

# REQUEST FOR ENGINEERING AND RELATED SERVICES

## US 11 NORFOLK SOUTHERN RR OVERPASS (HBI)

### ROUTE: US 11, ST. TAMMANY PARISH

CONTRACT NO. 4400032800 | STATE PROJECT NO. H.000688.5 | FEDERAL AID PROJECT NO. H000688



# VOLKERT



*Bookmarks added to pdf for ease of review.*

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



September 09, 2025

Department of Transportation & Development  
Attn: LADOTD Contract Manager (CM) – Ryan Morvant  
1201 Capitol Access Road, Room 405-BB  
Baton Rouge, LA 70802

**RE: Advertisement for Engineering & Related Services - Contract No. 4400032800 – US 11 Norfolk Southern RR Overpass (HBI), Route: US 11, St. Tammany Parish (State Project No. H.000688.5 / Federal Aid Project No. H000688)**

Dear Mr. Morvant,

With deep roots in South Louisiana and longstanding familiarity with the Slidell community, Volkert, Inc. is uniquely positioned to assist LADOTD in reconstructing and widening US 11 from I-12 to US 190, including the replacement of the US 11 bridge over the Norfolk Southern Railroad. Volkert staff has developed several alternatives which may be considered at this location and these are presented in our Approach and Methodology section. We are pleased to submit our proposal to address both the structural and environmental challenges of this critical corridor. With strategically located offices and staff across Louisiana, our team is well-prepared to lead this effort with a deep understanding of the regional context, regulatory requirements, and infrastructure priorities.

Volkert offers proven expertise in large-scale infrastructure planning, NEPA compliance, and multidisciplinary coordination on federally funded transportation projects. Our approach is informed by our technical staff of structural engineers who have a wide understanding of the possibilities which may be considered for this location, in keeping with the purpose and need for the project. We are confident in our ability, and our familiarity with LADOTD policies and procedures, to support LADOTD in advancing this important project from early planning through environmental documentation.

To further strengthen our team, we are pleased to include the support of Ardaman & Associates, Inc. as a subconsultant partner. Ardaman brings extensive project site geotechnical expertise, with decades of experience providing soil, foundation, and materials testing services for major transportation and bridge projects throughout Louisiana and the Gulf South. Their local presence, combined with their specialized technical knowledge, will provide LADOTD with reliable subsurface data and analyses critical to ensuring the long-term safety, durability, and cost-effectiveness of the proposed improvements. Volkert has a long-standing history of successfully collaborating with Ardaman, and their contributions will be integral to the success of this effort.

Volkert has provided line and grade studies, including large scale such as the I-10 and I-12 corridors and small scale as the LA 1088 corridor. We feel that we can be part of the solution for this complex area of US 111.

We appreciate the opportunity to be considered for this contract and look forward to the possibility of continuing our partnership with LADOTD. Should you require any additional information, please do not hesitate to contact me.

Respectfully submitted,  
Volkert, Inc.

A handwritten signature in blue ink, appearing to read 'Janet L. Evans', is written over the typed name and title.

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

# LADOTD FORM 24-102 | SECTIONS 1 - