He provided recommendations for prioritized structural repairs and drainage improvements required for bridge preservation. In addition, Daniel produced the temporary traffic control plans utilized during the inspections.
11/04–08/05	LADOTD, Church Street Bridge Over Cane River Natchitoches, LA. <i>Lead Bridge Engineer / Project Manager / Engineer of Record.</i> Daniel was responsible for leading the bridge inspection of the historic Cane River Bridge, evaluating its load rating, and proposing methods for bridge preservation and rehabilitation.
07/03-04/04	LADOTD, Florida Avenue Bridge Design New Orleans, LA. <i>Lead Bridge Engineer / Project Manager / Engineer of Record.</i> Daniel was responsible for the bridge design of one mile of elevated bridge approaches, including AASHTO Type III, Type IV, and bulb-tee prestressed concrete girders. The bridge deck, girders, and piers were designed to meet AASHTO LRFD specifications. Daniel provided structural analysis and coordination to verify safe and efficient construction.
01/95-06/96	LADOTD, Rehabilitation of Sunshine Bridge Over the Mississippi River Gonzales, LA. <i>Bridge Engineer.</i> Daniel designed structural modifications to the bridge deck support system and the bridge deck trusses (to handle increased loads from the new slab deck and to eliminate fatigue problems associated with the original structure's welded connections), conducted the main truss analysis, and performed geometric realignment of the approaches.

Firm employed by HDR Engineering, Inc.				
Name	Russell McNaught, PE		Years of relevant experience with this employer	22
Title	Rail Section Manager		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering		
Active registration number / state / expiration date		PE.0047826 / LA / 11-30-2027		
Year registered	2023	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Railroad Coordination / QC / Coordinate with Louisiana's Class I and short line railroads for project inventory accuracy. Work with the project manager to develop and implement the quality management plan.		
Russell is a senior railroad project manager with experience working on railroad projects for Class 1, short line, freight, and transit railroads. Russell's understanding of operations, maintenance, and the initial capital cost of projects allows him tailor solutions unique to each project's requirements. Russell brings experience gained from multiple types of rail projects, from planning to construction. He understands how much detail is required to understand if a concept is feasible and can identify fatal flaws early in the project for efficient rail alternatives analysis.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/21–Ongoing	City of Houston, North Canal Houston, TX. Railroad Coordination and Track Design. Russell led the coordination between the City of Houston and Union Pacific Railroad (UPRR) for the installation of an 180' long multi-span structure on UP's Houston Main Subdivision. The shoofly design required a preliminary alignment study to determine the structure location so that future UP development would not be impacted. Russell informed the City of UPRR's potential reactions to the City's design approach, so they could incorporate potential solutions. This approach ultimately saved time and allowed the City to better understand and mitigate cost impacts.			
07/24–Ongoing	City of Gretna, Louisiana West Bank Relocation Gretna, LA. Railroad Coordination and Track Design. Russell led the railroad coordination and preliminary track design for a new rail alignment connecting the Westwego Subdivision to the Belle Chase Subdivision, bypassing the notorious sections where freight trains run on the street in Gretna. This project builds on the design developed in the 2018 Environmental Impact Study to better understand the engineering details and to coordinate the new alignment with the operator, New Orleans Gulf Coast Railroad (NOGC), and the right-of-way owner, UPRR. Russell coordinated with the project owners, City of Gretna, NOGC, and UPRR on design decisions.			
12/19–07/25	TxDOT, Skinner Road Underpass Cypress, TX. Railroad Coordination and Track Design. Russell led the railroad coordination of the new underpass along UPRR's Eureka subdivision. This underpass will provide much-needed relief for local residents who travel through Eureka's subdivision, as there are few grade crossings, and most are at-grade. The project is funded by a local MUD district, administered by TxDOT, and requires approvals from Union Pacific. The coordination was more involved than most projects, but was successfully delivered, and is currently under construction. Russell also developed the track design and navigated the project design approval process.			
05/20-10/21	City of Tuscaloosa, Jack Warner Extension to MLK - Kansas City Southern Railroad Bridges Tuscaloosa, AL. Lead Bridge Engineer / Project Manager / Engineer of Record. Daniel led the bridge substructure design for two railroad bridges on active lines, requiring innovative solutions to maintain service during construction. The design featured reinforced-concrete piers and abutments on drilled-shaft foundations. Daniel's work provided structural integrity while meeting strict operational constraints for the KCS Warrior Mainline and Goodrich Spur.			
01/24 – 06/25	City of Bay City, Quiet Zone Bay City, TX. Project Manager. Russell coordinated the development of the Notice of Intent (NOI) for both the UP Angleton Subdivision and the BNSF Bay City Subdivision, so the City could decide how to proceed. The City decided to only pursue the quiet zone for the UPRR Angleton subdivision. Russell coordinated the required submittals to UPRR, BNSF, FRA, TxDOT, Matagorda County to legally process the quiet zone application.			

Firm employed by HDR Engineering, Inc.				
Name	Matt McGuire, PE		Years of relevant experience with this employer	22
Title	Movable Bridge Program Manager		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			MBA / 2007 / Business Administration BS / 2000 / Mechanical Engineering	
Active registration number / state / expiration date			PE.0043785 / LA / 03-31-2028	
Year registered	2019	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities			Mechanical Lead / confirm mechanical systems meet quality standards and are designed for practical construction and performance	
Matt has over 20 years of experience in the design, inspection, emergency troubleshooting, and construction of mechanical, electrical, and structural systems. This includes experience with highway, railway, and infrastructure systems, including movable bridges, travelers, transfer bridges, and tunnels. Matt's experience also includes inspecting over 100 movable bridges, with expertise in SPRAT rope-access inspections (from which he is now retired), and he is a National Certified Tunnel Inspector (NCTI). He is an industry-recognized leader, active in the Heavy Movable Structures organization, and the Technical Committee Chairman for Machinery and Mechanisms. He has also authored the FHWA Specification for the National Tunnel Inventory (SNTI), classes for certifying tunnel inspectors (NHI 130110 and 130125), and is a certified NHI instructor.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/25-12/25	LADOTD, Contract 5 for Movable Bridges (6) Vermillion, Lafayette, St. Martin, and Calcasieu Parishes, LA. Mechanical QC. Matt reviewed the mechanical portions of the condition assessment report for the Parks Bridge (H.013819; Recall No. 008700) and provided comments on the report. He reviewed the report text for compliance with the scope of work, clarity, and consistent documentation of the conditions observed, including both qualitative and quantitative assessments of defects. The comment resolution process and back-checking of revisions were performed collaboratively by Matt with the original report authors prior to the final submission of the report.			
07/19-4/20	Canadian Pacific Railroad (CP), Sabula Swing Span Operating Machinery Rehabilitation (CP474) Sabula, IA. Project Manager and Lead Mechanical Engineer. Matt was the engineer of record and responsible for the mechanical design. He designed the complete rehabilitation of the turning machinery for the swing span over the Mississippi River. Mechanical scope for the machinery included replacement or refurbishment of the turning machinery gears, shafts, and bearings, as well as replacement of the motor brakes and position limit switches for span movement. Matt integrated the coordination of motor and brake remounting with the new limit switches into the control system he replaced during a previous HDR design task. He also performed the commissioning and interlock test of the full system from the operator's house. Matt developed plans and specifications for the project and provided construction support by reviewing RFIs and submittals.			
01/18-12/18	Canadian Pacific Railroad, Truman Bridge Span Lock Machinery Replacement (CP169) Kansas City, MO. Project Manager and Lead Mechanical Engineer. Matt was the engineer of record and responsible for the mechanical design. He designed the replacement for the span-lock machinery on the span-driven vertical-lift bridge over the Missouri River. The use of a portable hydraulic power unit and a hydraulic cylinder replaced the unreliable mechanical linear actuators that drove the lock bars. Matt developed plans and component selections for the design, and the CP maintenance staff procured and installed the replacement machinery. The hydraulic operating system is a manual system and requires the bridge tender to operate the machinery from the location of the span lock to confirm the proper state of pulled or driven, to avoid misoperation.			
06/14-10/17	Union Pacific Railroad (UP), Steel Bridge Electrical Rehabilitation Portland, OR. Project Manager and Lead Mechanical Engineer. Matt was the mechanical engineer of record and responsible for the mechanical design of this two-deck telescoping vertical lift bridge. He designed the mounting for the new electrical limit switches, thruster brakes, and span lock motor. He also designed the revisions for the machinery brakes. He also delivered the contract documents to UP in the form of plans, specifications, and a construction cost estimate			
08/15-09/21	Multnomah County, Burnside Bridge Rehabilitation Multnomah County, OR. Lead Mechanical Engineer. Matt was the mechanical engineer of record and responsible for the mechanical design. He designed the span lock rehabilitation and field device mounting for the PLC and drive replacement. The Burnside Bridge Rehabilitation project was intended to address repairs and rehabilitation to the double-leaf Strauss bascule bridge for a 15-year lifespan. The design work included sorting and filtering down the rehabilitation work to a \$35M budget to address civil, structural, mechanical, and electrical work needs for the bridge. During the process, Matt performed an analysis to determine the appropriate level of seismic treatment for the rehabilitation design. Matt provided contract documents for the bid, including			

	plans, specifications, and construction cost estimates, as part of the design services. He also provided construction support for responses to RFI's and submittal review.
01/23-On-going	BATA, 25413 Asset Management TO1 San Francisco Bay Area, CA. Mechanical QC. Matt reviewed the mechanical portions of the Mechanical, Electrical, and Plumbing (MEP) condition assessment reports for the Antioch, Richmond-San Rafael, NB and SB 680 Benecia, EB and WB 80 Carquinez, Dumbarton, and San Mateo-Hayward bridges and provided comments on the reports. He reviewed the report text for compliance with the scope of work, clarity, and consistent documentation of the conditions observed, including both qualitative and quantitative assessments of defects. The comment resolution process and back-check of revisions were collaboratively performed by Matt with the original report authors prior to the final submission of the report.
12/13-06/20	San Joaquin County, Rehabilitation of the Eight-Mile Bridge Over Honker Cut San Joaquin County, CA. Lead Mechanical Engineer. Matt performed the rope access and mechanical inspection of the swing span and then developed design concepts to balance the bridge during construction staging. During design development, Matt was the mechanical engineer of record responsible for developing the span balance plan sheet and performing the design calculations for the adjustments. The Eight Mile Road Bridge over Honker Cut is a swing span bridge in need of a deck replacement. HDR's scope was to perform an inspection of the bridge and develop alternatives for the replacement of the deck, while maintaining a certain level of roadway and marine traffic through the bridge. The project proceeded with the preferred alternative, and Matt developed contract documents for bid, including plans and specifications.
01/24-10/24	BNSF, Bridge 37.0 Mechanical and Electrical Rehabilitation Everett, WA. Project Manager and Lead Mechanical Engineer. Matt is the mechanical engineer of record and is responsible for the mechanical design. He designed the overall mechanical system for the project and specifically worked on the mechanical mounting of the limit switches. The project was the electrical controls rehabilitation of the swing span over the Snohomish River. New turning machinery motors, motor drives, a programmable logic controller (PLC), and electrical limit switches were provided. The design utilized limited railroad closure windows and staging to install the new equipment and remove the existing after commissioning and testing of the new equipment in the operator's house. The project has currently developed plans, a bid sheet, and a project manual to the 30% design milestone.
02/23-03/24	BNSF, Bridge 38.3 Mechanical and Electrical Rehabilitation Marysville, WA. Project Manager and Lead Mechanical Engineer. Matt is the mechanical engineer of record and is responsible for the mechanical design. He designed the overall mechanical system for the project and specifically worked on the mechanical mounting for the limit switches. The project was the electrical controls and machinery rehabilitation of the swing span over the Ebey Slough. New turning-machinery motors, end-lift motors, motor drives, programmable logic controller (PLC), and electrical limit switches were provided. The design utilized limited railroad closure windows and staging to install the new equipment and remove the existing after commissioning and testing of the new equipment in the operator's house. The project has currently developed plans, a bid sheet, and a project manual to the 30% design milestone.
10/14-05/15	Port of Hood River, Port of Hood River On-Call Multiple Task Orders Hood River, OR. Movable Bridge Lead. Matt was in charge of reporting, including tabulating and reviewing previous deficiencies, preparing project summaries for potential future projects, and developing a projected spending plan for the movable span. He was also the mechanical engineer of record and responsible for the mechanical design. He designed replacement span guides for the vertical-lift span as part of emergency repairs following a misoperation. Matt also performed a rope-access inspection of the bridge wire ropes and documented problems with the control system interlocks. As a follow-up to the inspection, HDR helped plan the future work on the tower-driven vertical lift bridge. Matt authored several reports to support budgetary planning for the bridge's future. His recommendations include repairing the bridge's electrical systems at the operator's house and implementing a predictive/preventive maintenance program for the bridge.

Firm employed by HDR Engineering, Inc.				
Name	Erin O'Malley, PE (SPRAT 3)		Years of relevant experience with this employer	15
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		MS / 2010 / Structural Engineering BS / 2008 / Architectural Engineering		
Active registration number / state / expiration date		PE.0043899 / LA / 03-31-2028		
Year registered	2019	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Structural Support / Coordination and oversight of rope access inspection teams		
Training: FHWA-NHI Course No. 130055, Safety Inspection of In-Service Bridges; FHWA-NHI Course No. 130053, Bridge Inspection Refresher Training; FHWA-NHI Course No. 130078, Fracture Critical Inspection Techniques for Steel Bridges; NHI Course No. 130078A, Bridge Inspection Techniques for Nonredundant Steel Tension Members (NSTM) Refresher; SPRAT Level 3 Rope Access Technician, No. 131089 Expires: 02/02/2027				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/25-06/25	LADOTD, Contract 5 for Movable Bridges (6) Statewide, LA. Bridge Inspection Team Leader. Erin performed rope-access inspections of lifting towers on six bridges near Lafayette and Lake Charles. She assembled the rope access inspection team, including a rope access site supervisor and the other inspectors. The structural inspections were performed separately from the mechanical and electrical inspections, but coordination with operations for boat traffic was still required. Erin wrote or reviewed the tower sections of the reports for each of the bridges.			
02/20, 12/20, 04/23	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide, LA. Bridge Inspection/Rope Access Site Supervisor. Erin performed rope-access inspections of lifting towers, floor systems, and truss members where other access methods were impractical for the Red River and Teche Bayou lift bridges and the Pearl River Swing Truss. As the rope access site supervisor, Erin created the SPRAT-certified inspectors' work plans and safety plans and rigged the rope access system. She also performed some inspection work when additional SPRAT Level 3 staff were on site. The structural inspections were coordinated with the mechanical and electrical inspections and accommodated bridge openings as needed for boat traffic. Erin wrote and reviewed the structural sections of the report for each bridge.			
11/23, 10/24	Port of New Orleans, Movable Bridge Inspections On-Call Contract New Orleans, LA. Bridge Inspection Team Leader. Using rope access, Erin led a five-person team to inspect two bascule trusses and their counterweight structures in 2023 and again in 2024. The bridges carry Class 1 railroads over the Inner Harbor Navigation Canal, so the work required coordination with a railroad flagger and the bridge operator to maintain train and boat traffic. Erin wrote the above-deck structural sections of both reports and reviewed the below-deck structural, mechanical, and electrical sections.			
10/20-11/20	Texas Department of Transportation (TxDOT), Movable Bridges Asset Maintenance Rio Hondo, TX. Bridge Inspection/Rope Access Site Supervisor. Erin supervised rope access inspection of the Rio Hondo lift bridge towers above deck that were beyond the reach of the bucket truck, including the side faces over water and the majority of the lift-span and approach-span faces. The scope included a general inspection to assess the bridge's condition since its 2017 rehabilitation, as well as a detailed inspection of elements that may require repairs or maintenance. Erin created the work and safety plans for two SPRAT Level 1 inspectors and rigged the rope access system. The structural inspection was performed separately from the mechanical and electrical inspection, but coordination with operations for boat traffic was still required. She wrote the tower sections of the report.			
05/12-09/21 and 07/24-Ongoing	TxDOT, Non-Redundant Steel Tension Members (NSTM) (formerly Fracture Critical) and Complex Bridge Inspection Contract Statewide, TX. Bridge Inspection Team Leader. Erin has worked on five full contract cycles since 2012, advancing from Assistant to Team Leader to Rope Access Leader for the state. She is currently working on HDR's 6th cycle on this contract. Structure types include plate girders, plate caps, tub girders, box caps, floor beams, trusses, railcar bridges, and signature tower and cable structures. Erin coordinates each aspect of the inspection, from planning to mobilization to reporting. Additionally, this contract includes load ratings. Erin has performed load ratings for small rural structures, steel I-beams, plate girders, trusses, deck trusses, floor beams, and gusset plates.			

Firm employed by: HDR Engineering, Inc.			
Name	Oluronke (Ronke) Osibajo, PE, CFM, ENV SP		Years of relevant experience with this employer
Title	Texas Gulf Coast Utilities Team Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		ME / 2008 / Civil Engineering BS / 2006 / Civil Engineering	
Active registration number / state / expiration date		PE.0038103 / LA / 09-30-2026	
Year registered	2013	Discipline	Civil
Contract role(s) / brief description of responsibilities		Utility Coordination & Subsurface Utility Engineering / Lead subsurface utility investigations, coordination, and conflict resolution to support project design and delivery.	
Ronke brings diverse civil engineering experience and extensive expertise in utility risk management to transportation projects. She has a track record of successful collaboration with clients, design teams, and utility owners, emphasizing early mitigation of utility risks to verify successful project delivery. Ronke employs proactive utility coordination, multidisciplinary conflict-avoidance strategies, relocation design, and monitoring to mitigate safety, cost, service, and schedule risks associated with existing utilities in infrastructure projects. She understands ASCE 38-02 subsurface utility engineering (SUE) Quality Levels (QL) D through A, as well as utility coordination best practices.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/24 – 03/25	City of Corpus Christi, Flour Bluff Drive Bond 2022 Corpus Christi, TX. Utility Task Lead. Ronke worked with the design team and utility owners to identify and resolve utility conflicts along the two-mile roadway design project. She prepared QLD SUE plans, conducted conflict analysis of existing utilities, collaborated with the design team to implement conflict-avoidance and mitigation strategies during the early design phases, identified QL B and A SUE needs, and coordinated relocation design with utility companies.		
06/22 – 03/24	TxDOT Beaumont, IH 10 Eastex Interchange Beaumont, TX. Utility Task Lead. Ronke led a team of utility engineers and coordinators to identify 1,262 utility conflicts, execute 18 agreements totaling \$29M, and coordinate relocation of several miles for the interchange reconstruction, which included the addition of main lanes and frontage roads in both directions, bridge upgrades, and sidewalks. With a critically constrained ROW, Ronke developed conflict-mitigation solutions, such as sleeper slabs and concrete barriers, to help protect certain utilities. She also planned utility assignments and construction sequences to optimize spacing for relocated utilities and to meet construction time limits.		
01/21 – 04/22	MDOT, Interstate 55 Widening from South of Church Road to SR 302 DeSoto County, MS. Utility Project Manager. Ronke led a team of utility technicians, surveyors, and engineers to manage and execute the \$700,000 utility engineering contract, which included QL D – A SUE, utility conflict mitigation, utility coordination, and utility relocation sequencing/oversight. She provided direct oversight of field crews, verifying that appropriate geophysical tools and methodologies were employed, and incrementally conducted quality assurance checks on approximately 260,000 linear feet of buried utilities. Ronke provided support for proactive utility conflict avoidance and facilitated the relocation of utility conflicts.		
06/20 – 01/21	Ascension, Parish Bluff Road Widening Statewide, LA. Utility Task Lead. Ronke managed field work for geophysical utility investigations, test holes, and utility surveys. She prepared QLB and QLA SUE deliverables per LADOTD standards.		

Firm employed by HDR Engineering, Inc.				
Name	Garland Pennison, PhD, PE		Years of relevant experience with this employer	13
Title	Senior Project Engineer Professional Associate		Years of relevant experience with other employer(s)	33
Degree(s) / Years / Specialization		PhD / 2020 / Systems Engineering MS / 1993 / Environmental & Water Resources Engineering BS / 1979 / Civil Engineering		
Active registration number / state / expiration date		PE 20931 / LA / 09-30-2026		
Year registered	1983	Discipline	Environmental, Civil	
Contract role(s) / brief description of responsibilities		Hydraulic Analysis & Design / Lead for bridge hydraulics modeling; bridge scour analysis; coastal transition zone modeling; bridge hydraulic reports.		
Garland has 46 years of experience in project planning, engineering, design, and management across diverse civil and coastal infrastructure projects. His previous work experience with other employers included numerous LADOTD transportation and bridge hydraulic projects. His diverse experience includes transportation, coastal, urban land-use, and infrastructure design and planning projects. He has expertise in hydrodynamic and numerical modeling of complex coastal, estuarine, and riverine systems. Garland is a PhD graduate in systems engineering from the University of South Alabama, with research focused on coastal transportation systems and the physical damage caused by intensifying coastal hazards, including storm-surge-induced damage to bridge spans.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/19-Ongoing	LADOTD, Louisiana Watershed Initiative (LWI) Modeling Region 5 South Central Parishes, LA. Project Manager. Garland led the development of hydrologic and hydraulic (H&H) models for the LWI Region 5, covering the Atchafalaya, Bayou Teche, Vermilion, Mermentau, and Mermentau Headwaters HUC-8 watersheds. The project involves assessing drainage conditions over 10,000 square miles using HEC software and incorporating coastal ADCIRC data as modeled boundary conditions. The watershed models are the most advanced to date for this complex coastal region. Task Order 4 developed design storms and consequence models for the entire 16-parish Region 5 boundaries. Work is ongoing on Task Order 5, cataloging and applying models to proposed improvements.			
01/23-Ongoing	Lafayette Consolidated Government (LCG), Bridge Hydraulic Studies Lafayette City Parish, LA. Project Manager. Garland is completing FEMA analyses of proposed bridge hydraulics for various LCG projects. This includes evaluating existing and proposed FEMA models for no-rise certifications associated with proposed bridge hydraulics, and submitting a letter of map revisions in the event FEMA flood insurance maps require revision. This requires an extensive knowledge of drainage systems within the Vermilion and Mermentau watersheds.			
06/24-Ongoing	LCG, Vermilion Watershed Hydraulic Studies Lafayette City Parish, LA. Project Manager. Garland is completing hydrologic and hydraulic analysis of various existing and proposed improvements within the Vermilion and Mermentau watersheds. This includes evaluating existing and proposed 2D RAS models for major drainage improvements and/or modifications within the watersheds. This requires applying complex H&H models to evaluate impacts on existing and future drainage conditions.			
07/15-02/17	Bayou Lafourche Freshwater District (BLFWD) Union Pacific Railroad Bridge Donaldsonville, LA. Project Manager. The project consists of replacing existing culvert crossings with a new railroad bridge as part of a fast-track effort to remove flow restrictions and increase freshwater supply capacity from the Mississippi River through Bayou Lafourche. Garland completed RAS analysis for alternative bridge designs. A five-span bridge was designed by HDR and installed during a 72-hour UPRR-programmed track stoppage window.			
01/15-05/17	Pennsylvania Department of Transportation, Rapid Bridge Replacement Program Statewide, PA. H&H Team Lead. Garland led a modeling team that provided hydrologic and hydraulic analysis and design support for a fast-track design-build program involving 550+ bridge replacements. Models included hydrology, RAS 1-D, scour analysis, and environmental design requirements.			

Firm employed by HDR Engineering, Inc.				
Name	Steven Pierce, PE (SPRAT II)		Years of relevant experience with this employer	6
Title	Materials Engineer		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		BS / 2018 / Chemical Engineering and Material Science		
Active registration number / state / expiration date		2026 / CA / 09-30-2026		
Year registered	2022	Discipline	Metallurgy	
Contract role(s) / brief description of responsibilities		Protective Coatings Specialist / AMPP CP1 Coatings Inspector		
Steven performs direct and indirect corrosion inspections of metallic and concrete transportation, water, and wastewater type structures, including pipelines, penstocks, dams, bridges, and lift stations. Some of the field-testing procedures include soil resistivity/corrosivity measurements, structure-to-electrolyte potential surveys, concrete chemical testing, and non-destructive thickness testing.				
Experience dates (mm/yy–mm/yy)		Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/25-06/25		LADOTD, DOTD Control 5 Movable Bridges (6) Vermillion, Lafayette, St. Martin, and Calcasieu Parishes, LA. <i>Bridge Coatings Inspector.</i> Steven performed coating inspections of lifting towers, lift-span floor systems, and truss members using a MEWP at the West Fork and Ellender lift bridges. The coating inspections were coordinated with the structural inspections and accommodated bridge openings as needed for boat traffic. Steven wrote and reviewed coating inspection sections of the report for each bridge.		
07/25-09/25		Port of Hood River (PoHR), PoHR Bridge Repair and Paint Hood River, OR. <i>Bridge Coating Inspector.</i> Using rope access, Steven led a three-person team to inspect the condition of the existing coating of the lifting towers, lift span floor systems, and truss members. He tabulated the areas of coating damage and recommended areas for coating repair to extend the bridge's life by an additional 15 years, until a new, larger bridge can be constructed.		
07/24-07/24		Kansas Department of Transportation (KDOT), Intercity Viaduct Rating Kansas City, KA. <i>Bridge Inspector.</i> Using rope access, Steven inspected lower-chord fracture-critical members for coating and corrosion damage. Metal losses due to corrosion were tabulated and used to calculate the bridge's structural rating in its current condition, to inform future repair recommendations.		
10/23–05/24		Silicon Valley Power (SVP), Stony Gorge Penstock and Black Butte Penstock Inspections Statewide, CA. <i>Coatings Inspector.</i> Steven used rope access to inspect the internal sloped portions of three penstocks and performed a hands-on coating inspection. This work included visual inspection of the full pipe length, interior condition assessments, and non-destructive evaluation. Steven also assisted with preparing and evaluating the safety and rescue plans required to complete the interior inspection. HDR provided the rope access means and methods for safe entry and rescue response to complete the work.		
12/24-12/24		Port of Long Beach (POLB), Pier B ODRS Facilities Program; Crescent Warehouse Long Beach, CA. <i>Corrosion and Coatings Inspector.</i> Steven performed a coating and corrosion inspection of roof truss members at the Crescent Warehouse in preparation for building modifications. The condition of the roof trusses was used to determine if the existing load rating would meet the requirements for the future building modifications. Rope access and a MEWP were used to reach each portion of the roof truss. The building's tenants currently use it to ship and receive large crates from the port. Steven consistently coordinated access around moving forklifts and occupants.		
06/24-07/24		USACE, Pittsburgh District Dams and Locks Statewide, PA. <i>Structural Engineer.</i> Steven used rope access to inspect the upstream and downstream faces, internal structures, and lift-arm mechanisms of the dam radial gates at the New Cumberland and Charleroi USACE Lock and Dam sites. Steven wrote and reviewed the dam inspection sections of the report.		

Firm employed by: HDR Engineering, Inc.			
Name	Amber Robinson, PWS		Years of relevant experience with this employer
Title	Environmental Practice Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2012 / Environmental & Sustainable Resources BS / 2008 / Business Management	
Active registration number / state / expiration date		Professional Wetland Scientist, No. 3286 / US / Exp. 10/22/30	
Year registered	2020	Discipline	N/A
Contract role(s) / brief description of responsibilities		Environmental & Permitting Services	
Amber has 13 years of environmental experience with an emphasis on Federal and State permit and agency coordination in support of bridge replacement and maintenance projects. Technical areas of expertise include: delineation of waters of the U.S., US Corps of Engineers, Section 10 navigable waters and waters of the U.S. permit coordination; Section 408 Engineering Review coordination, Parish/City floodplain permit coordination, State coastal use permit coordination, US Coast Guard bridge advance approvals and exemptions; NEPA documents, T&E species habitat evaluations; wetland ecology assessments; and compliance monitoring. The Federal, State, and local permitting agencies she routinely works with include the USACE, USCG, USFWS, LaDEQ, LDWF, La Department of Conservation and Energy, Office of Coastal Management, and Parish and City Floodplain Administrators.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/25 - Ongoing	Norfolk Southern Railroad, NS MP 5.2 Railway Bridge Maintenance Project Orleans Parish, LA. <i>Environmental Task Lead.</i> Amber led a team of professionals to conduct a wetland delineation and habitat assessment (a threatened and endangered species survey) of the project area. She also led the preparation and is currently serving as the applicant agent of the Joint Permit Application to comply with Section 404 of the Clean Water Act and the Louisiana Coastal Management Program. She also led the development of the LDWF Natural and Scenic Rivers Permit Application. The applications were submitted in March of 2026 and are still under review, with expected authorizations in June/July 2026.		
01/23 - Ongoing	CSX Transportation, LA Railroad Movable Bridge Program Orleans & St. Tammany Parish, LA. <i>Environmental Task Lead.</i> Amber serves as the environmental permitting technical lead for professional permitting services for electrical upgrades, including the replacement of submarine cables, for three railroad movable bridges along the CSX NO&M corridor. The bridges crossed Chef Menteur Pass, the Rigolets, and Pearl River. Amber led a team of professionals who conducted wetland delineations and habitat assessments (a type of threatened and endangered species survey) for each movable-bridge maintenance project. She also led the preparation and served as the applicant agent of the Joint Permit Application to comply with Section 10 of the Rivers and Harbors Act and the Louisiana Coastal Management Program. Permitting is complete for movable bridge crossings at Chef Menteur and Pearl River. Permitting of the Rigolets Movable Bridge crossing is still underway. Amber is also leading monthly compliance monitoring for three projects during construction.		
07/23-Ongoing	CSX Transportation, CSX NO&M Gulf Coast Hardening 20 Mile Project, CSX Transportation Orleans Parish, LA. <i>Environmental Task Lead.</i> Amber serves as the technical lead for professional permitting services for the approximately 20-mile-long roadbed hardening project for the CSX railroad near New Orleans, Louisiana. The purpose of roadbed hardening is to address ongoing embankment erosion, which is exacerbated during hurricanes. Amber is leading a team of professionals responsible for a wetland delineation and habitat assessment (a type of threatened and endangered species survey) of the 20-mile project. She also led the preparation of the Joint Permit Application, including a Hydrologic Modification Impact Assessment and Needs and Justifications Analysis. She serves as the applicant agent for CSX, assisting with agency coordination, including hosting a pre-application meeting with the State of Louisiana, the USACE Vicksburg District, and the New Orleans District. Currently, she is responsible for leading permit compliance during the construction of a two-mile segment of the project.		
03/21–Ongoing	Illinois Central RR, Baton Rouge Subdivision MP 431 Bridge Reconstruction Permitting Project Norco, LA. <i>Environmental Scientist/Project Manager.</i> Amber led the wetland delineation and habitat assessments, including threatened and endangered species surveys, for the proposed project area, which will replace a railroad bridge crossing the Bonnet Carre Spillway at Mile Post 431 on the Baton Rouge Subdivision. She also led the development and submission of a joint permit application, request for Section 408 review, request for USCG advance approval and lighting exemption, and draft Stormwater Pollution Prevention Plan for an 8,000-foot-long		

	railroad bridge replacement project that spans the USACE's Bonnet Carré Spillway. She led the team that received authorization under Section 106 for an unmarked Civil War-era burial ground without the need for a costly excavation investigation. Authorizations were accomplished within 11 months of the original joint permit application submittal. The project is currently under construction and is expected to be completed by December 2026. Amber and her team are responsible for annual compliance monitoring of the project during construction.
07/16–01/24	Illinois Central RR, Bonnet Carré Spillway Bridge Replacement Project La Place, LA. <i>Environmental Scientist/Project Manager.</i> Amber conducted the wetland and stream delineation and proposed jurisdictional determination in support of two proposed alternatives to replace a railroad bridge that crosses the Bonnet Carré Spillway at Mile Post 891 on the McComb Subdivision, including preparation of a Preliminary Wetland Delineation and Proposed Jurisdictional Determination Report. She coordinated with the Louisiana Office of Coastal Management to complete the purchase of mitigation bank credits, finalized the Coastal Use Permitting process, prepared baseline and impact sections for an environmental assessment led by the USCG and USACE, and coordinated with the USACE Operations Division throughout project construction. Amber led compliance monitoring during construction, which was completed in May 2022. Amber worked with the Federal and State permitting agencies to close the project out in January 2024
05/13–Ongoing	Union Pacific Railroad, Bridge Replacement Program Field and Professional Permitting Services Various Locations in LA, TX, and AR. <i>Environmental Scientist/Project Manager.</i> Amber has conducted wetland and stream delineations and performed permitting evaluations for the replacement of more than 60 bridges in Louisiana, Texas, and Arkansas since 2013, in support of Union Pacific Railroad's ongoing bridge replacement program. Other project tasks have included vegetation community assessment, habitat mapping, hydrologic evaluation, and permit coordination activities for USACE Nationwide and State of Louisiana Coastal Use Permits. Amber develops permit application packages and coordinates permitting with State and Federal agencies. Additionally, she is tracking HDR's permitting efforts for Union Pacific Railroad, from site survey through construction, in a web-based permit-tracking system for many bridge replacement projects in the south-central and western regions.

Firm employed by HDR Engineering, Inc.			
Name	Joey Runner, PWS		Years of relevant experience with this employer
Title	Senior Environmental Scientist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2003 / Biology	
Active registration number / state / expiration date		No. 2855 / LA / 07-31-2027	
Year registered	2017	Discipline	Professional Wetland Scientist
Contract role(s) / brief description of responsibilities		Environmental & Permitting Services / Wetland delineation and threatened and endangered species surveys	
Joey manages fieldwork and regulatory permitting while coordinating with clients, stakeholders, and agencies like USACE. He specializes in wetland delineations and endangered species surveys.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/24–06/24	Entergy, Vermillion River Crossing Abbeville, LA. Project Manager and Lead Field Biologist. Joey provided the wetland delineation assessment, threatened and endangered species survey, USACE section 404 and section 10 Permitting, and soil sampling for this project. He provided field data collection, evaluated wetland boundaries, identified potential impacts on protected species, and confirmed compliance with local and federal environmental regulations.		
08/23–08/24	Jefferson Davis Electric, 230 KV Transmission Line Calcasieu and Cameron Parishes, LA. Field Manager and Lead Biologist. Joey prepared the wetland delineation assessment and threatened and endangered species surveys. He provided field data collection, evaluated wetland boundaries, and identified potential impacts to protected species.		
06/23–08/24	Entergy, Champagne Substation Transmission Line Champagne, LA. Project Manager and Lead Field Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys, and USACE permitting for this transmission line project crossing Courtableau Bayou. He provided field data collection, evaluated wetland boundaries, identified potential impacts to protected species, and confirmed that the project complied with local and federal environmental regulations.		
01/22–08/24	Entergy, Magnolia Substation and Transmission Line Plaquemine, LA. Project Manager and Lead Field Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys, regulatory permitting, stormwater pollution prevention plan (SWPPP), and inspections and soil sampling. He provided field data collection, evaluated wetland boundaries, identified potential impacts on protected species, and confirmed that the project complied with local and federal environmental regulations.		
08/22-08/24	Targa, Proposed Well Pad, Roads, Pipelines, and Structures LPG Storage No. 013 Well Hackberry, LA. Project Manager and Lead Field Biologist. Joey performed the wetland delineation assessment and threatened and endangered species surveys. He also led the LDNR, Coastal Use permitting.		
04/19–11/19	Sempra, Louisiana Connector Extension Pipeline Leblanc, LA to Delhi, LA. Field Manager and Lead Biologist. For this 180-mile pipeline project, Joey conducted the wetland delineation assessment and threatened and endangered species surveys. He provided field data collection, evaluated wetland boundaries, and identified potential impacts on protected species.		
01/21–04/25	Lafayette Consolidated Government, Drainage Initiative Lafayette Parish, LA. Field Manager and Lead Biologist. Joey prepared the wetland delineation assessment and the threatened and endangered species surveys for this project. He provided field data collection, evaluated wetland boundaries, and identified potential impacts to protected species.		
09/25-02/26	Entergy, Transmission Line Relocation for Bike Path Jefferson and Orleans Parishes, LA. Project Manager and Lead Field Biologist. Joey completed the wetland delineation assessment, the threatened and endangered species surveys, and the parish, state, and federal permitting.		
03/26- Ongoing	Union Pacific, Bridge Program TX and LA. Lead Field Biologist. Joey conducted field data collection, evaluated wetland boundaries, and identified potential impacts on protected species, verifying that the project complies with local and federal environmental regulations.		

Firm employed by HDR Engineering, Inc.				
Name	Edwin Rydell, PE		Years of relevant experience with this employer	27
Title	Senior Project Manager		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			BS / 1986 / Civil Engineering,	
Active registration number / state / expiration date			PE.0047343 / Louisiana / Exp. 03-31-2027	
Year registered	2022	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Roadway & Traffic Control / Implement traffic control plans to verify safe/efficient traffic flow on roadways	
Edwin has extensive experience in transportation engineering, including roadway design, and served for seven years as a Texas Department of Transportation Design Engineer. He is familiar with multiple aspects of roadway design, including horizontal and vertical alignments, traffic control, utility coordination, signing and pavement markings, and specifications. He is proficient in Geopak, Microstation, and OpenRoads.				
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).			
11/22–03/23	LADOTD, Bridge Preservation IDIQ – LA 577 at I-20 Repair PS&E Waverly, LA. Roadway Engineer of Record and Traffic Control Plan Lead. Edwin developed the roadway design and TCP plans for both phases of this emergency site inspection to assess the condition of a bridge struck by a truck. HDR completed the Phase 1 design, consisting of a PS&E to open a single traffic lane. After the emergency Phase 1 Design was complete, HDR prepared Phase 2 PS&E to complete the design for a replacement span.			
02/18-12/19	TxDOT Wichita Falls, US 287 NB Little Wichita River Bridge Replacement Clay County, TX. Roadway Task Lead. The project consisted of the phased replacement of two on-system bridges on US 287. Bridge 1 is over the East Fork of the Little Wichita River, replacing a five-span bridge with a phased three-span bridge, and Bridge 2 is over the East Fork of the Little Wichita River. Edwin established the horizontal and vertical alignments for the bridge replacement project and designed the roadway to tie the existing road to the proposed bridge. He also managed the development of the traffic control plan to complete the bridge in phases, allowing one lane of traffic throughout construction.			
11/22-12/23	Port of Corpus Christi Authority, Kay Bailey Hutchison Road Corpus Christi, TX. Roadway/TCP Lead. HDR prepared the design for the Kay Bailey Hutchison Road reconstruction, which led to industrial facilities associated with the Port of Corpus Christi Authority. The existing asphalt roadway will be removed and replaced with a concrete roadway, along with drainage improvements. Edwin prepared the traffic control plan to place a two-course surface treatment on the adjacent Heavy Haul Road, allowing it to be used for traffic control during construction. Edwin created the project's complete roadway design and verified that disciplines were working together. Edwin also designed a temporary road adjacent to Kay Bailey to provide industrial traffic with continuous access to the facility during construction.			
06/25 - Ongoing	LADOTD, Bridge Preservation IDIQ – LA 301 over Priest Canal Jefferson Parish, LA. Roadway Engineer of Record/TCP Plan Lead. Edwin developed the roadway design for the replacement of the bridge over Priest Canal. After reviewing the existing bridge structure and noting the low traffic in the area, it was determined to close the bridge for replacement. With no other access for residents beyond the bridge, Edwin developed an alignment and design for a one-lane diversion road with traffic signals to maintain their access.			
07/15 – 03/17	Harris County, Louetta Road Design Harris County, TX. Project Manager. Edwin managed the design of a four-lane boulevard section. He completed roadway, drainage, detention, and striping design. He also assisted with the project's construction administration.			
07/22-11/24	Harris County Engineering Department, Market Street Design Baytown, TX. Project Manager. Edwin prepared the final design for Market Street from Bayway Drive to West Sterling. He completed the design of a one-lane roadway in each direction, four roundabouts at existing signalized intersections, a 12-foot shared-use path, and a five-foot sidewalk. After coordinating with each entity, Edwin also added parking lanes at the high school and a city park.			
02/18-07/20	TxDOT Yoakum, IH 10 West of San Bernard River to East of Crooked Branch Sealy, TX. TCP Task Lead. Edwin designed the traffic control plans for a four-phase project that included a complete freeway reconstruction from four to six lanes and reconstruction of the frontage road. The TCP maintained the existing number of lanes throughout construction.			
05/17-10/20	Brazoria County, SH 288 Managed Lanes General Engineering Consultant Brazoria County, TX. TCP Task Lead. HDR was the GEC for the construction of the SH 288 Managed Lanes. Edwin set up the general phasing layout for the entire project. He led team coordination meetings with various designers to establish a seamless TCP across the sections for a complete TCP for construction.			

07/21–03/23

LADOTD, Statewide Complex In-Depth Bridge Inspections – Task Order 4 | Statewide, LA. *Traffic Control Lead*. Edwin designed traffic control plans for this project, including inspections of three steel swing-span bridges in Livingston and Tangipahoa Parishes.

Firm employed by HDR Engineering, Inc.				
Name	Venkata Sathiraju, PE		Years of relevant experience with this employer	2
Title	Bridge Engineer		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		MS / 2019 / Structural Engineering Bachelor of Technology / 2016 / Civil Engineering		
Active registration number / state / expiration date		PE 0048436 / LA / 03-31-2028		
Year registered	2023	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Structural Support / Evaluate the condition of bridges and determine load-bearing capacity to verify safety and compliance with engineering standards		
Venkata has over seven years of experience in bridge design, inspection, and load rating. He completed his master's degree with a thesis focused on bridge design and the handling of prestressed I-beams. He has worked on bridge projects for various public clients, including LADOTD, TxDOT, TDOT, FDEP, INDOT, and various cities and counties in Indiana.				
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).			
04/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Statewide LA. Bridge Designer. Venkata served as the site coordinator and worked with district bridge engineers to conduct in-depth inspections of the six vertical-lift bridges. He was part of the structural inspection team and worked on the submission of six in-depth reports. He is currently performing load ratings for the main span of the six movable bridges using AASHTOWare and other internally developed spreadsheets.			
01/25-Ongoing	Port of New Orleans (PONO), Independent Structural Design Review (ISDR), ESB Highway Bridge St. Bernard Parish, LA. Bridge Designer. HDR provided ISDR for the ESB Highway Bridge design. Venkata conducted independent calculations to verify the bridge geometry, prestressed girder, and substructure designs based on the 60% and 95% plans, and participated in the comment-resolution meeting with the designers. He also developed a draft review report and a comment-resolution matrix, which were used to address potential conflicts noted in the original design.			
02/25-Ongoing	CSX, Rigolets Project Rigolets, LA. Bridge Designer. Venkata performed structural repairs and upgrades to the swing-span bridge at Rigolets, LA. The upgrades included extending the access platforms around the piers, adding stairs to them, and installing a new over-track platform. Venkata has also helped develop plan sheets for 60% and 90% submissions.			
10/24-12/24	PONO, Movable Bridge Inspection On-call Contract New Orleans, LA. Bridge Inspector. Venkata assisted with the structural portion of the inspection for Seabrook and Almonaster Bridges over the Inner Harbor Navigational Canal. He also provided a 30-day memo with preliminary findings, along with draft inspection reports for both bridges.			
8/24-Ongoing	TxDOT Houston, Seawolf Parkway at Pelican Island Channel Bridge Replacement Galveston, TX. Bridge Designer. The proposed project will replace the existing lift bridge with a new fixed bridge. Venkata designed prestressed girders and abutments for the project at 60% phase. Using PGSuper software, Venkata analyzed and designed Tx40 and Tx70 girders for two representative span units. For the abutment design, he used CAP18 software and internally developed spreadsheets to complete the analysis and design.			
06/24-11/24	LADOTD, Bridge Preservation 2022 Contract, Bridge Optimization Study Statewide, LA. Bridge Engineer. HDR provided design aids that will be used by the bridge design engineers to determine a preliminary optimal layout through analysis incorporating variables such as bridge super- and substructure types, girder spacing, girder concrete strength, span length, super- and substructure material costs, and project size/location. Venkata reviewed the analysis in this optimization tool and developed a unit price estimate tool for the items used in the analysis, using cost-estimating tools available on the LADOTD website.			
04/23-06/24	LADOTD, Statewide Complex Bridge Inspection Project Statewide, LA. NHI Certified Bridge Inspector. Venkata assisted with inspections and completed bridge inspection reports. The inspected bridges include the Old US 51 bridge over Pass Manchac near Akers, and the US 11 bridge over Norfolk Southern railroad in Slidell.			
04/23-06/24	Tennessee Department of Transportation, Complex and Standard Bridge Load Rating Statewide, TN. Bridge Inspector. Venkata rated approximately 10 bridges. Bridges included SR 311 over Candies Creek in Candies Creek, I-65 over SR 273 in Giles County, and I-81 over Pitt Rd in Greene County. AASHTOWare BrR software was used to perform load ratings. Bridge types included reinforced-concrete slab bridges, T-beam bridges, prestressed-concrete I-beam bridges, and prestressed-concrete box-beam bridges.			

08/23–01/24	Florida Department of Environmental Protection, Lover's Key State Park Rehabilitation Fort Myers, FL. Bridge Inspector. Rehabilitation of various parts of the Lover's Key State Park is underway after the destruction caused by Hurricane Ian. The project scope included load rating checks on the Tram bridge connecting parts of the park to the beach. Venkata performed load rating checks on the tram bridge in accordance with the FDOT Bridge Load Rating Manual. It is a 725-foot-long bridge with identical 25-foot spans supported by prestressed concrete box beams.
12/22-03/23	LADOTD, H.014465 - Rehabilitation of Vertical Lift Bridge Perry, LA. Bridge Inspector. LADOTD proposed to rehabilitate the Perry vertical lift bridge over the Vermilion River on State Hwy 82 by replacing the existing superstructure on approach spans and lift span and making necessary adjustments to towers. The 383-ft, 11-span bridge consists of 10 approach spans, a 30-ft span, and 1 lift span. Venkata has designed the approach-span steel beams and reviewed the design and load rating of the vertical lift span for the 60% submission.
11/22-12/22	PONO, Inner Harbor Navigational Canal, Seabrook Bridge Load Rating New Orleans, LA. Bridge Inspector. The Seabrook Railroad Bridge consists of the east and west approach spans, a tower span, and a bascule span for navigational access. Venkata assisted with checking the load rating calculations for the east and west approach spans to the Seabrook Railroad Bridge. Approach spans are approximately 30 feet long with timber deck ties on steel rolled beams. Load rating checks followed the Manual for Railway Engineering (MRE) guidelines, as set by AREMA, and were performed using internally developed spreadsheets.
05/20-09/21	Miami County, Wayne Street Bridge 501 Rehabilitation Miami County, IN. Bridge Designer. The project included a complete superstructure replacement with pedestrian improvements on the Wayne 501 bridge. Venkata designed the deck and plate girders for the superstructure. Plate girder design was performed using Merlin-Dash software. Venkata also conducted design checks, including splice design, top-of-splice elevation calculations, bearing pad selection, bearing stiffener and weld design, and camber calculations.
03/21-05/22	INDOT, North Split Project Indianapolis, IN. Bridge Designer. The project involved reconstruction design for multiple bridges at the I-65/I-70 split near downtown Indianapolis. Venkata designed superstructure and substructure elements for bridges on New York, East Ohio, East Michigan, and St. Clair Streets using LEAP Bridge Concrete/RC Pier, with prestressed I-beam superstructures, integral/semi-integral end bents, and multi-column pile-supported piers. He also designed a widening at the intersection of N. Alabama and N. Delaware Streets on the west leg, including a complex flared geometry with added steel girders. Design and rating were performed using Merlin Dash, AASHTOWare BrR, and RC Pier.
07/20-08/22	Vigo County, New Bridge over Railroad Crossing Terre Haute, IN. Bridge Designer. There are existing at-grade railroad crossings at 8th Avenue and North 13th Avenue. The project scope is the replacement of these at-grade crossings with a bridge with two roundabouts to access 8th Avenue and North 13th Avenue. Venkata designed the bridge superstructure and substructure. Prestressed concrete girders were used for the superstructure. Bridge cross-section geometry was flared to accommodate the sight distance restrictions from the bridge to the roundabout. LEAP Bridge concrete and RC Pier software were used during the design phase.
08/19-06/20	INDOT, I-69 Finish Line Project Johnson County, IN. Bridge Designer. Six bridges were designed and constructed at the SR 37/SR 144 interchange using prestressed girders and integral end bents. Venkata designed the girders, deck, and substructure units, utilizing LEAP Bridge Concrete/RC Pier software.
06/19-09/22	INDOT, Countywide Bridge Load Rating Inspections Statewide, IN. Bridge Inspector. Venkata helped perform load ratings for newer bridges and updated ratings for previously rated bridges that warranted a load rating following inspections. AASHTOWare BrR and internally developed Excel spreadsheets were used for load rating calculations.
06/19-09/22	INDOT, Countywide Bridge Inspections Statewide, IN. NHI Certified Bridge Inspector. Venkata was part of countywide bridge inspections of small to medium-sized bridges for Wells, Jackson, Martin, and Crawford Counties. The bridge types inspected included prestressed I-beam, prestressed box-beam, steel girder, and timber bridges. Venkata started as a team member on over 150 bridge inspections, and he became a team leader.

Firm employed by HDR Engineering, Inc.				
Name	Christopher Senesi		Years of relevant experience with this employer	4
Title	Transportation Asset Management Advisory Lead		Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization		MS / 2012 / Civil Engineering BS / 2010 / Civil Engineering		
Active registration number / state / expiration date		Institute of Asset Management (IAM) Certificate		
Year registered	2024	Discipline	Asset Management	
Contract role(s) / brief description of responsibilities		Asset Management Planning Lead / Develop the asset management plan and integrate it into project development; guide the use of inspection data, condition assessments, and lifecycle considerations to define, prioritize, and advance preservation and rehabilitation projects.		
Chris is a trusted infrastructure advisor and consultant, with an emphasis on asset and risk management. He specializes in providing business improvement consulting services for infrastructure projects in the US and internationally. Chris’s comprehensive experience includes work in the highway, transit, utilities, public works, and aviation sectors, where he has helped agencies implement both enterprise and project-level asset and risk management programs. He has led and supported maturity assessments, improvement programs, strategic planning, procedural development, business process modeling, and digital asset management.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/25-Ongoing	Michigan DOT, Bridge Asset Management Plan, Deterioration Modeling, and Alignment with I-94 Modernization Project Detroit, MI. Deputy Project Manager. This project is to develop an asset management plan for 44 bridges along the I-94 corridor, supported by field scoping inspections and desktop file reviews. Chris’ work combines condition assessments and predictive deterioration modeling, leveraging both FHWA-based and artificial intelligence-based tools, to support project phasing and decision-making and help identify appropriate rehabilitation and maintenance work prior to the replacement of each bridge.			
01/24-01/25	Bay Area Toll Authority (BATA), Life Cycle and Bridge Deterioration Models San Francisco, CA. QC Lead. The project consisted of life cycle cost analysis and bridge deterioration modeling for key Bay Area bridges, including the San Francisco-Oakland Bay Bridge. He reviewed the project approach and final deliverables to verify consistency, clarity, and alignment with project goals. The effort focused on enhancing bridge asset management by advancing life-cycle planning, evaluating maintenance strategies, and conducting specialized studies, including structural steel painting assessments, fatigue analyses, and mechanical system evaluations. The project also developed element-level deterioration models using a Markov chain approach to forecast bridge conditions and support data-driven decision-making. HDR worked closely with BATA and Caltrans to organize asset data, conduct independent cost and risk analyses, and support briefings to BATA leadership. Additional support for the Yerba Buena Island Tunnel and Antioch Bridge addressed region-specific needs and contributed to a broader bridge management strategy.			
03/25-Ongoing	TxDOT, Transportation Asset Management Plan Development and Life Cycle Planning Austin, TX. Risk Management Task Lead Chris is currently supporting the update, refinement, and development of the agency’s transportation asset management plan (2026 update) to confirm it continues to meet federal requirements. Chris is leading the risk management task and coordinating HDR’s role in delivering the plan, supporting the inclusion of both bridges and pavement. This effort supports compliance while enhancing the agency’s long-term sustainability and decision-making. The update includes refining life cycle planning, integrating resilience considerations, and strengthening performance evaluations to improve asset reliability and optimize funding strategies			
10/24-06/25	Connecticut DOT, Strategic and Capital Program Process Improvements and Roadmap Hartford, CT. Capital Plan Roadmap Technical Advisor. Chris assisted Connecticut DOT in identifying improvements and developing a roadmap for the agency’s capital program. He documented the current state of the capital planning and programming processes, including interviewing key stakeholders, reviewing existing and planned documents, incorporating state-of-good-repair data for assets, and conducting process mapping workshops. He also defined the future state by identifying opportunities for improvement, benchmarking against other agencies, and incorporating lessons learned. The work will culminate in an actionable improvement program roadmap for the agency’s capital program.			
12/22–10/23	New York Metropolitan Transportation Authority (NY MTA), 20-Year Needs Assessment Development New York, NY. Technical Assessment Lead. Chris worked with the New York Metropolitan Transportation Authority (NY MTA) to develop its 20-Year Needs Assessment Plan, which identified and articulated the infrastructure needs across the entire agency, including its operating agencies and			

	vast array of assets valued at \$1.5 trillion. This included identifying major infrastructure replacements, rehabilitations, and renewals across asset types, including but not limited to rolling stock, bridges, tunnels, facilities, power, signals, and communications. Chris helped the agency compile its asset inventory, condition, and needs data, which then served as input for their 20-year needs plan. The plan serves as an overarching guide for the agency's ongoing five-year capital plans, identifying specific activities for asset repair, rehabilitation, and replacement. As part of the project, Chris also supported the NY MTA in examining the existing state of good repair (SGR) and asset information for over 100 asset classes and types to understand inventory attributes and condition data. This included existing project prioritization for maintaining SGR across asset types. The approach encompassed the integration of various data sources, such as customer input, regional trend analyses, and established inspection protocols. This provided a refined understanding of the system state and customer priorities, including reliability, safety, and performance. The project team also helped develop cohesive and persuasive materials to support the production of the 20-Year Needs Assessment, public outreach materials, and supporting analytics.
09/22-11/23	Hennepin County, Retaining Wall Asset Management Plan Hennepin County, MI. <i>Technical Advisor.</i> Chris assisted Hennepin County in developing a long-term asset management plan for their retaining walls, tailored to the county's unique infrastructure needs and challenges. Working closely with county stakeholders, Chris and the HDR team helped the agency better understand the inventory and condition of its retaining wall assets to support ongoing investments, improve public safety, and optimize capital budgets. This consisted of defining asset objectives, performance measures, lifecycle activities, a financial plan, and next steps for implementation. The asset management program was documented in an asset management plan (AMP). Chris facilitated workshops and discussions to establish the AMP's vision, incorporating stakeholder input across asset inventory, condition assessment, lifecycle management, risk mitigation, and financial planning. Through the development of the AMP, Hennepin County established clear objectives, performance metrics, and risk assessment protocols to verify the long-term resiliency and functionality of the County's 1,292 retaining walls. This dynamic framework not only addresses immediate needs but also provides a roadmap for continuous improvement and adaptation, aligning with Hennepin County's strategic goals and priorities.
09/23-01/24	City of Aurora, Strategic Asset Management and Inventory Support Aurora, CO. <i>Project Manager.</i> Chris supported the City of Aurora in updating the Public Works Department's Asset Management Policy and developing a Strategic Asset Management Plan (SAMP). The project focused on standardizing asset management processes and aligning those processes with industry standards, particularly the American Public Works Association (APWA) guidance on asset management systems. Chris worked closely with City leadership and subject matter experts through meetings, workshops, and strategy sessions to verify alignment with organizational goals. As part of the project, Chris supported the development of the SAMP, including setting measurable asset management objectives, implementing risk-based strategies to mitigate potential threats to asset performance, establishing life-cycle guidance to optimize maintenance and replacement activities, and aligning financial resources with asset management priorities to promote sustainable investment. Chris then supported updates to the Public Works Department's asset inventory framework, aligned with the roadmap outlined in the SAMP. This effort included refining asset inventories, clarifying ownership and maintenance responsibilities, and establishing a comprehensive data framework. He led activities to validate and enhance data, define asset hierarchies and attributes, and conduct a gap analysis. The project provided a foundation for improved data management and future enterprise asset management implementation.
12/21-04/22	Colorado DOT, Asset Management Plan Refinements and Implementation Denver, CO. <i>Deputy Project Manager.</i> Chris supported Colorado DOT in updating, refining, and developing content for the agency's risk-based Transportation Asset Management Plan (TAMP), and verified that the plan continues to meet federal requirements. The project scope also included assisting Colorado DOT in advancing its overall asset management program. This involved defining key asset performance measures and setting targets, enhancing TAMP communication, integrating risk and resilience strategies, and conducting industry benchmarking to identify best practices. Chris worked closely with DOT officials and stakeholders to confirm that the program's goals were met, providing expertise and recommendations that contributed to its success.

Firm employed by HDR Engineering, Inc.				
Name	Andrea Sherman, AICP		Years of relevant experience with this employer	3
Title	Senior Transit Planner		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		MA / 2019 / City and Regional Planning (Transportation) BA / 2014 / Psychology		
Active registration number / state / expiration date		American Institute of Certified Planners, No. 32751 / US Institute of Asset Management Certificate, No. 614119 / US		
Year registered	2020	Discipline	Transit Planning / Transportation Asset Management	
Contract role(s) / brief description of responsibilities		Transit Planner / Transportation Asset Management Specialist / Supports asset management planning through data analysis, deterioration modeling, and life-cycle planning		
Andrea's experience includes data analysis, asset management planning, stakeholder engagement, public outreach, transit service planning, corridor studies, land-use analysis, and the development of strategic transportation recommendations. Andrea applies geospatial analysis, demographic evaluation, travel behavior analysis, and asset-management principles to help agencies develop investment priorities, improve system performance, and support long-range transportation decision-making. She is an AICP-certified planner and holds an Institute of Asset Management Certificate.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/24–04/26	Amtrak, Enterprise Asset Management Support Philadelphia, PA. <i>Transportation Asset Management Planner.</i> Andrea supported the development of a comprehensive asset management plan for Amtrak infrastructure assets. Responsibilities included asset inventory analysis, data evaluation, planning support, and development of asset management documentation to support lifecycle planning and infrastructure investment decision-making.			
01/24–09/24	Nashville Metropolitan Transit Authority (WeGo), "Choose How You Move" Transportation Improvement Plan Nashville, TN. <i>Transit Planner.</i> Andrea supported the development of a transportation improvement plan integrating solutions from previous transportation studies. Responsibilities included stakeholder engagement, transportation analysis, documentation support, and development of multimodal mobility recommendations for a growing metropolitan area.			
11/22–01/24	Delaware Transit Corporation (DTC), Bus Operations Analysis Dover, DE. <i>Transit Planner.</i> Andrea supported the redesign of DTC's bus network by analyzing existing service, customer needs, and operational performance. She contributed to recommendations intended to improve service effectiveness, customer accessibility, and system efficiency.			
05/25–07/26	City of Huntsville, University-Medical BRT Transit-Oriented Development Study Huntsville, AL. <i>Transit and Land Use Planner.</i> Andrea supported transit-oriented development planning along Huntsville's Bus Rapid Transit corridor, including public engagement, development of multimodal planning concepts, bicycle and pedestrian mobility recommendations, and corridor growth strategies.			
01/25–07/26	Southwest Ohio Regional Transit Authority (SORTA), Hamilton Avenue BRT Cincinnati, OH. <i>Transit Planner.</i> Andrea supported planning and evaluation activities for a proposed Bus Rapid Transit corridor, assisting with corridor assessment, transit planning analysis, and multimodal transportation recommendations.			
06/25–03/26	Government of the District of Columbia, Downtown Comprehensive Transportation Plan Washington, DC. <i>Transportation Planner.</i> Andrea contributed to development of a modal priority plan for Downtown Washington, DC, supporting multimodal transportation analysis and implementation planning for future mobility improvements.			
02/23–08/24	USACE Baltimore District, Defense Counterintelligence and Security Agency Global Master Plan Fort Meade, MD. <i>Planner.</i> Andrea supported development of a planning framework to guide future investment, sustainment, and infrastructure management decisions. Her work included planning analysis, data evaluation, and preparation of strategic planning recommendations.			
12/22–11/23	MTA Construction & Development, 20-Year Needs Assessment New York, NY. <i>Transportation Planner.</i> Andrea supported development of planning materials, outreach content, and analytical documentation for the agency's long-range capital needs assessment process, helping communicate infrastructure investment requirements and future transportation priorities.			

Firm employed by HDR Engineering, Inc.				
Name	Wendy Townsend, PMP		Years of relevant experience with this employer	1
Title	Asset Inventory & Assessments/Inspections Manager		Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		BA / 1992 / Art History		
Active registration number / state / expiration date		N/A		
Year registered	2011	Discipline	Project Management Professional (PMP)	
Contract role(s) / brief description of responsibilities		Asset Management Systems Integration / Asset Inventory & Condition Assessments		
Wendy has more than 25 years of experience delivering asset management solutions for public sector and transportation clients. Her expertise includes asset inventories, facility and infrastructure condition assessments, Enterprise Asset Management (EAM) system implementation, quality assurance/quality control, maintenance management, condition-based maintenance, business process improvement, data analysis, and asset lifecycle management. Wendy has successfully led condition assessment programs, BUILDER implementations, and EAM deployments supporting transportation agencies, federal facilities, and critical infrastructure owners. She oversees quality control of assessment data, verifies compliance with agency standards, develops inspection guidance, and supports long-term asset management strategies				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
02/25–Present	Massachusetts Bay Transportation Authority (MBTA), Facility Condition Assessments Boston, MA. QA/QC Lead. Wendy conducts quality assurance reviews of facility condition assessment data, verifies inventory and condition information against MBTA standards, and develops guidance for field assessors engaged in data collection.			
09/24–Present	US Navy, Southwest and Hawaii Structures Baseline Assessment Various Locations, United States and Hawaii. Project Manager. Wendy manages the collection of inventory and condition assessment data supporting the Navy’s Condition-Based Maintenance (CBM) program. The project includes structural asset assessments and validation of sustainment, restoration, and modernization requirements for facility assets.			
09/24–04/25	New York MTA Metro North Railroad, Highbridge Yard Facility Condition Assessment and BUILDER Pilot New York, NY. Project Manager. Wendy managed the collection of facility inventory and condition assessment data, coordinated onsite visual inspections, and oversaw the implementation of BUILDER asset management software.			
09/19–03/22	New York MTA Metro North Railroad, EAM Foundations (HxGN EAM) New York, NY. Project Manager. Wendy led the implementation of the HxGN Enterprise Asset Management platform for Maintenance of Way operations. Responsibilities included oversight of business analysts, data migration teams, system configuration, asset hierarchy development, asset classification, business process harmonization, and data transformation.			
03/22–09/23	DXC Technology North America, Enterprise Asset Management Practice United States. Practice Lead. Wendy directed enterprise asset management consulting services, evaluated EAM technologies and vendor partnerships, guided business development efforts, and developed technical and functional consulting staff.			
2020–2022	New York MTA Long Island Rail Road (LIRR), EAM Foundations (HxGN EAM) New York, NY. Project Manager. Wendy managed the implementation of HxGN EAM for Maintenance of Way operations, supporting asset management processes, FRA inspection workflows, data migration activities, and agile project delivery.			
2020–2022	San Francisco Municipal Transportation Agency (SFMTA), EAM Implementation (HxGN EAM) San Francisco, CA. Project Manager. Wendy led implementation efforts for enterprise asset management technologies, including asset hierarchy development, inventory migration, work management processes, and integration with agency business systems.			
2018–2020	Federal Emergency Management Agency (FEMA), Analysis, Planning and Management Systems Project United States. Project Manager. Wendy led facility condition assessments, space utilization assessments, asset management planning, and economic analysis efforts. She oversaw inventory collection and condition assessment activities using BUILDER software to support infrastructure investment planning.			
2016–2018	Defense Logistics Agency (DLA), Supply Center Richmond Preventive Maintenance Audit Richmond, VA. Maintenance Analyst. Wendy evaluated maintenance operations and preventive maintenance programs, assessed compliance with maintenance procedures, and developed recommendations to improve management of mechanical, electrical, and structural assets.			

Firm employed by HDR Engineering, Inc.				
Name	Mitchell Wisniewski, PE		Years of relevant experience with this employer	14
Title	Sr. Electrical Engineer		Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		BS / 1988 / Applied Science and Technology Certificate / 1981 / Electrical Technology		
Active registration number / state / expiration date		087778 / NY / 11-30-2027		
Year registered	2010	Discipline	Electrical	
Contract role(s) / brief description of responsibilities		QA/QC Electrical / Oversee electrical quality control, conduct inspections, verify compliance with standards, and document findings on bridge preservation projects.		
Mitchell has over 30 years of electrical engineering experience, largely focused on electrical power and control systems for heavy movable structures in marine and industrial environments, associated electromechanical systems, and related support technology. His recent project focus includes supporting design-build projects, providing electrical systems for fixed bridges. He has performed inspection, review, and/or design work for more than 100 movable highway and railroad bridges. He is involved in each project phase, including inspection, planning, design, and construction.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/24–Ongoing	FHWA, Fundamental Research Support Services for the FHWA Office of Bridge Technology Washington, DC. <i>Principal Investigator.</i> Mitch serves as a Principal Investigator for FHWA Contract No. 693JJ324C000007, “Safety Inspection and Evaluation of Functional Systems for Highway Tunnels and Movable Bridges”. He provides guidance to owners, structural engineers, and inspectors on the basics of movable-bridge electrical systems, interviews movable-bridge owners, recommends inspection scope/interval for movable-bridge electrical elements, and develops inspection and coding methods for movable bridges that conform to the NBIS. The overall scope of this research project involves developing guidance and training documents for safety inspection and evaluation of functional systems for highway tunnels and movable bridges.			
07/24–01/25	NJDOT, Route 88 Bridge over the Point Pleasant Canal Point Pleasant, NJ. <i>Detail Checker / QC Reviewer.</i> Mitch performed a detailed check and quality review of the electrical design for replacing submarine cables with aerial cables for movable bridge operation. The design included termination schedules, riser cabinet details, a cable-and-conduit block diagram, and machinery room layouts.			
11/22 and 11/24	NJDOT, Elevator Replacement, Route 1 and 9 Bridges over the Passaic and Hackensack Rivers Newark, South Kearny, and Jersey City, NJ. <i>QC Reviewer.</i> Mitch performed a quality review of project plans and reviewed construction submittals for compliance with the design documents. The project entailed the design and replacement of four vertical-lift bridge elevators for the Route 1 and 9 Truck (vertical-lift) Bridges over the Passaic and Hackensack Rivers. The design included power distribution, lighting, fire alarm equipment, and cables and conduits.			
10/21 and 12/24	SCDOT, Wappoo Creek Bridge Charleston County, SC. <i>Lead Electrical Engineer.</i> Mitch led the electrical engineering for the rehabilitation of the span lock system for a highway bascule bridge carrying SC Route 171 over the Intracoastal Waterway. Project requirements included minimizing highway traffic outages while implementing power and control system modifications to accommodate the replacement of three of seven existing span locks and to create a control system mode that allows changing the operational status of four of the seven existing span locks by operating a switch.			
07/23-07/23	SDOT, Ship Canal Bridge Seattle, WA. <i>QC Reviewer & Senior Electrical Engineer.</i> HDR assisted SDOT in prioritizing modernization of bascule bridge operational components for the University, Fremont, and Ballard Ship Canal Bridges to improve safety and reliability. Mitch provided a quality review of an electrical field inspection report.			
09/23-09/23	VDOT, Benjamin Harrison Bridge Span Drive Repair Jordan’s Point and Charles City, VA. <i>Senior Electrical Engineer.</i> Mitch assisted in procuring emergency repair parts and developed a schematic diagram with instructions for configuring substitute parts to perform the function of a failed, obsolete part, restoring operation of the main movable bridge drive system. This effort was part of a larger scope that included providing consultations and assistance during operations to diagnose and/or resolve movable-bridge operational issues involving mechanical and electrical systems, such as drive machinery, electrical systems, and gates.			
12/21-12/21	BNSF, Berwick Bridge Morgan City, LA. <i>Lead Electrical Engineer.</i> Mitch led the electrical engineering effort to replace four variable-frequency drives (VFDs) on a tower-drive vertical-lift bridge. The technical effort included encoder replacement, construction staging			

	design, and integration of the new drives into the existing PLC-based control system. Project goals included minimizing marine or rail traffic outages during the staging of the primary and backup drive replacement.
04/20-05/20	LADOTD, IDIQ Bridge Inspections Pineville, LA. QC Reviewer. Mitch performed a QC review of bridge inspection reports for two lift bridges. The project consisted of structural, mechanical, and electrical inspections of complex structures, including cantilever trusses, cable-stayed bridges, steel vertical-lift bridges, and plate-girder bascule bridges, for statewide projects.
04/17-04/17	HAKS / NJDOT, Movable Bridge Inspections Various Locations, NJ. QC Reviewer. Mitch performed a QC review of the electrical field inspection report.
09/17-10/17	HAKS / CONNDOT, 2016 Movable Bridge Inspection New Haven, CT. QC Reviewer. Mitch performed a QC review of the electrical field inspection report.
08/11-11/15	VDOT, Moveable Bridge On-Call Contract Various Locations, VA. Senior Electrical Engineer. The project includes 13 movable bridges: vertical-lift, swing, and bascule designs. Mitch responded to emergencies (operational failures), conducted field inspections, prepared rehabilitation scoping reports, prepared permitting packages, prepared rehabilitation designs/contract documents, and provided contractor oversight during construction.

Firm employed by Ardaman & Associates, Inc.				
Name	Megan Bourgeois, PE		Years of relevant experience with this employer	20
Title	Principal Engineer / Assistant Branch Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 2006 / Civil Engineering Traffic Control Supervisor / LA / 6-21-2028 DOTD Flagger / LA / 8-14-2028 Certified NHI Drilled Shaft Inspector	
Active registration number/state/expiration date			PE 0036725 / LA / 03-31-2028	
Year registered	2011	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Structural support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
Megan has more than 20 years of experience in the design and analysis of countless types of foundations, including shallow foundations, embankment settlement analysis, deep foundations (piles and drilled shafts), LRFD design, FHWA & GEC design, slope stability (embankment and excavation), and earth retaining structures. She also has extensive experience with geotechnical instrumentation, installation and monitoring, and construction phase testing and laboratory management. She has served as Ardaman's project manager for many LADOTD projects for bridges and roadways throughout Louisiana and completed numerous geotechnical investigations, engineering, and reporting in accordance with LADOTD standards. She has successfully overseen several major contracts for LADOTD and other clients. Megan also serves as the director of our geotechnical engineering and CMT laboratories in Baton Rouge and has overseen the laboratory testing programs in accordance with LADOTD standards.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/23-Ongoing	SP NO. H.013284 / MRB SOUTH GBRL: LA 1 TO LA 30 CONNECTOR: West Baton Rouge, Iberville, Ascension, And East Baton Rouge Parishes, LA. Project Engineer. The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, to construct a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Megan helped oversee the field program, the development of the laboratory testing program, quality control reviews, and the development of an interactive geotechnical database to compile all soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, comparisons of proposed alignments, environmental concerns, and recommendations for the testing program.			
07/21-01/22	SP NO. H.003931 / I-10 CALCASIEU RIVER BRIDGE: Calcasieu Parish, LA. Project manager. Managed all aspects of this project about the coordination of fieldwork, including 37 deep soil borings, 39 ECPTs, and 13 geophysical survey transects. A majority of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Megan also managed and oversaw the laboratory testing program, processing, and analyzing of the ECPT and ER data. She also assisted in developing a geotechnical database and preparing and submitting a geotechnical data report. This project involved obtaining geotechnical data under a strict deadline for use in the design of a replacement for the existing I-10 Calcasieu River Bridge, with a new structure and improvements to various other interchanges.			
04/21-Ongoing	SP NOS. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / RURAL BRIDGE INITIATIVE PHASE II: West Feliciana, East Feliciana, Livingston, and St. Bernard Parishes, LA. Project Engineer. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana, which generally ranged in length from 100 to 400 feet and spanned rivers and creeks of various sizes. Megan leads technical reviews about selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses, construction testing program recommendations, and report preparation in accordance with LADOTD guidelines.			
07/21-Ongoing	SP NO. H.004100.5 / I-10: LA 415 TO ESSEN LANE ON I-10 & I-12 (CMAR): Baton Rouge Parish, LA. Project Engineer. Leads technical reviews about the selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures, and load testing recommendations. This is a Construction Management at Risk (CMAR) project, which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish, spanning approximately 2.5 miles.			

10/15-10/21	SP NO. H.013579 / PECUE LANE I-10 INTERCHANGE: East Baton Rouge Parish, LA. <i>Project Manager.</i> This project consists of twin bridges with MSE wall abutments for both bridges crossing Interstate I-10, a bridge crossing Ward's Creek, and on/off-ramps in south Baton Rouge. Megan managed all aspects of the project, which included field investigations, laboratory testing, and engineering design. Megan performed analyses, including settlement estimates with monitoring recommendations, driven-pile design (including down-drag considerations), MSE Wall design, slope stability, and pavement section recommendations, all completed in accordance with DOTD standards. She is currently assisting with the field construction monitoring.
10/09-Ongoing	SP NO. H.004646.5 / I-20 MISSISSIPPI RIVER BRIDGE REVIEW: Vicksburg, MS. <i>Project Manager.</i> Megan manages this multimillion-dollar, highly technical project to investigate the movement of the I-20 Bridge in Vicksburg, MS. She leads a team of academics, experts, internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff, where evidence of shifting indicated movement in the bridge structure. The specialized testing, which she personally performed or managed, included x-ray diffraction, x-ray scanning to identify existing shearing planes, and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project, including vibrating wire piezometers, Casagrande-type piezometers, SAA inclinometers, and traditional inclinometers. In addition, Megan performed seepage and drawdown analyses, slope stability analyses, and evaluations of remedial measures, including the design and evaluation of large foundation structures, and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report. She is currently overseeing the comprehensive monitoring program.
03/19-07/20	SP NO. H.004100.5-2 / I-10 WIDENING (LA 415 TO HOWARD ST): East Baton Rouge Parish, LA. <i>Project Manager.</i> Managed all aspects of the geotechnical investigation in support of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on the Westbound lanes along I-10 between LA 415 and Howard Street, spanning approximately 1 mile. The geotechnical investigation included 58 deep borings and 11 cone penetrometer (CPT) soundings, electrical resistivity imaging along the entire alignment, laboratory testing and the preparation of a geotechnical data report.
11/21-Ongoing	SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA. <i>Project Engineer.</i> The project consists of constructing three bridges for the US 371 KC Railroad overpasses, replacing two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and recommended advanced test shafts.
07/23-Ongoing	SP NO. H.013284 / MRB SOUTH GBRL: LA 1 TO LA 30 CONNECTOR: West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. <i>Project Engineer.</i> The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Megan helped oversee the field program, the development of the laboratory testing program, quality control reviews, and the development of an interactive geotechnical database to compile all soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and recommendations for the testing program.
07/21-01/22	SP NO. H.003931 / I-10 CALCASIEU RIVER BRIDGE: Calcasieu Parish, LA. <i>Project Manager.</i> Managed all aspects of this project pertaining to the coordination of fieldwork, including 37 deep soil borings, 39 ECPTs, and 13 geophysical survey transects. A majority of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Megan also managed and oversaw the laboratory testing program, processing, and analysis of the ECPT and ER data. She also assisted in developing a geotechnical database and preparing and submitting a geotechnical data report. This project involved obtaining geotechnical data under a strict deadline for use in the design of a replacement for the existing I-10 Calcasieu River Bridge, with a new structure and improvements to various other interchanges.

Firm employed by Ardaman & Associates, Inc.				
Name	Robert Jewell, PE		Years of relevant experience with this employer	19
Title	Project Engineer / Branch Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		B.S. / 2009 / Civil Engineering		
Active registration number / state / expiration date		PE 38579 / LA / 09-30-2026 Traffic Control Supervisor / LA / 08-23-2028 DOTD Flagger / LA / 07-31-2029		
Year registered	2013	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Project Engineer		
Robert serves as the manager of our Baton Rouge office and has over 19 years of experience with design and analysis of countless types of foundations, including shallow, embankment settlement analysis, deep foundations (pile and drilled shafts), LRFD design, FHWA & GEC design, slope stability (embankment and excavation), and earth retaining structures. He has managed and coordinated many geotechnical field investigations, including shallow and deep borings, CPT soundings, and performed analyses and prepared design recommendation reports for LADOTD projects. Robert has extensive experience in construction phase testing and oversight, including dynamic and static testing, pile integrity testing, cross-hole sonic logging, settlement monitoring, and geotechnical instrumentation. In particular, he has over 15 years of experience performing, analyzing, and reporting for PDA testing.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/23-Ongoing	SP NO. H.013284 / MRB SOUTH GBRL: LA 1 TO LA 30 CONNECTOR: West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. <i>Project Manager.</i> The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Robert managed supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. He helped oversee the preliminary engineering analyses, which included caisson design, driven piles, drilled shafts, embankments, comparisons of proposed alignments, environmental concerns, and recommendations for the testing program. A data report and preliminary geotechnical assessment report were submitted.			
07/21-Ongoing	SP NO. H.004100.5 / I-10: LA 415 TO ESSEN LANE ON I-10 & I-12 (CMAR): Baton Rouge Parish, LA. <i>Project Manager.</i> The project consists of a Construction Management at Risk (CMAR) project that includes widening of the east- and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish, spanning approximately 2.5 miles. Robert currently oversees all aspects of engineering analyses related to the selection of design reaches; geotechnical design of deep foundations, earth-retaining structures, and slope stability; soil-structure interaction with existing structures; and load-testing recommendations. Robert helped develop the Geotechnical Data reports, memorandums, and Design reports for this project.			
03/19-07/20	SP NO. H.004100.5-2 / I-10 WIDENING (LA 415 TO HOWARD ST): East Baton Rouge Parish, LA. <i>Project Engineer.</i> Comanaged all aspects of the geotechnical investigation in support of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on the westbound lanes along I-10 between LA 415 and Howard Street, spanning approximately 1 mile. The geotechnical investigation will include 58 deep borings and 11 cone penetrometer (CPT) soundings, field resistivity testing, and associated laboratory testing and the preparation of a geotechnical data report.			
04/21-Ongoing	SP NOs. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / RURAL BRIDGE INITIATIVE PHASE II: West Feliciana, East Feliciana, Livingston, and St. Bernard Parishes, LA. <i>Project Manager.</i> The project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana, which generally ranged in length from 100 to 400 feet, mainly over small rivers and creeks. Robert oversees all aspects of engineering analyses pertaining to the selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses, and construction testing program recommendations.			
10/18-11/21	SP NO. H.003370 / I-220 / I-20 INTERCHANGE IMPROVEMENT AND BARKSDALE AIR FORCE BASE ACCESS ROAD: Bossier Parish, LA. <i>Project Manager.</i> This was a design-build project that provided direct access to Interstate 20 from Barksdale Air Force Base			

	(BAFB) and constructed an interchange and access road at Interstate 20 in Bossier City, Louisiana. Robert managed and oversaw the preparation of the preliminary design and planning report. Robert also oversaw field construction services, including PDA monitoring, bidirectional load-cell tests, and settlement monitoring. The PDA program consisted of monitoring PPC piles during initial driving and restrikes to evaluate setup and early acceptance of pile resistances.
07/15-Ongoing	SP NO. H.004273.5 / I-49 CONNECTOR (LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE): Lafayette Parish, LA. <i>Project Manager.</i> The project consists of constructing 5 miles of freeway, including a 3.5-mile elevated structure from I-10 to the Airport in Lafayette, LA. Robert oversaw the completion of the Phase I geotechnical investigation, which included 116 deep and shallow soil borings, 15 CPT soundings, and a laboratory testing program in accordance with LADOTD guidelines. Robert oversaw the completion of the Geotechnical Data Report and assisted with technical reviews related to the selection of design reaches; geotechnical design of pile and drilled-shaft foundations; drivability; slope stability; earth-retaining structures; settlement analyses; and construction testing program recommendations, including an advanced test-pile program. He is currently overseeing the development of the Phase 2 field and laboratory program for each segment.
04/14-Ongoing	SP NO. H.004435 / I-12 TO BUSH SEGMENT 2, LA 3241 (LA 36-LA435): St. Tammany Parish, LA. <i>Project Manager.</i> Robert oversaw and coordinated the geotechnical investigation, which included drilling 32 deep soil borings, 10 culvert borings, and 88 shallow roadway borings, sampling, and laboratory testing along the alignment, which includes two bridges: LA 435 over Bayou Lacombe Tributary and LA 36 over Bayou Lacombe Tributary 2. He assisted in developing the geotechnical analyses and the design recommendation report, which included pile foundations for the bridge structures and shallow-foundation design for the culverts. Robert oversaw the construction phase which included PDA testing and settlement monitoring.
10/09-Ongoing	SP NO. H.004646.5 / I-20 MISSISSIPPI RIVER BRIDGE REVIEW: Vicksburg, MS. <i>Project Engineer.</i> Robert assisted in several aspects of engineering for this multi-million-dollar, high-risk, high-technical needs, high-visibility project consisting of investigating the movement of the I-20 Bridge in Vicksburg, MS. This project consisted of a comprehensive laboratory testing program and refinement of the geotechnical site characterization for the bank/bluff where there was evidence of shifting, creating movement in the bridge structure. Robert helped manage the field investigations and instrumentation programs, as well as the review of field data and engineering reporting.

Firm employed by Ardaman & Associates, Inc.				
Name	Mark Woodward, PE		Years of relevant experience with this employer	8
Title	Principal Engineer		Years of relevant experience with other employer(s)	36
Degree(s) / Years / Specialization		M.S. / 2019 / Risk Management M.S. / 1986 / Civil Engineering B.S. / 1982 / Civil Engineering		
Active registration number / state / expiration date		PE 24206 / LA / 9-30-2027		
Year registered	1991	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Principal Engineer		
Mark served as a geotechnical engineer for 36 years in the geotechnical branch of the USACE New Orleans District, retiring as the Deputy Chief of the Geotechnical Branch and Dam and Levee Safety Program Manager. He was responsible for managing all departments in the branch, including engineering, drilling, soils laboratory, dredge material testing, concrete testing, and administration. Mark has considerable experience designing and managing various types of projects on the Mississippi River, Atchafalaya Basin, and Storm Surge Levees in Southeast Louisiana, Mississippi, and Texas, as well as mitigation and coastal projects in Louisiana. These projects included the design of major foundation elements for dams, earthen levees, hydraulic structures, floodwalls, revetments, channel stabilization, and bank degrading. ground improvement, deep excavations, relief wells, wick drains, dewatering systems, seepage and stability berms, preloads, reinforced levees, and marsh creation for mitigation, coastal restoration and protection, and beneficial use of dredge material in marsh and coastal environments with field investigations requiring the use of specialized marine and marsh drilling equipment. Since 2018, Mark has served as Principal Geotechnical Engineer of Ardaman for Louisiana, Mississippi, Alabama, Arkansas, and Texas. Mark provides oversight and review of design major foundation elements for transportation, industrial, commercial, and municipal projects.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/21-01/25	SP NO. H.013987 / RURAL BRIDGES PHASE I: Claiborne Parish, LA. Principal Engineer. The Rural Bridges project initiative consists of replacing many older bridges throughout the State of Louisiana. Mark provided a review of the geotechnical design, including pile foundations for 3 bridges.			
01/19-12/23	SP NO. H.008226 / CHENIERE SPILLWAY & BRIDGE REPLACEMENT: Ouachita Parish, LA. Principal Engineer. Mark served as the Principal Engineer for this project, which included replacing the damaged spillway and bridge structure in Ouachita Parish, Louisiana.			
10/18-11/21	SP NO. H.003370 / I-220 / I-20 INTERCHANGE IMPROVEMENT AND BARKSDALE AIR FORCE BASE ACCESS ROAD: Bossier Parish, LA. Principal Engineer. This Design-Build project consisted of direct access to Interstate 20 (I-20) from Barksdale Air Force Base (BAFB) and an interchange and access road from I-20 in Shreveport, Louisiana. Mark provided quality assurance oversight for this project, reviewing the work during the design and construction phase.			
05/18-08/19	SP NO. H.011152.5 / I-12 WIDENING (US 190 to LA 59): St. Tammany Parish, LA. Principal Engineer. Mark provided technical oversight for this project, which included the widening of I-12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation along the 3-mile alignment between US 190 and LA 59 for lane widening, including 23 deep soil borings, sampling, and laboratory testing, and four bridge structures. Mark provided oversight to perform additional soil borings, lab testing, and engineering analyses for a retaining wall for one of the bridge abutments			
11/21-Ongoing	SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA. Principal Engineer. The project consists of the construction of three bridges for the US 371 KC Railroad overpasses, replacing two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made recommendations for advanced test shafts.			
05/18-08/19	SP NO. H.011152.5 / I-12 WIDENING (US 190 to LA 59): St. Tammany Parish, LA. Principal Engineer. Mark provided technical oversight for this project, which included the widening of I-12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation along the 3-mile alignment between US 190 and LA 59 for lane widening, including 23 deep soil borings, sampling, and laboratory testing, and four bridge structures. Mark provided oversight to perform additional soil borings, lab testing, and engineering analyses for a retaining wall for one of the bridge abutments			
05/18-09/19	SP NO. H.001344 / US 190: LA 437 TO USE 190 BUS (PH 1): St. Tammany Parish, LA. Principal Engineer. Mark provided technical oversight for this project, which included widening US 190 to a four-lane boulevard between US 437 and US 190.			

05/18-07/18	IMTT ACCESS ROAD PAVEMENT, AVONDALE: Jefferson Parish, LA. <i>Principal Engineer.</i> Served as senior engineer for 2,200-foot-long x 50 -foot wide rigid and flexible roadway design for AASHTO loading per LADOTD guidelines, including subsurface exploration and testing, California Bearing Ratio, subbase material and thickness recommendations, wearing course thicknesses, and construction recommendations.
06/16-07/16	SOUTHEAST LOUISIANA URBAN FLOOD CONTROL, LOUISIANA AVENUE PAVING: Orleans Parish, LA. <i>Chief of Structural Design.</i> Served as decision maker as Chief of Structural Design, USACE New Orleans, for asphalt or concrete paving, looking at factors such as construction cost, durability, maintenance cycles and costs, constructability, construction duration, etc.
2014-2018	DAM AND LEVEE SAFETY PROGRAM, USACE NEW ORLEANS DISTRICT: LA. <i>Dam and Levee Safety Program Manager.</i> Mark served as the USACE New Orleans District Levee Safety Program Manager for over four years, responsible for Levee Evaluation Reports for Levee Certifications and the National Flood Insurance Program, Levee Inspection Reports on over 1300 miles of levee on an annual basis, Risk Assessments, and Communication for all levees in the district's jurisdiction. Responsible for final Section 408 permitting approval to verify that construction activities do not increase risk or diminish the function of levees and do not cause harm to the public.
2006	HOMEPLACE LEVEE WITH GROUND IMPROVEMENT, P24: Plaquemines Parish, LA. <i>Lead Geotechnical Engineer.</i> In the aftermath of Hurricane Katrina, Mark was assigned to USACE Task Force Guardian as a Geotechnical Engineer in Plaquemines Parish to restore the levee system to pre-Katrina conditions. The Homeplace Floodwall had translated under load and had to be removed. To replace the risk-reduction system with an earthen levee, the foundation had to be improved. Using knowledge gained from the full-scale test section, Mark had coordinated pre-Katrina for Deep Mixing. Mark designed ground improvements, reviewed/ approved all construction submittals, and oversaw construction.

Firm employed by Bridge Diagnostics, Inc. (BDI)			
Name	Brett Commander		Years of relevant experience with this employer
Title	Vice President / Principal		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1986 / Civil Engineering MS / 1989 / Structural Engineering	
Active registration number / state / expiration date		P.E. 35864 / LA / 3/31/27	
Year registered	2010	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structural Support / Inspection Lead and NDT Engineer	
Brett is a co-founder of BDI and has led the engineering team for more than 32 years. He started his engineering career developing software and analytical methods for the realistic assessment of structural performance, particularly load distribution across various bridge types and the loading applied to bridges. All BDI's modeling procedures have been compared with and calibrated to actual response measurements during live-load tests and structural health monitoring applications. Brett's experience with vehicle load considerations includes Bridge Weigh-in-Motion research and numerous super-heavy load tests and permit load ratings on more than 500 highway and railway bridges, using a variety of design codes, including AASHTO, LADOTD BDEM, and many state-specific codes, including Louisiana specifications. Brett now leads a team of engineers to accurately assess bridge performance through instrumentation and data-driven methods. He is currently a licensed professional engineer in 30 states (including Louisiana), primarily because heavy permit truck routes typically cross state lines. Brett has also designed and overseen capacity-testing projects for concrete and steel structures using various NDE techniques, and has implemented hundreds of structural monitoring systems			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/23 - Ongoing	United States Army Corps of Engineers, Instrumentation and Monitoring IDIQ Northwestern United States. <i>Principal-in-Charge.</i> Brett serves as Principal-in-Charge for instrumentation, structural testing, and structural health monitoring services supporting mechanical and structural systems at multiple dams throughout the USACE Northwest Region. He advises USACE personnel on complex structural issues, develops instrumentation strategies to evaluate asset condition and behavior, and oversees engineering teams that design and implement testing and monitoring programs under a \$7 million, five-year IDIQ contract.		
02/23 - Ongoing	Virginia Department of Transportation (VDOT), Statewide Instrumentation and Monitoring On-Call Virginia. <i>Subject Matter Expert.</i> Brett serves as the subject matter expert for instrumentation, structural testing, and monitoring services supporting bridges, tunnels, and ancillary transportation infrastructure statewide. He develops monitoring and quality-control plans, defines instrumentation scopes, oversees data acquisition systems, and manages engineering and field teams that perform installation, maintenance, load testing, strain-gage monitoring, automated total-station surveys, and geotechnical monitoring.		
07/22-09/22	USDA Forest Service, Nondestructive Evaluation of Eight Forest Service Bridges Montana and Idaho. <i>Principal Engineer.</i> Brett provided professional engineering review and sealing of all project deliverables for the nondestructive evaluation of eight National Forest Service bridge structures. The project utilized ground-penetrating radar (GPR), ultrasonic shear wave tomography (USWT), and selective concrete exposure techniques to identify reinforcing details, prestressing strand characteristics, member dimensions, and structural geometry needed to develop load ratings and as-built documentation.		
10/21-05/22	Louisiana Department of Transportation and Development (LADOTD), Load Test and Field-Verified Load Ratings of 10 Structures Louisiana. <i>Principal Engineer.</i> Brett served as Principal Engineer for diagnostic load testing and refined load-rating evaluations of 10 bridges and culvert structures throughout Louisiana. He oversaw field testing, validated structural response characteristics, and performed professional engineering review of load rating analyses and reports developed in accordance with LADOTD and AASHTO requirements to support posting decisions and structure management		
11/12-9/22	Louisiana Department of Transportation and Development (LADOTD), US-90 Bayou Ramos Bridge Load Testing and Monitoring Louisiana. <i>Technical Advisor / Principal Engineer.</i> Brett oversaw live-load and thermal-load monitoring activities conducted to evaluate unexpected cracking in prestressed concrete girders and assess the effectiveness of completed repairs. He supported diagnostic load testing, development of calibrated finite-element models, field-verified load ratings, and implementation of a long-term structural health monitoring system used to track bridge performance and condition over time		

01/17 – 1/22	Louisiana Department of Transportation and Development (LADOTD), Retainer Contract for Testing Unknown Foundations Statewide (DOTD Contract No. 4400009224) Louisiana. <i>Principal Investigator</i>. Brett served as Principal Investigator for nondestructive testing and evaluation services performed on 1,857 bridge foundation piles throughout Louisiana. He directed the use of ultra-seismic testing, parallel seismic surveys, sonic echo/impulse response testing, and guided-wave methods to determine foundation conditions and embedment depths to support NBIS scour evaluations. He also assisted LADOTD with reporting requirements and data management through AssetWise for FHWA compliance.
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Firm employed by Bridge Diagnostics, Inc. (BDI)				
Name	Steven Fall, PE		Years of relevant experience with this employer	6
Title	Project Manager		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		BS / 2019 / Civil Engineering		
Active registration number / state / expiration date		PE.0048637 / LA / 09/30/2026		
Year registered	2024	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Sampling, instrumentation, & non-destructive testing / Conduct sampling, install and maintain instrumentation, perform non-destructive testing, analyze data, and report findings		
Beginning work for BDI in May of 2019, Steven has spent more than 6 years in the private sector in both non-destructive testing and evaluation and routine infrastructure inspection and monitoring, and is the current office manager of the Louisiana office. Steven has been involved with non-destructive testing and evaluation of hundreds of structures, including bridges, buildings, and hydro-structures such as lock gates and spill gates. His involvement in these projects included project management, planning, implementation, instrumentation installation, testing, data processing, data review, and reporting. Previously, Steven worked at HNTB Inc. in the transportation and civil department, performing inspections of substructures and bridges on various projects. He is a member of ASCE and ACI in the Louisiana chapter. Steven is a certified Professional Engineer, SPRAT L1 ropes access technician, ASNT Level I GPR inspector, and Team Lead under FHWA guidelines for routine inspections. He is also a certified traffic control supervisor in the state of Louisiana. He has also worked with various NDE methods for fracture-critical applications, including, but not limited to, Magnetic Particle Testing, Ultrasonic Testing (UT), and Dye Penetrant Testing. He graduated from the University of New Orleans with a bachelor's degree in civil engineering.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/23 – Ongoing	Louisiana Department of Transportation and Development (LADOTD), Retainer Contract for Non-Destructive Evaluation of Statewide Structures (DOTD Contract No. 4400025002) Louisiana. <i>Project Manager.</i> Steven serves as Project Manager for this statewide IDIQ contract supporting nondestructive evaluation, bridge inspection, and emergency response services for LADOTD. He is responsible for developing and implementing testing plans, managing technical staff, performing QA/QC reviews, and overseeing task orders involving ultrasonic testing, magnetic particle testing, bridge deck evaluations, material sampling, routine and fracture-critical inspections, and advanced nondestructive testing technologies, including SounDAR, ground-penetrating radar, infrared thermography, and high-resolution imagery.			
11/23 – 12/23	Louisiana Department of Transportation and Development (LADOTD), Paris Road Emergency Bridge Inspection Chalmette, LA. <i>Inspection Lead and Project Manager.</i> Following the identification of a critical structural concern during a routine inspection, Steven led an emergency NBIS inspection and nondestructive evaluation of the Paris Road Bridge. He directed inspection activities, managed project execution, oversaw reporting, and coordinated bridge deck evaluations to inform repair recommendations and support the safe reopening of the structure.			
01/21 – 05/23	Louisiana Department of Transportation and Development (LADOTD), Retainer Contract for Non-Destructive Evaluation of Statewide Structures (DOTD Contract No. 4400017163) Louisiana. <i>Staff Engineer.</i> Steven supported the implementation of statewide nondestructive evaluation and inspection services under this multi-task-order IDIQ contract. His responsibilities included developing testing plans, coordinating field activities, managing project teams, and conducting inspections and evaluations utilizing ultrasonic testing, magnetic particle testing, bridge deck assessment technologies, coring programs, routine inspections, fracture-critical inspections, and emergency response efforts			
06/22-06/22, 06/23-06/23	Port of New Orleans, Counterweight Balance Testing of the Seabrook Bascule Bridge New Orleans, LA. <i>Bridge Testing Engineer.</i> Steven supported instrumentation, testing, and analysis activities conducted to evaluate the operational performance of the Seabrook Strauss double-heel-trunnion bascule bridge. The project included measuring truss link forces, evaluating span balance, quantifying operational friction and lifting torque, and performing follow-up testing after repairs were completed. The results were used to identify operational deficiencies and verify corrective actions			

07/2019 – 01/20	Louisiana Department of Transportation and Development (LADOTD), Counterweight Balance and Friction Assessment of the St. Claude Bridge New Orleans, LA. <i>Field Instrumentation and Testing Engineer.</i> Steven supported a comprehensive assessment of counterweight balance and operating friction for the St. Claude movable bridge. He installed instrumentation on bridge shafts and structural members, performed operational testing, collected and analyzed data, and contributed to reporting efforts that assisted LADOTD in balancing the bridge and evaluating frictional forces throughout the operating system.
04/21 – 05/21	LA 324 over Bayou Teche Swing Bridge Emergency Testing Louisiana. <i>Field Testing and Analysis Engineer.</i> Steven supported emergency-response testing following observations of significant pivot-pier movement during bridge operations. He coordinated field activities, performed instrumentation and laser displacement monitoring, processed and reviewed test data, and contributed to reporting that documented pier movement of up to six inches during opening operations and provided recommendations for future actions.

Firm employed by Bridge Diagnostics, Inc. (BDI)				
Name	Jesse Sipple, PhD, PE		Years of relevant experience with this employer	12
Title	Vice President, Services Division Manager		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		PhD / 2013 / Civil Engineering MS / 2008 / Civil Engineering BS / 2007 / Civil Engineering		
Active registration number / state / expiration date		PE 41028 / LA / 03/31/2027		
Year registered	2016	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Structural Support / Inspection Lead and NDT Engineer		
Jesse has over 18 years of experience in instrumentation, diagnostic testing, structural health monitoring, and analysis of heavy civil structures, with a focus on bridges. Jesse's experience includes planning and executing field installations and testing for large, complex projects; project management; development of new methods for monitoring and data processing; and performing detailed analysis and reporting. Jesse is a licensed Professional Engineer in several states, sits on various technical committees, and was the former chair of the ASCE SEI Methods of Monitoring Structural Performance Committee. Jesse is the Engineering Division Manager at BDI. His role includes overseeing the testing, monitoring, and engineering groups, including both the division's operations and the technical oversight of active projects. Jesse's research expertise is in dynamic testing of bridges to estimate parameters through finite-element model updating. Jesse's research on parameter estimation for model calibration used both static and dynamic data to update finite-element models based on field-measured structural response.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/18-08/18 & 07/23-08/23	Bear River Bridge Dynamic Testing Auburn, CA. Quality Control Engineer. Jesse performed a quality-control review of the analysis and reporting for dynamic testing conducted on the Bear River Siphon Bridge, a single-span suspension bridge carrying a water-supply pipeline. The testing program measured structural vibration characteristics and dynamic response to validate predicted performance and included cable dynamic testing to determine in-situ tensile forces within hanger and stay cables.			
2022 - Ongoing	Seattle Department of Transportation (SDOT), West Seattle High Bridge Investigation and Monitoring Seattle, WA. Project Manager and Monitoring Engineer. Jesse managed BDI's nondestructive testing and structural health monitoring program, supporting evaluation of the West Seattle High Bridge during post-tensioning retrofit activities. He directed emergency response participation, developed monitoring protocols, conducted alarm-response drills, and oversaw monitoring activities that SDOT used to evaluate structural performance and support bridge reopening decisions.			
06/20 - Ongoing	Arizona Department of Transportation (ADOT), Virgin River Gorge Testing and Monitoring Arizona. Project Manager and Monitoring Engineer. Jesse managed load testing and long-term structural health monitoring activities for three I-15 bridges as part of an FHWA Accelerated Innovation Deployment initiative. His responsibilities included oversight of live-load testing, monthly reporting, rainflow fatigue analysis, evaluation of structural response trends, and management of monitoring system alarm and response procedures.			
03/20 - Ongoing	BNSF Railway, Ballard Bridge Monitoring Seattle, WA. Project Quality Control Engineer. Jesse served as Quality Control Engineer for a trunnion friction and operating torque monitoring program on the Ballard double-trunnion Strauss bascule bridge. He managed analysis activities associated with strain gauges, shaft torque gauges, and tiltmeters installed to evaluate trunnion friction, system friction, and shaft torque, and oversaw the development of automated reporting and data-processing procedures.			
07/20-01/21	JB James Construction LLC, LA507 Over I-20 ABC Span Move Monitoring Louisiana. Field and Analysis Engineer. Jesse supported the implementation of a monitoring program for accelerated bridge construction operations that involved moving prefabricated bridge spans into place during limited roadway closures. His responsibilities included instrumentation deployment, on-site monitoring during span moves, real-time data interpretation, data processing, and reporting of structural performance throughout construction activities.			
02/20 – 11/20	Virginia Department of Transportation (VDOT), Live Load Testing and Field-Verified Load Rating of 16 Bridges Virginia. Quality Control Manager. Jesse served as Quality Control Manager for load testing and field-verified load rating evaluations of 16 structures in the Fredericksburg and Richmond districts. He oversaw quality review of testing plans, instrumentation programs, finite element model calibration, load-rating analyses, and project deliverables prepared in accordance with VDOT and AASHTO requirements.			
6/19-1/20	St. Claude Bascule Bridge Balancing Louisiana. Project Quality Control Engineer. Jesse served as a Quality Control Engineer for			

	instrumentation and evaluation activities conducted to investigate a span-to-counterweight link bearing failure and to assess bridge balance characteristics. He reviewed counterweight balancing procedures, friction calculations, strain-gage testing results, and structural performance evaluations to determine whether counterweight imbalance contributed to observed operational issues on the double-trunnion Strauss bascule bridge.
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Firm employed by Bridge Diagnostics, Inc. (BDI)				
Name	Charles Young, PE		Years of relevant experience with this employer	8
Title	Vice President		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		MS / 2017 / Civil Engineering BS / 2012 / Civil Engineering		
Active registration number / state / expiration date		PE 0042773 / LA / 03/31/2027		
Year registered	2018	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Sampling, instrumentation, & non-destructive testing / Conduct sampling, install and maintain instrumentation, perform non-destructive testing, analyze data, and report findings		
Charles has extensive experience in nondestructive evaluation and testing (NDE/NDT), structural monitoring, and the inspection/evaluation of civil infrastructure. Charles is responsible for program management, project management, analysis, and field services related to inspection and NDE/NDT of civil infrastructure. Charles is certified ASNT Level II GPR and IR Inspector, SPRAT Level I certified, is a registered Part 107 UAV Pilot, and holds multiple certifications from NHI, including FHWA-NHI-130055 Safety Inspection of In-Service Bridges (2014), FHWA-NHI-130053 Bridge Inspection Refresher Training (2021), and FHWA-NHI-420018 Instructor Development Course (2022). He is a registered Professional Engineer in multiple states, including Louisiana.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
12/22-Ongoing	Louisiana Department of Transportation and Development (LADOTD), IDIQ Contract for Nondestructive Evaluation of Structures Statewide (DOTD Contract No. 4400025002) Louisiana. Project Manager. Charles serves as Project Manager for statewide nondestructive evaluation services supporting LADOTD bridge and transportation infrastructure assets. His responsibilities include managing testing of bridge decks, concrete substructures, steel elements, unknown foundations, tunnels, culverts, and related infrastructure; implementing inspection and NDE technologies; directing analysis efforts; and overseeing reporting and data management within LADOTD’s AssetWise platform.			
10/25 – Present	Louisiana Department of Transportation and Development (LADOTD), Bonnet Carré Spillway I-10 Deck Evaluation St. Charles Parish, LA. Subject Matter Expert. Charles provided technical leadership for nondestructive evaluation testing of the I-10 bridge over the Bonnet Carré Spillway to assess bridge deck condition and identify preservation strategies to enhance long-term performance and service life. He was responsible for testing plan development, quality assurance, quality control, and technical review throughout the project.			
05/23-Ongoing	Louisiana Department of Transportation and Development (LADOTD), Twin Spans and Six Mile Bridge Inspection and NDE Louisiana. Project Manager. Charles managed comprehensive inspections and nondestructive evaluations of the reinforced concrete decks of the Twin Spans and Six Mile Bridge. The project included unmanned aerial system (UAS) inspections and multi-technology bridge deck assessments utilizing deck acoustic response, ground-penetrating radar, infrared thermography, and high-resolution imagery to evaluate structural condition and deterioration			
01/19-12/22	Louisiana Department of Transportation and Development (LADOTD), IDIQ Contract for Nondestructive Evaluation of Structures Statewide (DOTD Contract No. 4400015262) Louisiana. Project Manager. Charles managed statewide nondestructive evaluation and infrastructure assessment services for LADOTD under this IDIQ contract. His responsibilities included directing testing and inspection programs for bridge decks, substructures, steel components, foundations, tunnels, culverts, and other transportation assets, while establishing analysis methodologies and reporting procedures within AssetWise.			
07/21–10/22	Louisiana Department of Transportation and Development (LADOTD), I-10 Over Atchafalaya Basin Inspection and NDE Louisiana. Project Manager. Charles managed routine and fracture-critical inspections of the I-10 Atchafalaya Basin Bridge and coordinated targeted nondestructive evaluations of critical bridge components. The project incorporated UAS-supported inspections and advanced bridge deck assessment technologies, including deck acoustic response, ground-penetrating radar, infrared thermography, and high-resolution imagery, to evaluate structural condition and performance.			

10/20–09/22	Louisiana Department of Transportation and Development (LADOTD), Bonnet Carré Spillway Inspection and Nondestructive Evaluation Louisiana. <i>Project Manager.</i> Charles directed NHI routine and fracture-critical inspections of the Bonnet Carré Spillway Bridge, including two complete inspection cycles. He managed supplemental UAS inspection activities and a comprehensive nondestructive evaluation program utilizing deck acoustic response, ground-penetrating radar, infrared thermography, and high-resolution imagery to assess bridge condition and support maintenance planning.
08/19–07/20	Louisiana Department of Transportation and Development (LADOTD), NDE of City Park Lake Bridge Baton Rouge, LA. <i>Project Manager.</i> Charles managed the routine inspection and nondestructive evaluation of the City Park Lake Bridge. The project included bridge deck assessments using ground-penetrating radar, deck acoustic response, infrared thermography, and high-resolution video, as well as remote visual and infrared inspections of substructure elements to evaluate overall structural condition and identify potential deterioration.

Firm employed by Civil Design & Construction				
Name	Karla Weston, PE		Years of relevant experience with this employer	21
Title	President		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		BS / 1999 / Civil Engineering		
Active registration number / state / expiration date		PE 0031010 / LA / 3-31-2028		
Year registered	2004	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Subsurface Utility Engineering / Support subsurface utility investigations, coordination, and conflict resolution to support project design and delivery.		
Karla's 25 years of experience with LADOTD and other municipal entities on transportation projects equips her to oversee the firm's role as a sub-consultant and ensure the work is completed to LADOTD standards.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
12/24-04/25	Louisiana Department of Transportation and Development (LADOTD), H.014824.5 LA 317 - Wax Lake Bridge Louisiana. Project Lead. Karla served as the firm's lead for project coordination and management activities, working closely with the prime consultant throughout project delivery. She oversaw topographic data collection utilizing conventional surveying and terrestrial LiDAR technologies, and verified all work was completed in accordance with LADOTD Location and Survey Standards and Practices.			
10/16-11/16	Louisiana Department of Transportation and Development (LADOTD), H.012728.5 LA 443 Tangipahoa River Emergency Bridge Replacement Tangipahoa Parish, LA. Principal Engineer. Karla served as Principal Engineer for this emergency bridge replacement project, providing leadership for field operations, office coordination, project scheduling, and compliance with accelerated delivery requirements. She directed completion of a comprehensive topographic survey that included utility locates and depths, drainage features, building information, finish floor elevations, and detailed bridge superstructure and substructure data collection.			
11/24-05/25	Louisiana Department of Transportation and Development (LADOTD), H.015949 LA 335 Louisiana. SUE Project Engineer. Karla served as the Subsurface Utility Engineering (SUE) Project Engineer, performing SUE Quality Level B utility designations in support of detailed topographic surveying at the intersection of LA 335 and Port Street. She researched and located approximately twelve utilities within the project limits, utilized ground-penetrating radar to investigate suspected abandoned underground fuel storage tanks, and prepared all required SUE reports, mapping, and deliverables.			
11/25-Ongoing	Baton Rouge Metropolitan Airport (BRMA), FAA Line Improvements Baton Rouge, LA. SUE Project Engineer. Karla managed the firm's SUE services for utility investigations and topographic surveys at multiple airport facilities, including Runway 4L/22R, Taxiway L, T.B. Herndon Avenue, the Runway 31 blast pad, and the tower area. She directed SUE field crews performing Quality Level B utility designations and oversaw preparation of utility mapping, reports, survey data, and final project deliverables.			
01/24–03/24	RN Nuccio Road Bridge Replacement Louisiana. SUE Project Engineer. Karla served as SUE Project Engineer for this bridge replacement project, overseeing Quality Level B utility designation activities, utility coordination, and preparation of all associated SUE reports, mapping, and data used to support project design and construction planning.			
03/24–08/24	Louis Armstrong New Orleans International Airport (MSY), East Apron Expansion Kenner, LA. SUE Project Engineer. Karla managed SUE investigations and utility coordination for more than seven acres of airport improvements associated with the East Apron Expansion project. She supervised field crews conducting utility designations, coordinated integration of utility information with topographic survey data, and oversaw development of final SUE reports, plans, and supporting documentation.			
03/24–05/24	Louis Armstrong New Orleans International Airport (MSY), Employee Parking Improvements Kenner, LA. SUE Project Engineer. Karla directed SUE Quality Level B utility investigations and topographic survey support for employee parking area improvements. She supervised utility designation activities, coordinated field data collection, and managed the preparation of utility reports, plans, and survey deliverables used for design development.			
02/24–05/24	Baton Rouge Metropolitan Airport (BRMA), Radar Decommissioning Project Baton Rouge, LA. SUE Project Engineer. Karla served as SUE Project Engineer for utility investigation and topographic survey services across approximately two acres of airport property. She oversaw Quality Level B utility designation activities, directed field crews, and managed preparation of final utility mapping, survey data, reports, and project plans.			

Prime Consultant: HDR Engineering, Inc.

Firm employed by Civil Design & Construction			
Name	Chris Ballard, PLS		Years of relevant experience with this employer
Title	Survey Manager		Years of relevant experience with other employer(s) 19
Degree(s) / Years / Specialization	BS / 2004 / Biological Science / Southeastern LA University		
Active registration number / state / expiration date	PLS.0005033 / LA / 9-30-2026		
Year registered	2010	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Sampling, instrumentation, & non-destructive testing / Conduct sampling, install and maintain instrumentation, perform non-destructive testing, analyze data, and report findings	
Chris serves as the Survey Manager for this project. He will confirm that the project stays on schedule, assist with both crew coordination and office production, and provide final QC of the firm's deliverables to the Prime Consultant. Chris has an extensive background in providing topographic surveys for LADOTD in accordance with Location and Survey policies and procedures. He has overseen projects that use traditional data-collection methods, as well as those that employ 3D Terrestrial Scanning.			
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).		
12/24-04/25	Louisiana Department of Transportation and Development (LADOTD), H.014824.5 LA 317 - Wax Lake Bridge Louisiana. Survey Project Manager. Chris served as Survey Project Manager for this project, providing quality control oversight and assisting with project management activities. He supported topographic survey operations using conventional surveying methods and terrestrial LiDAR technologies, and confirmed that project deliverables complied with LADOTD Location and Survey Standards and Practices.		
10/16-11/16	Louisiana Department of Transportation and Development (LADOTD), H.012728.5 LA 443 Tangipahoa River Emergency Bridge Replacement Tangipahoa Parish, LA. Project Manager. Chris managed all survey activities for this emergency bridge replacement project, including reviewing field operations, processing survey data, validating project information, and overseeing final deliverables. The project included a comprehensive topographic survey of utilities, drainage systems, bridge components, buildings, and river features. He incorporated 3D terrestrial scanning with traditional survey methods to document the failed bridge structure and coordinated accelerated project delivery to support emergency replacement efforts.		
12/23 – 05/23	Louisiana Department of Transportation and Development (LADOTD), H.012618 LA 347 Drainage Improvements Louisiana. Survey Manager. Chris managed topographic survey services for more than two miles of roadway improvements. He directed data collection using both conventional surveying techniques and 3D scanning technologies and verified project completion in accordance with LADOTD Location and Survey Standards and Practices.		
02/23 – 12/23	Louisiana Department of Transportation and Development (LADOTD), H.012027.5 I-20 UPRR North Louisiana. Survey Manager. Chris managed topographic survey activities associated with interstate and overpass improvements along I-20. The project included conventional surveying, 3D scanning, and coordination of survey activities involving the Union Pacific Railroad crossing. He confirmed all survey deliverables complied with LADOTD standards and supported design development for transportation infrastructure improvements.		
09/18-01/20	Louisiana Department of Transportation and Development (LADOTD), H.004100 I-10: LA 415 to Essen Lane on I-10 and I-12 West and East Baton Rouge Parishes, LA. Survey Manager. Chris managed topographic survey services within West Baton Rouge Parish for improvements along I-10 and associated transportation facilities. The project included terrestrial 3D scanning of the I-10 Bridge at LA 415, periodic scanning for control verification, mobile LiDAR data collection for pavement mapping, and surveying of tributaries connected to the Intracoastal Canal corridor.		
04/17-07/17	Louisiana Department of Transportation and Development (LADOTD), H.010006.5-3 LA 58 Petit Caillou Bridge Rehabilitation (Sarah Bridge) Terrebonne Parish, LA. Survey Manager. Chris managed surveying and utility coordination efforts supporting rehabilitation and replacement planning for the existing vertical-lift bridge. Responsibilities included completing topographic surveys, coordinating utilities, conducting hydrographic surveys, preparing channel cross-sections, and terrestrial laser scanning of the bridge structure to support engineering design and rehabilitation planning.		

02/19-09/19	East Feliciana Parish Police Jury, Bridge Replacements in East Feliciana Parish East Feliciana Parish, LA. <i>Survey Manager.</i> Chris managed surveying services for multiple FEMA-funded bridge replacement and roadway repair projects following flood-related damage. He coordinated survey activities, documentation requirements, and project deliverables to verify compliance with FEMA policies, procedures, and funding requirements.
01/17-12/17	East Baton Rouge Parish Bridge Replacements East Baton Rouge Parish, LA. <i>Survey Manager.</i> Chris served as Survey Manager for multiple bridge replacement projects throughout East Baton Rouge Parish, including structures crossing Dawson Creek, Claycut Bayou, Copper Mill Bayou, and Cypress Bayou. His responsibilities included management of topographic surveys, channel tracing, cross-section development, and data collection required to support bridge replacement design and permitting activities.

Firm employed by Civil Design & Construction				
Name	Scott Benton		Years of relevant experience with this employer	10
Title	Survey Project Manager		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization			N/A	
Active registration number / state / expiration date	N/A			
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities	Survey support / Surveyor for survey support			
Scott has over 15 years of surveying experience. He is one of CDC's Remote Sensing Technicians and is an FAA-licensed drone pilot. His duties include managing all Remote Sensing work on topographic survey projects for the firm by organizing the field crews to obtain scans, processing the scan data in the office, and producing the final extracted data for import into design-related software. Certifications: ATSSA Traffic Control Supervisor, Technician & Flagger, FAA Drone Pilot				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).			
11/24-05/25	Louisiana Department of Transportation and Development (LADOTD), H.015949 LA 335 Louisiana. 3D Scanning Technician. Scott served as the 3D Scanning Technician for a detailed topographic survey at the intersection of LA 335 and Port Street, as well as a limited survey of approximately 3.5 miles of LA 335. He utilized terrestrial LiDAR and conventional survey methods to collect and process topographic data in accordance with LADOTD Location and Survey Standards and Practices.			
12/24–04/25	Louisiana Department of Transportation and Development (LADOTD), H.014824.5 LA 317 - Wax Lake Bridge Louisiana. 3D Scanning Technician. Scott supported topographic data collection using a combination of conventional surveying and terrestrial LiDAR technologies for the Wax Lake Bridge project. He assisted with the acquisition and processing of survey data to support project development in compliance with LADOTD standards and practices.			
10/24–01/25	Louisiana Department of Transportation and Development (LADOTD), H.015849 US 190 R Cuts at LA 741 Louisiana. 3D Scanning Technician. Scott performed terrestrial LiDAR scanning and supported conventional survey operations for this roadway improvement project. His responsibilities included the collection and processing of topographic data to develop survey deliverables that met LADOTD Location and Survey Standards and Practices.			
12/23–05/23	Louisiana Department of Transportation and Development (LADOTD), H.012618 LA 347 Drainage Improvements Louisiana. 3D Scanning Technician. Scott supported topographic surveying for more than 2 miles of roadway improvements, using both traditional survey methods and terrestrial laser scanning. He assisted with field data acquisition and processing to support drainage and roadway design improvements.			
05/23–08/23	Louisiana Department of Transportation and Development (LADOTD), H.015056 LA 685 Louisiana. 3D Scanning Technician. Scott provided terrestrial LiDAR scanning services and topographic survey support for approximately 4,500 feet of roadway improvements. He assisted in collecting accurate surface and corridor data using both conventional and advanced 3D survey technologies.			
05/23–08/23	Louisiana Department of Transportation and Development (LADOTD), H.015058 LA 14 Business Louisiana. 3D Scanning Technician. Scott performed 3D scanning and survey support services for more than 12,300 feet of roadway corridor improvements. His work included collecting terrestrial LiDAR data and integrating it with traditional survey information to develop accurate topographic maps for project design.			
10/20–01/21	Louisiana Department of Transportation and Development (LADOTD), H.014302 US 165 Lighting Improvements Monroe, LA. Lead 3D Scanning Technician. Scott served as the firm's lead 3D Scanning Technician for this highway lighting improvement project. As part of the survey team, he directed terrestrial laser scanning activities and supported conventional surveying efforts used to develop topographic information along the US 165 corridor south of Monroe.			
12/19–01/20	Louisiana Department of Transportation and Development (LADOTD), H.004100 I-10: LA 415 to Essen Lane on I-10 and I-12 West and East Baton Rouge Parishes, LA. 3D Scanning Technician. Scott supported topographic surveying and laser scanning activities along I-10 and LA 415 as part of this major interstate improvement project. His responsibilities included terrestrial scanning and survey data collection for transportation corridors, structures, and associated project features within the West Baton Rouge Parish project limits.			

Firm employed by Moffat & Nichol, Inc.				
Name	Chace Hulon, PE		Years of relevant experience with this employer	11
Title	Program Manager		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS / 2005 / Civil Engineering		
Active registration number / state / expiration date		PE.0039701 / LA / 09-30-2027		
Year registered	2015	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Asset Management Planning / Support bridge asset management by analyzing inspection data, developing lifecycle strategies, and informing maintenance and preservation decisions.		
Chace is a Program Manager with over 20 years of experience specializing in bridge asset management, inspection, and maintenance program development for complex infrastructure systems. He has led statewide and municipal initiatives, including NBIS-compliant inspection programs and strategic bridge preservation plans, while performing advanced inspections on complex movable and long-span structures.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
08/14-12/17	Southeast Louisiana Flood Protection Authority-East, Asset Management System, New Orleans, LA. Technical Advisor. Chace was a technical advisor who supported the evaluation of an Asset Management System. Chace assessed commercially available software platforms and developed a custom asset management solution for critical water control infrastructure. Assisted with reporting tools of the custom system to communicate and improve the operational decision-making process.			
06/22 - 08/24	City of Los Angeles, Citywide Bridge Strategic Plan (BSP) – Bridge Maintenance, Preservation, and Repair Program Development, Los Angeles, CA. Subject Matter Expert. M&N supported the development and delivery of a comprehensive Citywide Bridge Strategic Plan for the City of Los Angeles Bureau of Engineering, Bridge Improvement Division. The BSP created a long-term, self-sustaining framework for maintenance, preservation, and repair of the City’s 500+ bridges (including 322 National Bridge Inventory structures and 94 culverts). Chace performed the following: - Led the development of the City’s Bridge Preventive Maintenance Program (BPMP), establishing clear policies and procedures for cyclical and condition-based preservation activities on bridges in good and fair condition, directly aligned with FHWA Bridge Preservation Guide recommendations. - Identified and prioritized maintenance, preservation, and repair needs, including high-risk bridges requiring immediate attention and long-range capital improvement projects. - Defined eligible preservation treatments such as deck joint repair/replacement, bearing cleaning/restoration/replacement, localized deck repairs, spot/zone painting, deck sealing, concrete spall repair, approach slab repairs, bridge deck drainage improvements, superstructure and substructure protective coatings, and channel cleaning/scour countermeasures. - Developed recommendations for bridge inspection protocols, life-cycle cost planning, environmental process guidance, and task-order-style contract mechanisms for efficient delivery of routine and preventive maintenance services. He supported aligning prioritized needs with federal, state, and local funding guidelines, including preparing Caltrans Highway Bridge Program submissions and grant applications, as well as leveraging IJIA funding. The team successfully supported the City in securing \$3.5 million in additional fiscal-year budget specifically dedicated to bridge repair and preservation work. The team delivered a strategic, implementation-ready program that will improve program-level bridge condition, extend service life, and optimize funding. We established an indefinite-delivery/task-order framework for prioritized bridge maintenance, preservation, and repair projects.			
03/18 - 01/25	LADOTD, Indefinite Delivery/Indefinite Quantity (IDIQ) for Complex Bridge Inspection, Statewide, LA. Project Manager and Chief Editor. M&N delivered major revisions of the 2020 bridge maintenance policies and procedures (BIM) to incorporate the 2022 NBIS Final Rule. Chace performed in-depth bridge inspections on complex movable and long-span bridges. He performed structural, mechanical, and electrical inspections of six movable bridges, using detailed, nondestructive, and laboratory testing methods, along with hand sketches. He installed a wireless SHM (system health monitoring) system on the Greater New Orleans bridge to monitor significant deficiencies in Nonredundant Steel Tension Members (NSTM) due to poor design details and to advise on repair alternatives. Chace utilized nondestructive examination (NDE) methods (laser and acoustic) to analyze the rotational movement of an unstable pivot pier. He performed rope-access inspections of two cable-stayed bridges, inspecting 208 cables, their Gensui Dampers, and anchorage systems. He			

Prime Consultant: HDR Engineering, Inc.

	performed two inspections of the I-10 Horace Wilkinson Bridge and two inspections of the Greater New Orleans Bridges, which are cantilever truss bridges utilizing rope access techniques and rolling lane closures to minimize traffic impacts. He performed a fracture-critical inspection of the Green Bridge, a steel-tied arch in New Orleans, using rope access and Unmanned Aircraft Systems (UAS) techniques. Chace also performed the inspection of the I-10 Bridge over the Calcasieu River in Lake Charles, utilizing rope access on NSTM and UAS access techniques on columns. His hands-on management and implementation of the QC review plan were vital to the project's success.
02/22 – 04/22	City of Somerville, Comprehensive Asset Management Program, Somerville, MA. <i>Project Manager and Subject Matter Expert.</i> M&N developed a formal, enterprise-wide asset management program for the City of Somerville. Chace directed asset inventory analysis, Level of Service (LOS) definition workshops, and risk-based prioritization and assessment for five major infrastructure asset classes: Bridges, Roadways, Sidewalks, Building Systems, Electric Lights and Lines, and Parks and Playgrounds. He conducted a comprehensive gap analysis of existing asset registries against ISO 55000 standards to assess accuracy, completeness, consistency, uniqueness, validity, and timeliness. He identified critical data gaps and delivered actionable recommendations for data collection, standardization, governance, and integration into enterprise systems (GIS and CMMS) to support condition assessment, life-cycle planning, and capital prioritization. Chace also developed prioritization methodologies and risk assessments to inform strategies for maintenance, preservation, rehabilitation, and renewal.

Firm employed by Moffat & Nichol, Inc.					
Name		Bryan Tyson, PE, ADCI		Years of relevant experience with this employer	6
Title		NBIS Inspection Team Leader		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization			MS / 2010 / Civil Engineering BS / 2008 / Civil Engineering		
Active registration number / state / expiration date			PE 0043425 / LA / 03-31-2027		
Year registered	2018	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities			Sampling, instrumentation, & non-destructive testing / Conduct sampling, install and maintain instrumentation, perform non-destructive testing, analyze data, and report findings		
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).				
04/24 - Ongoing	LADOTD, IDIQ Contract for Bridge Inspection Services, Statewide, LA. <i>Inspection Team Leader.</i> Bryan provided in-depth inspection (fulfilling both routine & fracture critical inspections) of several large bridges within Louisiana. He also provided site mob/demob & bridge inspection. Level III inspections were completed in accordance with FHWA, BIRM, AASHTO Manual for Bridge Evaluation, AASHTO BEIM, and the LADOTD Bridge Inspection Manual. Bridges included Interstate 10 (John James Audubon) Bridge over the Mississippi River, Ventress, with an in-depth inspection of the structure’s towers and cable stays using rope access techniques				
02/23 - Ongoing	LADOTD, Specifications for the National Bridge Inventory (SNBI) Program Development and Manual Publications, Statewide, LA. <i>Structural Engineer.</i> Bryan is updating & further developing the Bridge Inspection Manual (including off-system directives), Bridge Load Rating Manual, and Coding & Field Guide. This update resulted from recent NBIS changes in CFR & implementation of SNBI. This manual will be fully compliant with the FHWA SNBI Program Metrics in accordance with the published timeline. The manual will be ordered systematically, with an appendix for storing vital, up-to-date forms for the Bridge Inspection Program. M&N has been retained for 5 years to provide critical updates in response to NBIS changes.				
06/22 – Ongoing	LADOTD, IDIQ for Underwater Bridge Inspection, Statewide, LA. <i>Inspection Team Leader/Member.</i> Bryan served on 2 tasks (to date) under M&N’s third consecutive contract to provide UW NBIS bridge inspection. statewide. When completed, a total of 699 bridges will be inspected under those 2 tasks. Bryan performed an in-depth underwater inspection on signature bridges over large waterways with deep foundations & dynamic channel conditions. Inspections were augmented with NDE acoustic imaging technology to consistently monitor streambed changes & structural deficiencies between inspection cycles. Responded to several emergency requests for inspection within hours to days, utilizing local personnel.				
06/17 – 04/18	LADOTD, Underwater Bridge Inspection of Large River Crossings, Statewide, LA. <i>Structural Engineer/Inspection Team Leader/Diver.</i> Bryan performed underwater bridge inspections throughout Louisiana. He provided Level I, II, & III inspections of submerged elements in accordance with FHWA, BIRM, AASHTO MBE, current NBIS requirements, & LADOTD Engineering & Maintenance Directives. Bridge types included movable swing span, bascule, truss, timber stringer, cable-stayed, single & multi-span bridges up to 8 miles long. He also assisted with preparing the NBIS inspection reports. During the two tasks, Bryan provided inspections of 41 major bridges over large waterways with deep foundations and dynamic channel conditions.				
09/15-12/15 and 01/17-01/18	LADOTD, Retainer Contract for Underwater Bridge Inspection with the Majority of Work in Districts 03, 07, & 61, Statewide, LA. <i>Structural Eng./Inspection Team Member.</i> Bryan provided Level I, II, and III inspections of submerged elements in accordance with FHWA, BIRM, AASHTO MBE, current NBIS requirements, and LADOTD engineering & maintenance directives. Bridge types included movable swing-span bridges, bascule bridges, truss bridges, timber stringer bridges, cable-stayed bridges, and single- and multi-span bridges. He also assisted with preparing the NBIS inspection reports.				

Firm employed by Moffat & Nichol, Inc.				
Name	Tom Spencer, PE		Years of relevant experience with this employer	18
Title	Inspection and Rehabilitation Practice Leader		Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization		BS / Civil Engineering / 1981		
Active registration number / state / expiration date		PE 35742 / LA / 03/31/2027		
Year registered	2010	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Bridge Inspection / Perform in-depth bridge inspections, document deficiencies, and prepare inspection reports in accordance with DOT and FHWA requirements.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
05/20 - Ongoing	PIANC, Working Group 233, Nationwide, USA. <i>Lead Author.</i> Tom is developing new guidelines for the inspection, maintenance, and repair of waterfront facilities. The guideline will emphasize modern techniques in asset management, inspection, maintenance, rehabilitation, and monitoring. Key new topics and concepts he is including are a detailed discussion of Intervention methods, guidance on contemporary digital inspection technologies, and the evaluation of the load-carrying capacity of existing structures.			
06/07 – 11/08	Naval Facilities Engineering Command - Special Facility Condition Assessment Program (S-FCAP), Development of Engineered Management System (EMS) for Waterfront Structures, Norfolk, VA. <i>Principal-in-charge, Project Engineer, Subject Matter Expert.</i> Tom developed the structural waterfront engineering program data to determine the condition indices for the various elements at different levels of degradation. The development included a listing of material types, marine asset categories, asset defects, deduct-value curves, Q curves, budgetary repair costs, and the estimation of asset service life. The assets included piles, pile caps, quays, relieving platforms, beams and girders, decks, utility vaults, utility trenches, mooring foundations, lighting foundations, utility mounds, fender piles, fender framing, fenders, camels, separators, dolphins, bollards, double bitts, and cleats. He also provided input parameters for the Navy's asset inventory system's marine structural elements.			
06/18 – 12/19	LADOTD, Bridge Inspection Manual, Baton Rouge, LA. <i>Health and Safety Officer.</i> Tom authored the safety section of the Bridge Inspection Manual (BIM) for LADOTD. The BIM was designed to capture all previous policies, directives, memorandums, manuals, and forms into a single, centralized reference manual. The BIM aligns the Bridge Inspection Office Headquarters' goals with all nine LADOTD districts. The BIM will also allow for better communication and quality management among LADOTD project managers, local bridge owners, and consultants.			
06/14 - Ongoing	LADOTD, Various Bridge Inspections – Multiple Contracts, Statewide, LA. <i>Principal-in-Charge, Inspection and Rehabilitation Practice Leader, Team Leader, Engineer-Diver, and QA/QC Manager.</i> Tom performed bridge inspection services in various roles, supporting M&N's inspection efforts for LADOTD under various contracts. Tom conducted underwater inspections and assessments of nearly 1,000 bridges, with findings, assessments, and recommendations presented in bridge-specific reports. Bridge types include concrete, steel, and timber bridges. Acoustic imaging techniques were utilized to identify structural deficiencies and determine scour limits. Tom also responded to an emergency inspection request regarding high water and flood levels on various bridges.			

17. Firm Experience: Project 1

Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge, Road	
Project name	Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E				Firm responsibility (prime or sub?)	Prime
Project number	H.015472	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Waverly, LA			Owner's Project Manager	Phillip Grasso	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225.379.1412 phillip.grasso@la.gov				
Services commenced by this firm (mm/yy)		11/22	Total consultant contract cost (\$1,000's)			\$241.4
Services completed by this firm (mm/yy)		07/23	Cost of consultant services provided by this firm (\$1,000's)			\$241.4

LADOTD contacted HDR to assist with an emergency site inspection and assess the condition of a prestressed, precast concrete girder overpass bridge (built in the late 1960s) across I-20 that was struck by a dump truck. Work was authorized using HDR's Bridge Preservation IDIQ contract (Task Orders 1 and 2). The first two girders were damaged beyond repair, and secondary damage occurred to the middle girder and the abutment cap.

HDR's Phase 1 design consisted of developing plans, specifications, and cost estimates (PS&E) for the phased demolition of the west side of the damaged span to get a single lane of traffic back open on the eastern portion of the bridge. The remaining section is supported by three girders (two undamaged and one partially damaged). HDR performed an LRFR load rating analysis as part of the demolition design, traffic control layout, and signage for the temporary condition. HDR's Phase 2 design involved a split-phased replacement span. The existing girders were AASHTO Type 3 (interior) and 4 (exterior). During a discussion with LADOTD, HDR used AASHTO Type 3 girders for the replacement and added a girder due to split-phased construction. We modified the existing substructure to accommodate the new girder layout and analyzed it under the new loading configuration.

We also developed additional load-rating analysis for the span's interim and final conditions. HDR designed the guardrail to match the old "post and beam" section prevalent during that period, the traffic control layout and signage for phased construction, and the final condition. HDR also provided construction-related engineering services by reviewing and responding to contractor RFIs and reviewing shop drawings/submittals. **RELEVANCE: Demonstrates experience delivering rapid inspection, condition assessment, and phased repair design for damaged bridge structures, directly supporting LADOTD's need for responsive preservation project development, engineering analysis, and construction support services under a statewide bridge maintenance IDIQ.**

KEY PROJECT ELEMENTS:

- Emergency Inspection of Damaged Bridge Span
- Repair/Rehabilitation Design - Multi-Phased
- LRFR Load Rating
- Roadway/Traffic Control & Bridge Design PS&E
- Bid Phase Engineering Services
- Engineering Services During Construction

HDR MEMBERS INVOLVED: Wesley Jacobs, Jason Abendroth, Sarah De Moya, Edwin Rydell, William Clementson, and Brett Geesey

Project 2



Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge	
Project name	Contract 5 for Movable Bridges (6)				Firm responsibility (prime or sub?)	Prime
Project number	Multiple	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Vermillion, Lafayette, St. Martin and Calcasieu Parishes			Owner's Project Manager	T.J. Dunlevy	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225.379.1083 tj.dunlevy@la.gov					
Services commenced by this firm (mm/yy)		03/25	Total consultant contract cost (\$1,000's)			\$2,651
Services completed by this firm (mm/yy)		On-going	Cost of consultant services provided by this firm (\$1,000's)			\$2,058

HDR performed Stage 3 (Design) for six vertical lift bridges in Vermillion, Lafayette, St. Martin, and Calcasieu Parishes. The project includes the following key elements: Stage 3 – design: document review; coordination with district and design staff; site/NBIS inspections; LRFR load rating; and scope-of-work proposals, meetings, and reports for the rehabilitation of these bridges. Future addenda will encompass Stage 3 – design services for rehabilitating each bridge and Stage 5 – construction services.

The following is the list of vertical lift bridges for which HDR has performed the key project elements for this contract: Old Abbeville – H.011997 – Recall No. 009430; Abbeville Bypass – H.001998 – Recall No. 009460; Parks – H.013819 – Recall No. 008700; Milton – H.011990 – Recall No. 006520; Ellender – H.010001 – Recall No. 031751; West Fork – H.012043 – Recall No. 033353

The team developed and coordinated **traffic control plans** with District Bridge Engineers and the US Coast Guard prior to inspection. **Rope-access inspectors were used on the towers to minimize lane-closure** time, and boat access was used for underside inspections of the main span, approaches, and substructure. HDR developed in-depth reports, in addition to routine reports, for three bridges, which were then uploaded to **InspectX**. HDR developed **LRFR** load ratings for the main and approach spans using **AASHTOWare Bridge Rating** software. This will be used to develop the rehabilitation scope of work for each bridge. HDR also conducted full mechanical (including strain-gauge testing), electrical, coatings, and architectural (operator houses) inspections for each bridge and included the findings in the In-Depth reports. Fieldwork was completed within 2.5 weeks, with multiple crews to improve mobilization efficiency and expedite work in anticipation of the impending hurricane season. **RELEVANCE: Demonstrates experience with NBIS inspections, movable bridge systems, and development of rehabilitation scopes, directly supporting LADOTD's need for structure-specific asset evaluations, preservation planning, and multidisciplinary coordination under a statewide bridge maintenance and preservation IDIQ.**

KEY PROJECT ELEMENTS:

- In-depth NBIS Inspections (Including Operator Houses)
- LRFR Load Rating
- Traffic
- Scope of Work Report Development

HDR MEMBERS INVOLVED: Wesley Jacobs, Daniel Marsalone, Venkata Sathiraju, Erin O'Malley, Peter Harrison, Raphael Costa, Mike Carlton, Matt McGuire, Steven Pierce, and Carlos Larco

In-depth inspection of Milton, Ellender, and West Fork Bridges



Project 3

Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge, Environmental	
Project name	JFK Causeway over Gulf Intra-Coastal Waterway Rehabilitation			Firm responsibility (prime or sub?)		Prime
Project number	88-7IDP5080 WA14 & WA16	Owner's name	TxDOT Bridge Division			
Project location	Corpus Christi, TX			Owner's Project Manager		Paul Rollins
Owner's address, phone, email	118 E. Riverside Dr, Austin, TX 78704 512.416.2481 Paul.Rollins@txdot.gov					
Services commenced by this firm (mm/yy)		05/20	Total consultant contract cost (\$1,000's)			\$672
Services completed by this firm (mm/yy)		04/21	Cost of consultant services provided by this firm (\$1,000's)			\$445

The JFK Causeway is the first post-tensioned segmental box girder bridge in the US and serves as the main connection between North Padre Island and Corpus Christi. This is an important structure to the local community and one that would be very costly and environmentally challenging to replace; a great candidate for TxDOT's Bridge Maintenance Improvement Program (BMIP). HDR led the condition assessment of the prestressed concrete approach spans, while our sub-consultant performed the investigation of the post-tensioned box girder spans. Three separate teams worked on this bridge over a three-week period, utilizing a combination of UBIVs, man-lifts, UAVs, and boats. We closely coordinated traffic control with the Corpus Christi District, which included alternating lane closures in both directions. Coordination with the US Coast Guard is required for permitting inspection work over the Intracoastal Waterway. HDR's work on the approach spans included arm's reach inspection of the substructures and prestressed beam ends, as well as the concrete deck. Upon completion of the inspection, we prepared an extensive report summarizing the condition of each bridge element and recommended repairs. A detailed assessment of the segmental elements, including extensive NDT of existing tendons, was performed by the subconsultant and incorporated into HDR's report as an appendix. Recommendations included replacing the existing asphalt wearing surface with a PPC overlay, repairing concrete substructures, replacing main span bearings, replacing joints, and installing a bulk anode cathodic protection system.

Following completion of the report, HDR led the PS&E to detail the extensive repairs for each recommended item. Fortunately, no major issues were found in the post-tensioning system, although superficial concrete repairs were required on the concrete boxes. HDR included additional notes in the plans to alert the contractor when working on spalls, and made minor modifications to the repair procedures outlined in the TxDOT Concrete Repair Manual, such as reducing the allowable weight for chipping hammers. **The proposed cathodic protection system was designed by HDR's in-house corrosion experts, with feedback from TxDOT and lessons learned from the Queen Isabella Bridge. Concrete repairs and joint replacement details were built upon HDR's standardized library of repair details developed through the course of 100's of bridge rehabs in Texas.** HDR provided support during construction, including responding to pre-bid questions and RFIs and reviewing contractor submittals.

The inclusion of the PPC overlay required extensive traffic control, so the HDR team coordinated closely with the District for allowable closure times. The summer tourism season and hurricane evacuation were key considerations, resulting in construction that spanned two off-seasons. We coordinated with the District's Environmental staff regarding the wetland areas below the bridge. This collaboration ultimately led to the inclusion of an exhibit in the plans that clearly shows the contractor where they can access the bridge and lay down materials. **The well-coordinated plan set resulted in tight bids, all within 10% of the estimate, with a winning bid 6% below it. This project was included in our TxDOT Bridge Division On-System Bridge Assessment and Rehabilitation Contract (88-7IDP5080), which included 19 bridge condition assessments and 39 bridge rehabilitation PS&E across Texas.**



JFK Causeway Bridge over Gulf Intra-Coastal Waterway | Corpus Christi, TX

KEY PROJECT ELEMENTS:

- Full Condition Assessment with Specialized access requirements, including US Coast Guard permitting
- Developed full repair plans, including roadway and traffic control
- Provided construction support services

RELEVANCE: Demonstrates bridge condition assessment, rehab design, & construction support in alignment with statewide preservation and maintenance needs.

HDR MEMBERS INVOLVED: Gregory Kochersperger and Peter Harrison

Project 4

Firm name	HDR Engineering, Inc.			Discipline(s)*		Bridge, Other (Asset Management Planning)	
Project name	Life Cycle Planning and Bridge Deterioration Models				Firm responsibility (prime or sub?)		Prime
Project number	N/A		Owner's name	Bay Area Toll Authority			
Project location	San Francisco, CA	Owner's Project Manager		Rosalynn Chongchaikit, Capital Delivery, Asset Management, Roadside Tolling			
Owner's address, phone, email		375 Beale Street, San Francisco, CA 94105; 415.778.6724; RChongchaikit@bayareametro.gov					
Services commenced by this firm (mm/yy)			01/22	Total consultant contract cost (\$1,000's)			\$4,200
Services completed by this firm (mm/yy)			Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$3,200

HDR supported the Bay Area Toll Authority (BATA) in advancing a comprehensive bridge asset management program for a complex portfolio of major, long-span, state-owned bridges throughout the Bay Area, including the San Francisco–Oakland Bay Bridge, San Mateo–Hayward Bridge, Benicia–Martinez Bridge, Carquinez Bridge, and Dumbarton Bridge. Services focused on organizing and analyzing inspection and historical data to support long-term maintenance planning, preservation strategies, and fiscally responsible decision-making for critical transportation infrastructure. HDR worked closely with BATA and Caltrans program managers to streamline bridge information, perform independent cost and risk analyses, and support executive-level briefings and stakeholder presentations.

A key element of the effort was the development of element-level deterioration and life-cycle models to better forecast condition, remaining service life, and future maintenance needs. HDR implemented a Markov chain–based modeling approach that incorporated climate exposure, bridge type, element condition states, and maintenance costs to support data-driven preservation planning and prioritization. We completed specialized technical studies, including structural steel painting evaluations, fatigue analyses, and mechanical and electrical system assessments, using consistent methodologies across multiple structures, allowing for comparable results and informed investment decisions across the network.

Through this work, HDR delivered actionable life-cycle management plans, planning-level cost estimates, and preservation strategies that optimized maintenance timing while extending the service life of critical bridge assets. The project also included targeted support for unique structures such as the Yerba Buena Island Tunnel and the Antioch Bridge, demonstrating HDR's ability to adapt asset management frameworks to specialized structures. **RELEVANCE:** This experience directly aligns with LADOTD's needs for structured asset management planning, preservation project development, and data-driven decision support under a statewide bridge maintenance and preservation IDIQ.

KEY PROJECT ELEMENTS:

- Bridge asset management and life-cycle planning
- Element-level deterioration and life-cycle cost modeling
- Preservation strategy development and planning-level cost estimates

HDR MEMBERS INVOLVED: Chris Senesi and Michael Kochly



Project 5

Firm name	HDR Engineering, Inc.			Discipline(s)*		Bridge, Other (Asset Management Planning)	
Project name	Bridge Asset Management Program Support and Modernization				Firm responsibility (prime or sub?)		Prime
Project number	N/A		Owner's name	South Carolina Department of Transportation			
Project location	Statewide, SC			Owner's Project Manager		Emily Bickley, PE	
Owner's address, phone, email		955 Park Street, Columbia, SC 29201; 803-737-1053; BickleyEJ@scdot.org					
Services commenced by this firm (mm/yy)			10/22	Total consultant contract cost (\$1,000's)			\$14,151
Services completed by this firm (mm/yy)			Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$10,857

HDR supported SCDOT in transforming its bridge program from a largely reactive approach to a **formalized, performance-based asset management program** serving a statewide inventory of more than 9,300 bridges. HDR led the development of FHWA Process and Compliance Assessment (PCA) commitments by establishing standardized policies and guidance for bridge inspection, load rating, data management, rehabilitation, and replacement. This effort combined strong local project management with national technical expertise, enabling SCDOT to meet aggressive compliance milestones while building scalable tools and practices applicable across each district.

A major component of the work focused on **developing programmatic rehabilitation and preservation solutions** to address widespread load rating deficiencies and posting restrictions. Drawing on experience from large DOT initiatives nationwide, HDR developed construction-ready repair concepts, including a skeletal structural steel framing system for low-capacity concrete slab bridges, designed for rapid deployment and statewide replication. HDR also delivered standard repair plans and technical specifications for beams, decks, and substructures, allowing SCDOT to streamline procurement, accelerate delivery, and implement consistent preservation strategies across hundreds of bridges. These solutions are now being scaled statewide to extend bridge service life and improve network performance.

In parallel, HDR advanced SCDOT's **bridge data modernization and decision-support capabilities, including the development of NBIS-compliant** inspection and load rating manuals, a statewide bridge file policy within Bentley ProjectWise, and customization of AASHTOWare Bridge Management (BrM) asset management modules. HDR also provided training to SCDOT staff and consultants to support implementation. **RELEVANCE:** Collectively, this work enabled SCDOT to better align inspection data, prioritization, life-cycle costs, and funding decisions, positioning the agency to manage maintenance and preservation more efficiently across its statewide bridge inventory, an approach directly applicable to LADOTD's bridge maintenance and preservation objectives.



KEY PROJECT ELEMENTS:

- Statewide bridge asset management program development
- Programmatic bridge preservation and rehabilitation solutions
- Standard repair plans and technical specifications
- Bridge data management and decision support modernization

HDR MEMBERS INVOLVED: Brian Leshko

Project 6

Firm name	Ardaman & Associates, Inc.		Discipline(s)*	Geotech	
Project name	20 Mississippi River Bridge Review			Firm responsibility (prime or sub?)	Prime
Project number	SP NOs. H.004646, H.010603.6, H.010612.6, H.004647.6	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)		
Project location	Madison Parish, LA		Owner's Project Manager	Chris Nickel	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA; 225.379.1100; Chris.Nickel@la.gov				
Services commenced by this firm (mm/yy)		10/09	Total consultant contract cost (\$1,000's)		\$10,881
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$10,881

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

Ardaman is currently managing a phase of the project that involves **upgrading the entire instrumentation communication system**. It also includes **gathering and continuously monitoring various types of instrumentation data, conducting site inspections, and monitoring topographic changes** by obtaining periodic survey data.

KEY PROJECT ELEMENTS:

- Ground Movement Mitigation
- Slope Stabilization Design
- Advanced Instrumentation Monitoring
- Geotechnical Modeling Analyses

ARDAMAN & ASSOCIATES MEMBERS INVOLVED: Megan Bourgeois, Robert Jewell



Project 7

Firm name	Ardaman & Associates, Inc.		Discipline(s)*		Geotech	
Project name	I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR)				Firm responsibility (prime or sub?)	Sub
Project number	SP NO. H.004100.5	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	East Baton Rouge Parish, LA			Owner's Project Manager	Nicholas Olivier	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA; 225.379.1133; nicholas.olivier@la.gov					
Services commenced by this firm (mm/yy)		07/21	Total consultant contract cost (\$1,000's)			\$20,800
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$692

The Construction Management at Risk (CMAR) project scope includes **widening the east- and west-bound lanes, elevated structures, interchanges, and ramps along I-10** from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish, spanning approximately **2.5 miles**. **Ardaman is the Geotechnical Consultant on the CMAR team** and is currently providing geotechnical support for Segment 1, which starts near the I-10 and I-110 split between Napoleon and St Joseph Streets to the Acadian Thruway entrance and exit ramps.

Ardaman previously completed **58 soil borings** and associated laboratory testing in accordance with LADOTD standards, and **11 electronic cone penetration tests (ECPTs)**, in the preliminary portion of the widening project between Napoleon Street and Louise Street, under our current retainer contract in support of the project. In addition, Ardaman performed **geophysical surveys along the entire alignment**, which enabled assessment of subsurface conditions between the boring locations. Ardaman is currently performing **37 additional soil borings** along the Segment 1 area to supplement existing data along the alignment.



Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an **interactive geotechnical database** to compile and analyze all the supplied soil boring data provided by LADOTD and the additional borings that are currently being performed. The engineering analyses consist of a detailed selection of design reaches and design soil parameters; **slope stability and settlement of earth-retained structures; soil-structure interaction with existing structures; deep foundation design; and load testing recommendations**. A preliminary geotechnical assessment report was prepared, and a **final geotechnical design report** will be submitted.

KEY PROJECT ELEMENTS:

- Ground Movement Mitigation
- Slope Stabilization Design
- Advanced Instrumentation Monitoring
- Geotechnical Modeling Analyses

ARDAMAN & ASSOCIATES MEMBERS INVOLVED: Robert Jewell, Megan Bourgeois, Mark Woodward

Project 8

Firm name	Ardaman & Associates, Inc.		Discipline(s)*		Geotech	
Project name	MRB South GBR: LA 1 to LA 30 Connector				Firm responsibility (prime or sub?)	Prime
Project number	SP NO. H.013284	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Vermillion, Lafayette, St. Martin, and Calcasieu Parishes			Owner's Project Manager		Christina Brignac
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225)379-1937 Christina.Brignac@la.gov					
Services commenced by this firm (mm/yy)		07/2023	Total consultant contract cost (\$1,000's)			\$6,000
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$713.1

The project consists of an **Enhanced Planning investigation** into **SP NO. H.013284, MRB South GBR: LA 1 to LA 30 Connector**, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings. There are three proposed alignments for this project, connecting LA 1 on the west side of the Mississippi River to LA 30 on the east. The three alignments range from approximately **7 miles to 8 miles** in length, including interchanges at either end. For this preliminary phase of work, Ardaman performed **18 soil borings** and **23 electronic cone penetration tests (ECPTs)** distributed among the three alternative alignments. Six soil borings to a maximum depth of **250 feet below existing ground surface (bgs)** were performed in the Mississippi River batture area, targeting the proposed bridge foundations on either side of the river for each alternative. The remaining 12 soil borings performed to a maximum exploration depth of **150 feet** were located along each of the alignments for the high-level approaches and low-level interchanges on either side of the Mississippi River. The ECPTs were performed to maximum exploration depths of 42 to 150 feet and were located along the three proposed alignments to supplement the soil borings. Additionally, **31 electrical resistivity (ER) geophysical survey transects** were completed to survey the stratigraphy between soil investigation locations.



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

KEY PROJECT ELEMENTS:

- Mississippi River Crossing
- Route Alignment Evaluation
- Deep Foundation Investigations
- Geotechnical Assessment Reports

ARDAMAN & ASSOCIATES MEMBERS INVOLVED: Megan Bourgeois, Robert Jewell

Project 9

Firm name	Bridge Diagnostics, Inc.		Discipline(s)*		Bridge	
Project name	Bayou Ramos Bridge Multi-Phase Field-Verified Evaluation				Firm responsibility (prime or sub?)	Prime
Project number	H.009730.5	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Morgan City, LA			Owner's Project Manager	Bradley Mistich	
Owner's address, phone, email	Office of Engineering PO Box 94245 Baton Rouge, LA 70804-9245 225-379-1200 Bradley.Mistich@la.gov					
Services commenced by this firm (mm/yy)		10/24	Total consultant contract cost (\$1,000's)			\$501 (NTE)
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$172 (Ongoing)

The Bayou Ramos bridges are currently load-posted due to cracking and deterioration at the ends of many prestressed girders. When this deterioration was first observed, BDI teamed up with LADOTD to conduct diagnostic live-load testing and monitoring of these structures to identify their response characteristics and determine potential causes of the observed distress. As part of Task Order 5 of BDI's NDT/E IDIQ 4400025002, BDI was contracted to provide a multi-phase evaluation to reevaluate the structures' live-load capacity after multiple retrofit strategies were deployed. This evaluation included:

- **Phase I:** AASHTOware BrR load rating evaluation where multiple strut-and-tie method (STM) models were considered and evaluated. BDI Phase I calculations and related findings were summarized in a submitted load rating report and calculation package.
- **Phase II:** Diagnostic load test-based evaluation used to validate both the structural behavior and STM capacity assumptions. BDI provisioned, installed, and maintained all required instrumentation and data acquisition equipment. BDI used the collected structural responses to evaluate the structure's distribution behavior and refine the STM capacity assumptions, with the analysis and evaluation results submitted in a report and a calculation package.
- **Phase III:** The performance monitoring program, which is set to provide crucial information on the girder's condition, ends by monitoring the activity level of the observed deterioration once/if load restrictions are lifted. During this phase, BDI's team will provision, install, maintain, and calibrate all monitoring equipment.



BDI is currently finalizing Phase II with LADOTD and will continue monitoring Phase III, subject to coordination with and approval from LADOTD.

KEY PROJECT ELEMENTS:

- Bridge Design Services
- General Bridge Engineering Services
- Sampling, Instrumentation, and Non-destructive Testing
- Bridge Inspection Services
- Environmental and Permitting Services

BDI MEMBERS INVOLVED: Steven Fall

Project 10

Firm name	Bridge Diagnostics, Inc.		Discipline(s)*		Bridge	
Project name	Louisiana Statewide Non-Destructive Testing and Evaluation IDIQ			Firm responsibility (prime or sub?)		Prime
Project number	H.009730	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Statewide, LA			Owner's Project Manager		Bradley Mistich
Owner's address, phone, email	Office of Engineering PO Box 94245 Baton Rouge, LA 70804-9245 225-379-1200 Bradley.Mistich@la.gov					
Services commenced by this firm (mm/yy)		05/23	Total consultant contract cost (\$1,000's)			\$5,000
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$4,607 (Ongoing)

BDI was awarded the Non-Destructive Testing and Evaluation IDIQ across the state of Louisiana.

- **Task Order II Twin Span and 6-mile Deck Evaluation:** BDI performed deck assessments involving various NDT-E methods including SoundAR, Ground Penetrating Radar (GPR), High Resolution Imaging (HRI), Infrared Thermography (IR), and concrete material sampling on bridge recall numbers 204140, 204150, 020467, and 020468 for the purpose of assessment of reinforcement concrete condition, cover, location, and diameter; detections of voids and delaminations in concrete, and concrete material sampling.
- **Task Orders III and VI Interstate 20 Deck Evaluation and Pin and Hanger Testing:** To assist with bridge preservation efforts, BDI is performing deck assessments for 273 structures on the Interstate 20 corridor in Louisiana involving various NDT-E methods including SoundAR, GPR, HRI, and IR for the purpose of assessment of reinforcement concrete condition, cover, location, and diameter and detection of voids and delaminations in concrete. BDI is also performing steel member condition assessment via ultrasonic testing (UT) on 39 structures statewide.
- **Task Order IV US-11 over Lake Pontchartrain Deck Evaluation and NBIS Inspection:** BDI performed deck assessments involving various NDT-E methods, including SoundAR, GPR, HRI, and IR for the purpose of assessment of reinforcement concrete condition, cover, location, and diameter, and detection of voids and delaminations in concrete on bridge recall numbers 001525, 001545, 001552, and 200830. BDI also performed NBIS Routine inspections on these structures, including detailed in-depth field inspections.
- **Task Order VIII LA-9 over Black Lake Deck Evaluation and Material Testing:** BDI performed a deck assessment involving SoundAR, GPR, HRI, and IR for the purpose of quantifying the concrete condition, cover, location, and diameter, and detection of voids and delaminations in concrete of the bridge deck of recall number 080572. After the deck evaluation data is analyzed, ten (10) 3" diameter cores are extracted and tested for chloride ion concentrations.



KEY PROJECT ELEMENTS:

- Non-Destructive Testing and Evaluation Services
- Sampling, Instrumentation, and Non-destructive Testing
- Bridge Inspection Services
- General Bridge Engineering Services

BDI MEMBERS INVOLVED: Steven Fall, Brett Commander, Charles Young, and Jesse Sipple

Project 11

Firm name	Bridge Diagnostics, Inc.		Discipline(s)*		Bridge	
Project name	TO 10 – Bonnet Carre Spillway Deck Assessment				Firm responsibility (prime or sub?)	Prime
Project number	H.009730.5	Owner’s name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	St. Charles Parish, LA			Owner’s Project Manager	Bradley Mistich	
Owner’s address, phone, email	Office of Engineering PO Box 94245 Baton Rouge, LA 70804-9245 225-379-1200 Bradley.Mistich@la.gov					
Services commenced by this firm (mm/yy)		02/26	Total consultant contract cost (\$1,000’s)			\$476
Services completed by this firm (mm/yy)		On-going	Cost of consultant services provided by this firm (\$1,000’s)			\$172 (Ongoing)

LADOTD awarded BDI the opportunity to perform **nondestructive deck evaluation of the I-10 Bonnet Carre Spillway bridges** (East and Westbound) in St. Charles Parish. The objective of this project is to provide a **quantitative assessment of the condition of the ten (10) mile bridge deck** to determine the overall change in deterioration over time between the bridges' inspections. As part of Task Order 10 of BDI's NDT/E IDIQ 4400025002, BDI was contracted to provide a multi-phase evaluation to re-evaluate the structures' deck condition. This evaluation included:

- **Phase I: Deck nondestructive evaluation (NDE) to include Deck Acoustic Response (SoundAR) and Ground Penetrating Radar (GPR)** to investigate rebar cover depth and potential delamination through acoustic sounding and changes in dielectric properties. This data is verified physically by drilling to the rebar and manually measuring the cover depth at several locations.
- **Phase II: High Resolution Imaging (HRI) and Infrared Thermography (IR)** are also used to probe for delaminations, spalling, and general defects in the bridge's deck.

BDI is currently finalizing Phase II with LADOTD.

KEY PROJECT ELEMENTS:

- General Bridge Engineering Services & Condition Assessment
- Sampling, Instrumentation, and NDT
- Bridge Deck Evaluation & Deterioration Mapping

BDI MEMBERS INVOLVED: Steven Fall, Charles Young, and Jesse Sipple



Project 12

Firm name	Civil Design & Construction, Inc.		Discipline(s)*		Survey, Other (Utility Coordination/Subsurface Utility Engineering)	
Project name	LA 335			Firm responsibility (prime or sub?)		Subconsultant
Project number	H.015949	Owner's name	LADOTD			
Project location	Lafayette Parish, Louisiana			Owner's Project Manager		Adam Fields (Stanely Consultants)
Owner's address, phone, email		700 Main Street, Suite 405, Baton Rouge, LA 70802; 225-388-4219; fieldsadam@stanleygroup.com				
Services commenced by this firm (mm/yy)		11/24	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)		05/25	Cost of consultant services provided by this firm (\$1,000's)			\$140

CDC was a sub-consultant on this project and was responsible for a **complete topographic survey, utility coordination** with utility companies to mark or provide record drawings, and the provision of an **existing drainage map** in accordance with LADOTD Location and Survey standards. The survey began at the LA 335 and LA 694 centerline and continued North along LA 335 for **3.45 miles** to the intersection of LA 335 and Port Street. The survey at the intersection of both LA694 and Port Street continued down each street for 300' in both directions.

The width of the survey was from five feet behind the apparent right of way to the apparent right of way or five feet from behind the back of the ditch. CDC located the start and end points of all bridge decks and superstructures, approach slabs, wing walls, and headwalls, and all crossing streams, canals, and coulees were located 500 feet from the face of the drainage structure. Subsurface utility locations followed a **modified SUE QL-B of the ASCE standard 38-22** for the intersection of LA 335 & Port Street, the Gulf South Pipeline utility that runs approximately 3,196, and each pipeline crossing.



A **full topographic survey** was performed along this route, including all utilities and drainage structures. The survey utilized **3D Terrestrial Scanning** of all hard surfaces and traditional methods for all other features. The final submittal complied with the latest **LADOTD Location and Survey standards**. CDC also submitted a **detailed point report** that lists every point found using the QL-B of ASCE 38-22, with survey/CAD drawings showing depth and QL level for each point. Along with all attributes available for each utility.

KEY PROJECT ELEMENTS:

- Topographic Surveying
- Utility Coordination
- SUE QL-B Mapping
- 3D Terrestrial Scanning

CDC MEMBERS INVOLVED: Karla Weston, Scott Benton

Performed in LA: 100%

Project 13

Firm name	Civil Design & Construction, Inc.		Discipline(s)*	Survey	
Project name	LA 317: Wax Lake B			Firm responsibility (prime or sub?)	Subconsultant
Project number	H.014824.5	Owner's name	LADOTD		
Project location	St. Mary Parish, LA			Owner's Project Manager	Adam Fields (Stanely Consultants)
Owner's address, phone, email	700 Main Street, Suite 405, Baton Rouge, LA 70802; 225-388-4219; fieldsadam@stanleygroup.com				
Services commenced by this firm (mm/yy)	12/24	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)	04/25	Cost of consultant services provided by this firm (\$1,000's)			\$162

CDC performed a **full topographic survey** beginning and ending 5000 feet beyond either end of the approach slab of the I-20 eastbound and westbound bridge structure. **Terrestrial Laser Scanning** was used on all hard-surface areas, including parking lots, roadway and bridge structures, and Union Pacific Railroad rails. The survey total distance was **2.03 miles** with a width of approximately 350 feet. This included **1 mile along Highway 79** with a width of 300 feet.

CDC completed a topographic survey along this route. The survey utilized 3D Terrestrial Scanning of all hard surfaces and traditional methods for all other features. Final submittal was **in accordance with the latest LADOTD Location and Survey standards**.

KEY PROJECT ELEMENTS:

- Topographic Surveying
- Terrestrial Laser Scanning
- Bridge Corridor Mapping
- LADOTD Survey Compliance

CDC MEMBERS INVOLVED: Karla Weston, Christopher Ballard, Scott Benton

Performed in LA: 100%



Project 14

Firm name	Civil Design & Construction, Inc.		Discipline(s)*	Survey	
Project name	LA 443: Tangipahoa River Emergency Bridge Replacement			Firm responsibility (prime or sub?)	Subconsultant
Project number	H.02728.5	Owner's name	LADOTD		
Project location	Tangipahoa Parish, LA			Owner's Project Manager	Thomas Gattle (Huval & Assoc)
Owner's address, phone, email	922 W. Point Des Mouton Rd., Lafayette, LA 705007; (337)234-3798; tgattle@tgattle@huvalassoc.com				
Services commenced by this firm (mm/yy)	10/16	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)	11/16	Cost of consultant services provided by this firm (\$1,000's)			\$81

This project was for the **emergency replacement of the bridge on LA 443 over the Tangipahoa River** due to the **historic floods in August 2016**. The project is located Northeast of Hammond, Tangipahoa Parish, Louisiana, 4 miles Northeast of the intersection of La 1064 and La 443. The survey total length was approximately 1500'. The width of the survey and DTM was extended to a total of 170 feet (90 feet North of the existing centerline of La 443 and 80 feet South of the existing centerline of La 443).

CD&C's Role: CDC completed a **topographic survey**, which **included all utilities with depths, all drainage, all building information, including finish floor elevations, and all super/substructure of the bridge** over the Tangipahoa River. Additional cross-sectional information regarding the river was located by traditional means upstream and downstream for the engineer's design of the new bridge. To collect data on the failed bridge, **3D Terrestrial Scanning** was incorporated alongside traditional methods to complete the topographic survey. Due to the nature of the project as an emergency bridge replacement, all staff worked non-stop until fieldwork was completed in **less than 3 weeks**.

KEY PROJECT ELEMENTS:

- Emergency Bridge Replacement
- Topographic Surveying
- 3D Terrestrial Scanning
- Accelerated Project Delivery

CDC MEMBERS INVOLVED: Karla Weston, Christopher Ballard

Performed in LA: 100%



Project 15

Firm name	Moffatt & Nichol Inc.		Discipline(s)*		Bridge	
Project name	LADOTD Complex Bridge Inspection				Firm responsibility (prime or sub?)	Sub
Project number	H.009730.5, Task Order 03	Owner's name	Louisiana Department of Transportation and Development			
Project location	Statewide, Louisiana			Owner's Project Manager	Stephanie Doolittle, P.E.	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, Louisiana 70802 225-379-1329, stephanie.doolittle@la.gov					
Services commenced by this firm (mm/yy)		02/23	Total consultant contract cost (\$1,000's)			\$470
Services completed by this firm (mm/yy)		12/24	Cost of consultant services provided by this firm (\$1,000's)			\$260

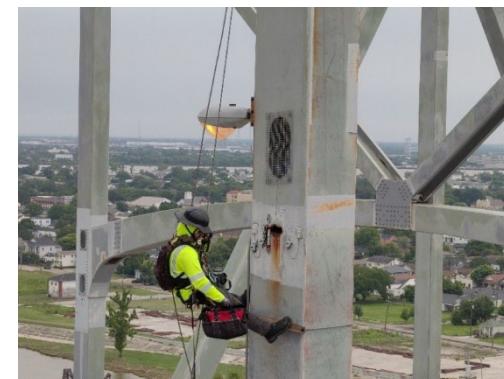
M&N performed **statewide bridge inspections of complex structures** under an LADOTD IDIQ contract. Structure types included **cantilever trusses, cable-stayed bridges, steel vertical-lift bridges, and plate-girder bascule bridges**. Services included **in-depth bridge inspections, SPRAT/rope access inspections, underwater inspections, bridge load ratings**, asset categorization and documentation, and preparation of comprehensive inspection reports in accordance with FHWA guidelines. Reports documented inspection methodologies, observed conditions and deficiencies, field notes, and photographic records.

In addition to inspection services, M&N led the **development and major updates to the LADOTD Bridge Inspection Manual (BIM)** and the **Coding & Field Guide** to support statewide consistency and compliance. Updates included on-system and off-system directives and served as the foundation for a new Bridge Load Rating Manual currently under development. A multidisciplinary team of subject matter experts supported document development and milestone reviews, with M&N coordinating closely with LADOTD staff through monthly in-person meetings involving District Bridge Engineers statewide.

The revised BIM and supporting documents were developed to comply with the **2022 NBIS Final Rule** and the **National Bridge Inspection Program (NBIP)** metrics. Key updates included **transitioning from the legacy coding guide to SNBI**, expanding inventory requirements, implementing **risk-based inspection intervals**, enhancing personnel qualification requirements (including NSTM and underwater team leaders), **formalizing critical-finding reporting**, updating load-rating and posting procedures, and incorporating **advanced technologies such as unmanned aerial systems**. The BIM and Coding & Field Guide were published in December 2024 and fully implemented in January 2025, positioning LADOTD for compliance with the **FHWA audit in 2028**.

Following the delivery and acceptance of the document, M&N **developed and delivered training for LADOTD district personnel** and has been retained to provide annual updates to maintain alignment with evolving federal requirements.

MOFFATT & NICHOL MEMBERS INVOLVED: Tom Spencer, Bryan Tyson



RELEVANCE TO LADOTD

- ✓ Program Policy Development
- ✓ Condition Assessments and Identified Deficiencies
- ✓ Recommended preservation and repair actions
- ✓ Structured data collection and prioritized repair reporting
- ✓ Hydrographic Surveying
- ✓ Retainer Contract
- ✓ Technology and Tools
- ✓ MOT and ATSSA Work Zone Safety

Project 16

Firm name	Moffatt & Nichol Inc.		Discipline(s)*		Other (Asset Management Planning)	
Project name	Asset Management System				Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Southeast Louisiana Flood Protection Authority-East			
Project location	New Orleans, Louisiana			Owner's Project Manager		Steven Spencer
Owner's address, phone, email		6920 Franklin Ave., New Orleans, LA 70122, 504-280-2416, sspencer@slfpae.com				
Services commenced by this firm (mm/yy)		08/14	Total consultant contract cost (\$1,000's)			\$395
Services completed by this firm (mm/yy)		12/17	Cost of consultant services provided by this firm (\$1,000's)			\$395

M&N was contracted to **evaluate, select, and implement an Asset Management System (Phase 1)**. This assessment led the client to the decision to engage M&N to develop and implement a **custom Asset Management System (Phase 2)**.

Phase 1: Identification of Asset Management System Functions and Requirements

M&N **systematically evaluated existing asset management software and existing procedures**. Tasks associated with the Phase 1 effort included:

- Review of existing AMP systems and their adaptability for future needs
 - Maintenance Connection; CHAMPS EAM; MicroMain Maintenance Software; MPulse; Maintenance5000; Ultimo
- Interviews with stakeholders to identify appropriate LOS and KPIs
- Create a project scope and requirements document to identify the proper solution
- Review of SLFPA's demands and desire to standardize and streamline the maintenance and reporting procedures through the development and implementation of an Asset Management System
- Recommendations for selection of the Asset Management System/Software
 - Report; Presentation to the Board
- Project Management Plan to lead implementation

Phase 2: Custom Asset Management Software Development

Following Moffatt & Nichol's Phase 1 assessment, which recommended that **no existing commercial software fully addressed the SLFPA's unique asset management needs**, Phase 2 focused on developing tailored asset management software. M&N collaborated closely with SLFPA to **design and build a software solution** that precisely aligned with their requirements and workflows. Leveraging M&N's expertise, the SLFPA entrusted the team with driving the design, successfully balancing functionality, cost, and the project timeline.

This involved an in-depth analysis of SLFPA's **asset inventory, maintenance procedures, reporting needs, and long-term goals**. The custom software incorporated features critical for SLFPA's water control structures, including a **robust inspection application, streamlined maintenance tracking, and comprehensive reporting capabilities**. The development process emphasized user-friendliness and efficiency, confirming seamless integration into SLFPA's operations and related systems. By creating a bespoke asset management system, SLFPA gained a **powerful tool to optimize maintenance practices, enhance decision-making, and improve the overall management of its critical water control infrastructure**.

MOFFATT & NICHOL MEMBERS INVOLVED: Chace Hulon

RELEVANCE TO LADOTD	
✓	Asset management system
✓	Stakeholder Coordination and Public Involvement
✓	Lifecycle asset management and long-term infrastructure planning support
✓	Experience supporting resilient flood protection and water control infrastructure systems

18. Approach and Methodology

CONTRACT UNDERSTANDING

The HDR team understands the Scope of Services and the quality engineering services sought by LADOTD for the **IDIQ for Bridge Maintenance, Preservation, and Repair Statewide Contract No. 4400036231**. We recognize that the scope of services under this contract includes asset management, bridge engineering, and construction-related services for fixed and movable bridges. Project types may include bridge rehabilitation, bridge replacement, and bridge preventive maintenance/repair.

Bridge engineering services could include structural, mechanical, and electrical engineering, design, plan development, and cost estimating. Work tasks may include bridge design, road and traffic maintenance, surveying and subsurface investigations, bridge inspection, environmental and permitting services, utility coordination and deconfliction, bridge lifecycle planning, and public outreach for stakeholder strategies.

HDR TEAM



HDR

2 Top 25 in Bridges

HDR brings a unique combination of **national bridge expertise, asset management leadership, and Louisiana bridge experience** to this contract. With more than **600 dedicated bridge professionals nationwide**, HDR has successfully delivered bridge inspection, preservation, rehabilitation, asset management, and movable bridge programs for transportation agencies across the country. HDR was ranked **No. 2 nationally in Bridges by Engineering News-Record (ENR) in 2025**.

To support LADOTD's statewide program, HDR has assembled a team specifically designed to execute multiple task orders concurrently while maintaining responsiveness, quality, and schedule performance. **Civil Design & Construction (CDC)** has an impeccable relationship with LADOTD and will provide additional topographic surveying, subsurface utility coordination, and construction cost estimation as needed. **Bridge Diagnostics (BDI)** will be on board to support preservation/rehabilitation decisions by employing NDT and innovative methods such as SoudAR, GPR, and imaging. **Moffat & Nichol**, renowned for their inspection expertise, will support the team with bridge inspections and asset management. **Ardaman & Associates** will be tapped for subsurface drilling and testing, as well as providing input on foundation recommendations. To execute multiple task orders simultaneously, as noted in the RFQ, we have built our team with a deep bench of expertise across disciplines to deliver high-quality results on time and cost-effectively.

WHY HDR?	
Local Bridge Design & Inspection Experience	HDR combines extensive national bridge experience with direct experience supporting LADOTD bridge inspection, preservation, rehabilitation, movable bridge, and asset management programs. Our team understands LADOTD processes, project delivery expectations, district coordination requirements, and FHWA bridge inspection standards. This familiarity reduces risk, minimizes project startup time, and supports efficient delivery.
Integration of Bridge Engineering & Asset Management	Many firms provide inspections. Others provide design. HDR integrates both disciplines into a single workflow. Our inspectors, planners, asset managers, and bridge designers work together to develop recommendations that are: technically sound, financially sustainable, constructible, and aligned with long-term transportation goals. This integration allows LADOTD to move directly from inspection findings to preservation strategies, rehabilitation concepts, lifecycle planning, and project development.

WHY HDR?

Specialized Forecasting Tools

HDR will leverage in-house-developed bridge predictive modeling tools, including a customized element-level version of FHWA's Bridge Life Cycle Cost Analysis (BLCCA) tool that was recently used with the Bay Area Toll Authority (BATA), as well as an **INNOVATIVE AI-powered bridge deterioration modeling program**.

PROJECT APPROACH

As reflected in our Organizational Chart, HDR envisions an overall approach that falls under two components: **1) Asset Management Planning** and **2) Structure Preservation Project Development & Construction Support**.



ASSET MANAGEMENT PLANNING

STRUCTURE PRESERVATION PROJECT DEVELOPMENT & CONSTRUCTION SUPPORT



Central to the successful delivery of our services is the creation of a **Structures Asset Management Plan (AMP)** for bridge life-cycle planning that develops a mix of fixes throughout the asset's life to improve safety, reliability, and longevity while maximizing investment value. HDR will tailor sound asset management strategies for this project by asking, **"What work is required to get each bridge to its replacement date?"** HDR will align this question with bridge inspections, scoping, deterioration modeling, LADOTD's Deck Preservation Matrix, life cycle costs, and asset management principles. This approach enhances decision-making for LADOTD and enables effective tracking of future costs associated with bridge maintenance and repairs.

ASSET MANAGEMENT PLANNING

As illustrated in the following graphic and described below, HDR will employ the following approach to accomplish the steps necessary for comprehensive structures asset management planning. We will logically sequence the project and develop project milestones to deliver the preliminary and final asset management plan (AMP) on time and in accordance with LADOTD's expectations.

Step 1: Data Review, Documentation Analysis, and Pre-Inspection Planning

HDR will review existing bridge files, **including inspection reports, load ratings, Requests for Action (RFAs), maintenance records, and prior capital projects** to identify condition trends, inform inspection planning, and highlight site-specific access considerations. We will also review the available scoping reports for completeness and identify any additional field activities needed to support **deterioration modeling and life-cycle analysis**. Coordination with LADOTD maintenance personnel will verify appropriate access arrangements, including deck-bottom access for bridges with false decking, while early collaboration with stakeholders will support efficient lane-closure planning and minimize impacts on the traveling public.

PROJECT EXAMPLE: HDR recently completed a **statewide bridge inventory and data conversion effort** for the Michigan Department of Transportation (MDOT), supporting the transition of bridge data for 1,520 bridges across 22 counties from the 1995 Coding Guide to the 2022 Specifications for the National Bridge

Inventory (SNBI). As part of this effort, HDR reviewed bridge plans, inspection reports, photographs, GIS resources, and inventory records to verify, convert, and quality check critical bridge data. The team developed structured workflows, tracking tools, and quality control procedures to manage large volumes of bridge information while verifying consistency and accuracy across the bridge inventory.

Step 2: Bridge Inspections and High-Level Evaluations

HDR will follow the policies and procedures for performing in-depth bridge inspections and scoping outlined in the RFQ, with four TLs leading our inspection teams. Brian Leshko will perform QC activities for in-depth inspection and scoping. Additionally, we will notify the LADOTD Project Manager and the District Bridge Engineers of any **critical findings** and other safety issues discovered during inspections. **High-level preliminary recommendations** for each bridge will be developed based on the quantities of element deterioration and anticipated replacement dates, serving as a starting point for deterioration modeling and life-cycle analysis. HDR employs **66 rope access inspectors** who can be used to improve inspection speed and minimize delays due to traffic control requirements.

PROJECT EXAMPLE: HDR recently partnered with the Colorado Department of Transportation (CDOT) to develop the System for Inspection and Management of Structural Assets (SIMSA), a comprehensive asset management platform supporting the full life cycle of bridges, culverts, tunnels, walls, and sign structures. The system integrates inspection planning, field data collection, asset inventories, photo and document management, project tracking, and reporting into a centralized cloud-based environment. Developed in collaboration with CDOT staff and bridge inspectors, SIMSA combines tablet-based inspection tools with web-based management applications and integrates with CDOT's financial and work management systems. This experience demonstrates HDR's ability to deliver **asset management solutions that support data-driven decision-making, resource optimization, and long-term infrastructure planning.**

Step 3: Bridge Deterioration Modeling and Scenario Analysis

HDR will conduct **deterioration modeling** for each bridge using a combination of component- and element-level data. This modeling effort will combine findings from the bridge inspections and high-level recommendations, leveraging historical inspection reports in the bridge file (maintenance activities, bridge conditions, etc.) to inform life cycle activities.

While the bridge inspections will identify immediate bridge work required due to critical findings, deterioration modeling will be used to forecast needs over a longer horizon, **up to 20 years and beyond**. This will define the types and timing of work required in the mid- to long-term. To support this effort, HDR can leverage two internal tools to perform deterioration modeling:

- **Customized Element-Level FHWA's Bridge Life Cycle Cost Analysis (BLCCA):** This tool, typically applied at the component level, can be customized to reflect LADOTD's element-level bridge specifications. It enables targeted analysis of element deterioration and life-cycle costs, projecting expected deterioration under varied interventions.

- **AI-Powered Bridge Deterioration Modeling Program:** HDR's **INNOVATIVE** in-house developed bridge modeling tool uses historical National Bridge Inventory (NBI) data and/or user-entered data to model deterioration based on the unique characteristics of each bridge. Rather than applying generic deterioration curves, it generates customized predictions, providing more accurate insights for long-term planning.

HDR will explore a range of planning scenarios to help LADOTD evaluate the effectiveness of different strategies and investment approaches.

PROJECT EXAMPLE: A similar scenario-based approach was recently implemented with the Bay Area Transportation Authority (BATA), aligning deterioration projections with the BLCCA tool. The following scenarios were developed for BATA and provided here as examples:

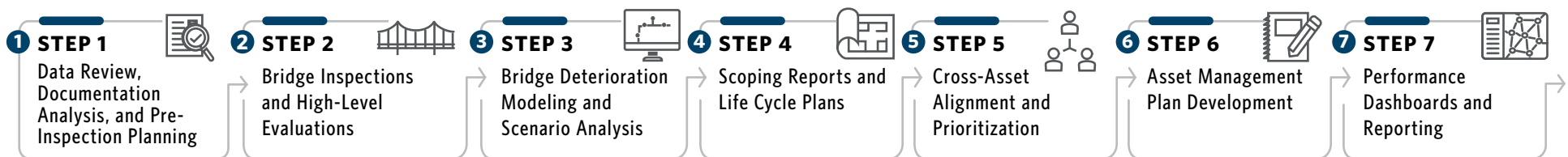
- **Spot Repair:** Focus on immediate element repairs nearing failure (RFA's) to maintain basic functionality and prevent service disruptions.
- **Reduce Backlog:** Targets bridges in fair condition, combining routine maintenance with a major rehabilitation effort at the midpoint of the bridge's expected life.
- **Accelerate Rehab:** Prioritizes keeping bridges in good condition through more frequent rehabilitation intervals, typically ten years.

Scenario evaluation will help LADOTD understand the long-term implications of different investment strategies and support data-driven decisions to maintain the bridge until it is replaced in the future.

Step 4: Scoping Reports and Life Cycle Plans

Building on the deterioration modeling and scenario analysis, HDR will prepare detailed bridge scoping reports for each bridge – full scoping for each structure. As part of this work, we will develop life-cycle plans for each bridge or groups of similar bridges, based on structure type, location, and current condition. Life-cycle plans will incorporate deterioration modeling results and recent bridge inspection reports to identify both short- and long-term needs. These plans will guide the selection and timing of treatments, considering LADOTD's asset management principles, risk tolerance, available funding, and service-life requirements aligned with the project timeline. In addition to the standard scoping report requirements, the following will be added to enhance the overall AMP:

- Life cycle plans that reflect future performance expectations and scoping level estimates that quantify predicted element deficiencies.
- Recommended treatments tailored to extend service life and improve investment, including preservation and repair strategies that provide a mix of fixes in alignment with the bridge deck preservation matrix.
- Short-term actions based on bridge inspections, identifying immediate maintenance or preservation needs.
- Long-term activities derived from deterioration modeling.
- Consideration of potential bridge vulnerabilities not captured by the deterioration modeling (for example: slag aggregate decks and substructures).



PROJECT EXAMPLE: Predictive Bridge Modeling Experience. Our team has extensive experience developing bridge deterioration models, life-cycle plans, and prioritization frameworks that help agencies optimize investments, reduce risk, and extend asset service life.

Bay Area Toll Authority Life Cycle Planning and Bridge Deterioration Models

- Collected data and assessed systems to enable proactive, efficient maintenance.
- Applied **element-level modeling** to improve maintenance forecasting and decisions.
- Developed **life cycle plans** to extend bridge life and **reduce risks**.

Completed

Virginia DOT Bridge Asset Optimization and Management

- Assessing **performance targets and practices** to improve maintenance timing and effectiveness.
- Implementing an **asset management program** to extend structure life within budget limits.
- Developing long-range plans and updated funding **methods to guide investments**.

Ongoing

Tennessee DOT Bridge Prioritization Support

- Reviewed TDOT's prioritization process and developed tools to support life cycle-based project selection.
- Applied a **two-step tool to rank bridges** by condition and network importance.
- Used **peer input to recommend element-level data**, deterioration modeling, and planning.

Completed

Michigan DOT Bridge Asset Management Planning and Deterioration Modeling

- Conduct **inspections, modeling, and scenario planning** to guide long-term bridge needs.
- Prepare **life cycle plans** and scoping reports to define treatments and timing.
- Align priorities through **cross-asset analysis** and develops a full asset management plan.

Starting

Step 5: Cross-Asset Alignment and Prioritization

Following the development of the bridge scoping plans, HDR will conduct a cross-asset prioritization analysis to optimize alignment across the LADOTD portfolio and prioritize critical needs and available funding in a coordinated, cost-effective manner. HDR will leverage a **multi-criteria analysis** approach to establish rating and weighting criteria that **support transparent, data-driven project selection**. HDR's prioritization framework combines **structural need with transportation network importance**. Bridges are evaluated based on condition ratings, structural capacity, traffic volumes, detour lengths, route significance, proximity to critical services, community impacts, and potential conflicts with other planned projects. The scheduling framework also aligns project delivery with funding cycles and typical design durations to support more effective programming of preservation projects.

PROJECT EXAMPLE: For TDOT, HDR evaluated existing prioritization strategies for on-system and off-system bridges, developed a Microsoft Project-based scheduling template, and created a prioritization tool tailored to the state's bridge inventory. The effort included coordination with TDOT's Structures, Asset Management, State Aid, and Program Development groups and examined the full bridge project life cycle, from inspection and repair selection through design, funding, and construction. This approach helped TDOT transition from a first-in, first-out approach to a more **strategic, life-cycle-based investment approach**. Applying a similar methodology for LADOTD will help reduce reactive maintenance, minimize unexpected closures, improve funding decisions, optimize resource allocation, and maintain reliable access throughout the transportation network.

Step 6: Asset Management Plan Development

Building on the life cycle planning, deterioration modeling, and prioritization steps, HDR will develop a comprehensive **Asset Management Plan (AMP)** for the assigned bridges. This plan will serve as a strategic, actionable document to guide near- and long-term maintenance decisions and confirm that each bridge remains serviceable until its scheduled replacement. The plan will include detailed, **bridge-specific summary sheets** that clearly outline required maintenance activities, their timing, and the resources needed to extend

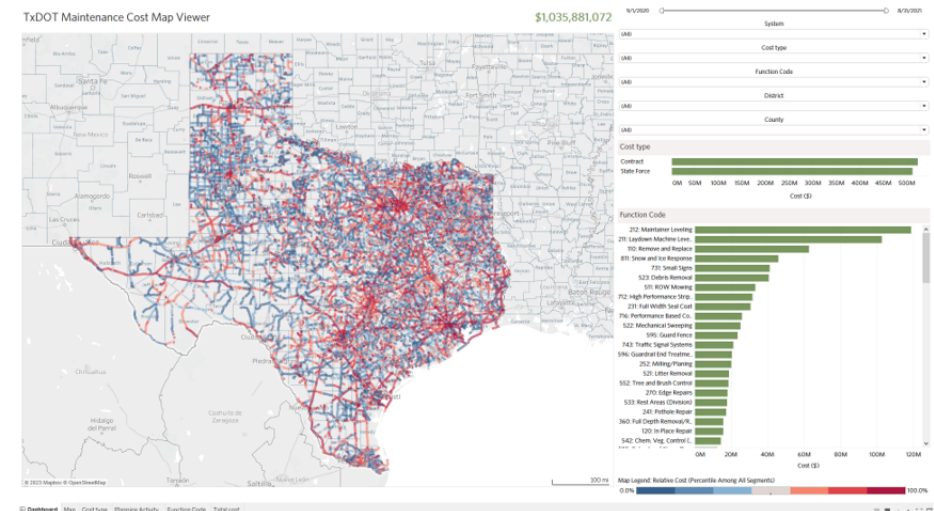
each structure's service life. These summaries will provide LADOTD with a straightforward reference for action, grounded in the broader AMP. Where appropriate, bridges will be grouped by recommended work and location, while simultaneously considering the overall construction schedule for the corridor.

HDR will prepare both a preliminary and a final version of the AMP. The body of the plan will include evaluations for each structure, summarizing corridor context, current **assessment conditions, deficiencies, risk factors associated with the phased modernization delivery, and treatment recommendations for preservation, rehabilitation, or replacement, with prioritized improvements and planning-level cost estimates**. To support delivery and scheduling, the plan will also offer recommendations for **bundling projects** and for developing maintenance-of-traffic concepts that minimize mobility impacts. Supporting appendices will include inspection data, cost estimates, and calculations used in the analysis. Structural deficiencies will be illustrated through detailed sketches that clearly identify damage, dimensions, support locations, and traffic alignments, complemented by photographs documenting the visual condition. The plan will also include a meeting log and a list of references used to inform the analysis.

Step 7: Performance Dashboards and Reporting

HDR's approach to putting together performance dashboards that reflect the LADOTD structures asset management plan entails aligning expected outcomes by identifying reportable performance measures, validating the availability of available and required data, and then creating visuals/dashboards for presentation to agency decision makers. Our team has a proven track record, having assisted DOTs and transportation agencies like Washington State DOT, Oregon DOT, Utah DOT and the City of Austin in identifying performance measures, providing performance measurement training and offering insights into prioritizing capital improvement projects for optimal regional benefits.

PROJECT EXAMPLE: HDR has also supported the Texas Department of Transportation (TxDOT) in developing an interactive Asset Maintenance Cost Dashboard that integrates GIS mapping, maintenance expenditures, and asset data to visualize where maintenance funds are being invested across the transportation network. The dashboard enabled users to analyze spending patterns, identify investment trends, and evaluate costs at scales ranging from individual highway segments to the statewide system, providing valuable insights for prioritization, planning, forecasting, and resource allocation.



STRUCTURE PRESERVATION PROJECT DEVELOPMENT & CONSTRUCTION SUPPORT

Preservation Selection. HDR will utilize the **Asset Management Plan** to guide preservation needs and develop clear, cost-effective, and constructible contract documents for each package. For each structure, elements such as crack repair, deck overlays, joint cleaning/replacement, steel strengthening, bearing reset/rehab/replacement, and any other concrete repairs are among the strategies our team will consider. As preservation projects are identified, HDR will work with LADOTD Headquarters and District staff to clarify the scope and potential for project grouping, known priorities or any limitations that could affect the project.

Constructible Repair Design and Plan Development. The HDR team will develop the repair plans and specifications using the **Bridge Design and Evaluation Manual (BDEM)** with consistency in mind such that details can be repeatable and scalable, based on complexity, for additional future packages. This will foster efficiency in our designs that can be used in subsequent projects. Additionally, our designs will focus on: limitation of traffic disruptions, appropriate construction phasing, use of standardized details and specifications, and common special provisions.

Stakeholder Coordination. Typically, bridge preservation projects will adversely affect normal traffic operations, which can have cascading effects on local businesses, residents, and other stakeholders. HDR will work with LADOTD and coordinate with local stakeholders to confirm traffic impacts, minimize or avoid disruptions, and promote efficient construction durations.

Additional Services. HDR will identify required additional services early during the project development process to **minimize cost and schedule risks** during construction. These services may include geotechnical drilling/testing, topographic/hydrographic surveying, environmental permitting and utility coordination. We also have a robust local public outreach/strategic communication team that can assist the LADOTD and District offices with messaging and other advanced notices if needed.

Movable Bridge Preservation. Movable bridges are highly complex machines that demand specialized knowledge to operate, maintain, and rehabilitate. Many of these structures are now decades old and require significant upgrades to avoid costly downtime. Breakdowns are inevitable, and when they occur, rapid response is critical to maintain the flow of highway, pedestrian, bicycle, and marine traffic. HDR has extensive experience addressing these challenges. Our engineers will provide constructible, maintainable designs that reduce life-cycle costs and minimize impacts to the traveling public. We support clients across a full spectrum of services, from emergency repairs and inspections to full rehabilitation studies., **HDR has delivered more than 120 repair and rehabilitation projects, including four major design efforts and three emergency responses in Louisiana alone.** Our approach to rehabilitation is similar to that of fixed bridges but involves a multidisciplinary team, with mechanical and electrical engineers added to the mix. Our approach prioritizes MOT, constructability, operability, load rating, and navigational clearances. Our design will address machinery components, span movement, lighting, and operator house updates, and consider equipment types, long-term maintenance, and operation capabilities.

Post-Design Construction Support Services. HDR engineers will remain closely involved after design to ensure continuity and provide efficient, critical support during the post-design and construction phases of each project. Repair and rehabilitation work can often uncover unknowns or conditions that differ from previous assumptions or observations. Our team will be prepared to provide practical solutions to these scenarios in a timely

manner. Additionally, we will review and develop RFI logs for timely tracking/responses, review contractor submittals/shop drawings for compliance with the contract documents and design, and prepare any required change orders (if any). We will also update bridge records to inform future prioritization and performance. Lessons learned will be captured by the team and used to inform future design packages, as applicable.

PROJECT/CONTRACT MANAGEMENT: Wesley Jacobs is our designated PM and will be responsible for **overall contract and task order management**. He will work with LADOTD leadership and subject-matter experts during **Initiation and Scoping** to define the scope of work, validate the project schedule, and formalize HDR's project-specific project management plan (PMP) and quality management plan (QMP), which will serve as a repeatable framework for all task orders. This initial phase will include a formal Kickoff meeting to introduce HDR's and LADOTD's project leadership teams, align project expectations, and define critical success factors. Our comprehensive PMP will outline staffing/resources **within the confirmed work plan, detailed schedule, deliverables, stakeholder roles, and engagement approach**. The PMP will also define communication protocols, documentation procedures, and a **QA/QC process tailored to LADOTD's requirements**. Regular progress meetings will be held at intervals determined by LADOTD, supported by monthly progress reports that include status on schedule, budget, and key issues, to track milestones and maintain transparency throughout the project. Invoicing guidelines will be discussed at the outset of the first task order to verify accurate, timely submittals to LADOTD on a monthly basis.

EXAMPLE SCHEDULES AND ACTIVITIES FOR UNDERSTANDING

AMP Schedule: Consistent with the steps of our approach, HDR will conduct lifecycle cost and deterioration evaluations following bridge inspections to develop treatment scenarios and assess agency and user impacts. These analyses will support preliminary maintenance and rehabilitation strategies and inform the timing, scope, and prioritization of future work for LADOTD.

PRESERVATION DESIGN & CONSTRUCTION SUPPORT															
Task	Months	0	1	2	3	4	5	6	7	8	9	10	11		
Data Review & Bridge Inspection															
Milestone: Kickoff Meeting & Data Collection Complete		★													
Milestone: Bridge Inspections Complete				★											
Deterioration Modeling & Scenarios															
Milestone: Modeling & Scenario Workshop					★										
Scoping Reports & Asset Prioritization															
Milestone: Draft Scoping Reports & Prioritization						★									
Preservation Design & Construction Support															
Preliminary Design/Plans															
Final Design/Construction Documents															
Bid Phase Services															
Construction Eng. Services/Shop Drawing Review/RFIs															
Milestone: Finalize Asset Management Plan							★								
Stakeholder Coordination & LADOTD Reviews															

Activities are intentionally overlapped to accelerate decision-making, support early prioritization, and deliver the Asset Management Plan within seven months.

**Preliminary, subject to change

★ = Key Milestone

19. Workload:

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

- 1) one of the team's firms is responsible for the performance of the work;
- 2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
- 3) the work has not yet been performed and invoiced;
- 4) the work is not currently suspended for an indefinite period of time; and
- 5) only the Work Type Discipline(s) represented in Section 12 of this document are the Work Type Discipline(s) that need to be represented on this table for each applicable firm. Workload associated with any other discipline(s), even if active and otherwise meeting the criteria above, need not be reported in this table.

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

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
HDR Engineering, Inc.	Bridge	4400024186/H.015472	LADOTD Br Preservation TO4	\$106,185
	Planning	4400026365/H.015223.2	Baton Rouge to New Orleans Rail Corridor Environmental Study	\$591,461
	Bridge	4400021517	Contract 5 for Movable Bridges (6)	\$2,427,514
	Bridge	4400024186	LADOTD LA301 Priest Canal TO#5	\$40,072
	Bridge	4400024186	LADOTD_Br Preservation TO6	\$82,082
	Other (Hydraulic Modeling)	440017091	LADOTD LWI Region 5 TO 5	N/A
	Planning	4400030630 / H.015724.5	Kings Hwy: Healthcare and Development Corridor	\$614,874
	Planning	44000323498 / H.972419.1	SHSP – VRU Safety Assessment	\$659,784
	Planning	4400027876	HNTB TO3 Advisory Services	\$81,947
	Planning	4400034919	Woolpert Advanced Air Mobility	\$6,400
Ardaman & Associates, Inc.	Geotech	44-4128; H.004273	I-49 Connector, Lafayette	\$740,233
	Geotech	44-18899; H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$38,767
	Geotech	44-19013; H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO	\$729,412
	Geotech	H.004435	I-12 to Bush Construction Phase	\$39,040
	Geotech	44-8671; H.009266	I-10 Widening: LA 73 to LA 30	\$46,811
	Geotech	44-17438; H.013284	MRB GBR LA 1 to LA 30 Connector	\$3,979
	Geotech	44-6189; H.004647.6	I-20 Mississippi River Bridge at Vicksburg	\$1,066,813
	Geotech	44-21519; H.012030.5	KCS RR Overpasses US 371	\$39,877
	Geotech	44-21887; H.012542,	Replacement of 15 Bridges	\$98,062
	Geotech	44-6189; H.016313.5,	Culvert Replacements	\$951
	Geotech	H.015430	IJA	\$3,192
	Geotech	H.001798	LA 531: Bridges Near Dubberly	\$12,533

	Geotech	H.016094	US 371: Brushy Creek Bridge	\$6,251
	Geotech	H.016204	Benton Sidewalks & RR Crossing	\$7,721
	Geotech	H.016328.5	Canal Bridge Iberville Parish	\$2,291
	Geotech	H.016333.5	Over Bayou Bridge Evangeline Parish	\$11,438
	Geotech	H.016334.5	Over Drain Bridge Evangeline Parish	\$12,260
	Geotech	H.016335.5	Canal Bridge Iberville Parish	\$4,140
	Geotech	H.016336.5	Bayou Bridge Evangeline Parish	\$22,609
	Geotech	H.016083.5	W Worthey Sidewalks Ascension Parish	\$39,674
	Geotech	H.012398.5	US 190 @ LA 25 Roundabout (PH 2)	\$21,725
	Geotech	H.004100.5	I-10 LA415	N/A
Bridge Diagnostics, Inc.	Bridge	4400025002	IDIQ Contract for Non-Destructive	\$293,226
	Bridge	4400025002	IDIQ Contract for Non-Destructive	\$112,479
	Bridge	4400025002	IDIQ Contract for Non-Destructive	\$138,138
	Bridge	4400025002	IDIQ Contract for Non-Destructive	\$120,918
	Bridge	4400025002	IDIQ Contract for Non-Destructive	\$90,168
	Bridge	44-24187	I-20 Miss. R. Bridge Geotechnical & Stru	\$137,665
	Bridge	DOTLT1000638	NDT Assessment for Link Slab Bridges	\$115,911
	Bridge	4400024185	IDIQ Contract for Bridge Preservation LA 182:	\$81,758
Civil Design & Construction, Inc.	Survey	4400027093/H.014041	LA 92 ROW Maps	\$5,028
	Survey	44-29196; H.016255.5	LA 1: WGS Riverplex RR Overp	\$142,431
Moffat & Nichol Inc.	Bridge	44-29207 / H.009730.5	IDIQ Contract for Underwater Bridge Inspection –	\$1,371,557
	Other (Sign Trusses & Radio)	44-31911 / H.011331.1	IDIQ Contract for Inventory and Inspection of Sign Trusses and Radio Towers – TO1 (242073/01)	\$1,575,079
	Bridge	44-29683 / H.009730.5	IDIQ In-Depth Bridge Inspection Statewide	\$123,887

(Add rows as needed)

DO NOT SUM

* The only disciplines to be used are: Appraiser, Bridge, CE&I/OV, CPM, Data Collection, Environmental, Geotech, ITS, Other (must specify), Planning, Right-of-Way, Road, Survey, and Traffic. If a firm has more than one discipline for any single project, the firm can use multiple rows to express the remaining unpaid balance per discipline.

** Round to the nearest dollar. **Do not** round to the nearest thousands. If there are no active contracts with a remaining unpaid balance, place N/A in the Remaining Unpaid Balance column. NOTE: **ALL** FIRMS MUST BE REPRESENTED IN THIS TABLE. LEAVING THE “REMAINING UNPAID BALANCE” COLUMN BLANK IS NOT ACCEPTABLE.

20. Certifications/Licenses:

Traffic Engineering Analysis Process & Report Training Certificate (Modules 1-3) - HDR Engineering, Inc.

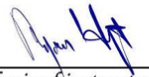
Congratulations!
Timothy Grimes

You have completed

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

Date: April 22-23, 2026
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 8.50



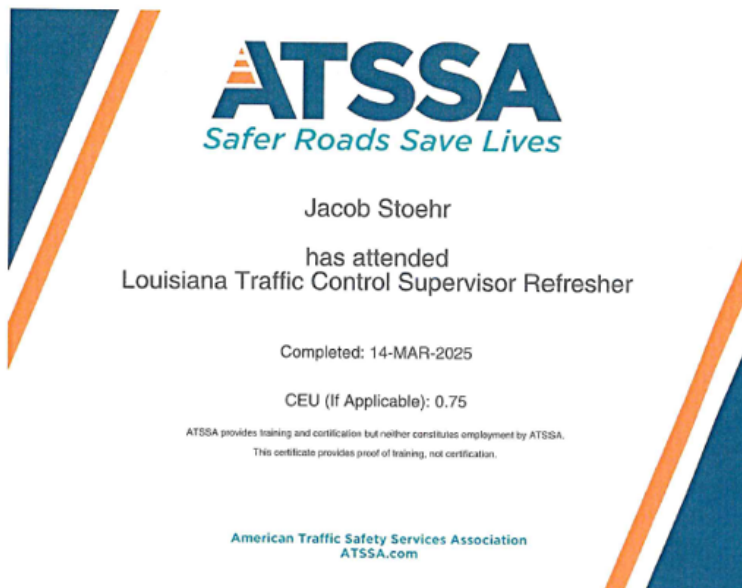
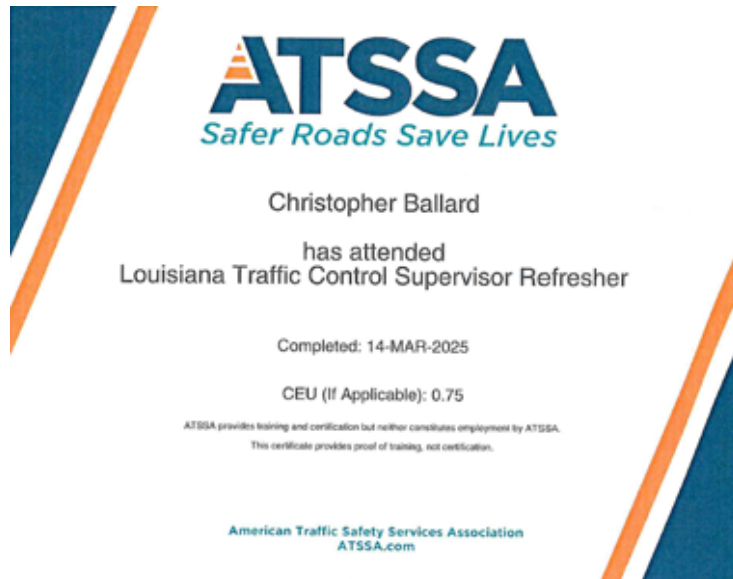
Authorized instructor



20. Certifications/Licenses:

Traffic Control Certifications - Bridge Diagnostics, Inc.



20. Certifications/Licenses:**Traffic Control Certifications - Civil Design & Construction, Inc.**

20. Certifications/Licenses:

Traffic Control Certifications - Civil Design & Construction, Inc.



20. Certifications/Licenses:

Traffic Control Certifications - Civil Design & Construction, Inc.



20. Certifications/Licenses:**Secretary of State Certification - HDR Engineering, Inc.**

State of Louisiana Secretary of State 		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
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Name	Type	City	Status
HDR ENGINEERING, INC.	Business Corporation (Non-Louisiana)	OMAHA	Active

Previous Names
HDR INFRASTRUCTURE, INC. (Changed: 12/3/1987)

Business: HDR ENGINEERING, INC.
Charter Number: 34178558F
Registration Date: 6/17/1985

Domicile Address
1917 S. 67TH STREET
OMAHA, NE 68106

Mailing Address
1917 S. 67TH STREET
OMAHA, NE 68106

Principal Business Office
1917 S. 67TH STREET
OMAHA, NE 68106

Registered Office in Louisiana
201 RUE BEAUREGARD, STE. 202
LAFAYETTE, LA 70508

Principal Business Establishment in Louisiana
5750 JOHNSTON STREET
SUITE 105
LAFAYETTE, LA 70503

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 6/17/1985
Last Report Filed: 5/27/2025
Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent: REGISTERED AGENTS INC Address 1: 201 RUE BEAUREGARD, STE. 202 City, State, Zip: LAFAYETTE, LA 70508

Secretary of State Certification - Ardaman & Associates, Inc.

State of Louisiana Secretary of State 		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
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Name	Type	City	Status
ARDAMAN & ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	ORLANDO	Active

Previous Names

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

Domicile Address
8008 SOUTH ORANGE AVENUE
ORLANDO, FL 32809

Mailing Address
3475 E. FOOTHILL BLVD.
PASADENA, CA 91107

Principal Business Office
8008 SOUTH ORANGE AVENUE
ORLANDO, FL 32809

Registered Office in Louisiana
3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana
316 HIGHLANDIA DR.
BATON ROUGE, LA 70816

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 12/13/1991
Last Report Filed: 11/13/2025
Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent: C T CORPORATION SYSTEM Address 1: 3867 PLAZA TOWER DR. City, State, Zip: BATON ROUGE, LA 70816 Appointment Date: 12/13/1991

20. Certifications/Licenses:**Secretary of State Certification - Bridge Diagnostics, Inc.**

State of Louisiana Secretary of State 	COMMERCIAL DIVISION 225.925.4704 <u>Fax Numbers</u> 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
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Name	Type	City	Status
BRIDGE DIAGNOSTICS, INC.	Business Corporation (Non-Louisiana)	LOUISVILLE	Active

Previous Names

Business: BRIDGE DIAGNOSTICS, INC.

Charter Number: 40760203F

Registration Date: 2/27/2012

Domicile Address

740 S PIERCE AVE
UNIT 15
LOUISVILLE, CO 80027

Mailing Address

4300 S I-10 SERVICE RD W
SUITE 210
METAIRIE, LA 70001

Principal Business Office

740 S PIERCE AVE
UNIT 15
LOUISVILLE, CO 80027

Registered Office in Louisiana

8550 UNITED PLAZA BUILDING II, STE. 305
BATON ROUGE, LA 70809

Principal Business Establishment in Louisiana

4300 S I-10 SERVICE RD W
SUITE 210
METAIRIE, LA 70001

Status

Status: Active

Annual Report Status: In Good Standing

Qualified: 2/27/2012

Last Report Filed: 2/16/2026

Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent:	CAPITOL CORPORATE SERVICES, INC.
Address 1:	8550 UNITED PLAZA BUILDING II, STE. 305
City, State, Zip:	BATON ROUGE, LA 70809
Appointment Date:	7/18/2016

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

State of Louisiana Secretary of State 	COMMERCIAL DIVISION 225.925.4704 <u>Fax Numbers</u> 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
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Name	Type	City	Status
CIVIL DESIGN & CONSTRUCTION, INC.	Business Corporation	PORT ALLEN	Active

Previous Names

Business: CIVIL DESIGN & CONSTRUCTION, INC.

Charter Number: 35961196D

Registration Date: 6/15/2005

Domicile Address

3251 SOUTHERN PACIFIC ROAD
PORT ALLEN, LA 70767

Mailing Address

P O BOX 857
PORT ALLEN, LA 70767

Principal Office Address

3251 SOUTHERN PACIFIC ROAD
PORT ALLEN, LA 70767

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 6/15/2005

Last Report Filed: 5/20/2025

Type: Business Corporation

Registered Agent(s)

Agent:	KARLA E. WESTON
Address 1:	7951 FALSE RIVER ROAD
City, State, Zip:	NEW ROADS, LA 70760
Appointment Date:	6/15/2005

Officer(s) **Additional Officers:** No

Officer:	KARLA E. WESTON
Title:	President
Address 1:	7951 FALSE RIVER ROAD
City, State, Zip:	OSCAR, LA 70762

20. Certifications/Licenses:**Secretary of State Certification - Moffat & Nichol, Inc.**

State of Louisiana Secretary of State 		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
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Name	Type	City	Status
MOFFATT & NICHOL INC.	Business Corporation (Non-Louisiana)	LONG BEACH	Active

Previous Names
 MOFFATT & NICHOL, ENGINEERS, INC. (Changed: 11/17/2003)

Business: MOFFATT & NICHOL INC.
Charter Number: 34527896F
Registration Date: 5/23/1996

Domicile Address
 4225 E. CONANT STREET, SUITE 101
 LONG BEACH, CA 90808

Mailing Address
 4225 E. CONANT STREET, SUITE 101
 LONG BEACH, CA 90808

Principal Business Office
 4225 E. CONANT STREET, SUITE 101
 LONG BEACH, CA 90808

Registered Office in Louisiana
 3867 PLAZA TOWER DR.
 BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana
 301 MAIN STREET
 SUITE 800
 BATON ROUGE, LA 70801

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 5/23/1996
Last Report Filed: 5/8/2026
Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent: C T CORPORATION SYSTEM Address 1: 3867 PLAZA TOWER DR. City, State, Zip: BATON ROUGE, LA 70816
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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 <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
Ardaman & Associates, Inc.	316 Highlandia Drive, Baton Rouge, LA 70810	Robert E. Jewell, P.E. / Vice President, Branch Manager / RJewell@ardaman.com	(225) 666-4598
Bridge Diagnostics, Inc.	4300 S I-10 Service Rd W, Suite 210 Metairie, LA 70001	Steven Fall, PE stevenf@bditest.com	(504) 874-1042
Civil Design & Construction, Inc.	PO Box 857 Port Allen, LA 70767	Karla E. Weston, PE Kweston@cdcbr.com	(225) 765-1802
Moffatt & Nichol Inc.	301 Main Street, Suite 800 Baton Rouge, LA 70801-0009	Chace Hulon, PE chulon@moffattnichol.com	(225) 336-2075

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.**



8545 United Plaza Boulevard, Suite 379
Baton Rouge, LA 70809-0204
225.465.6361

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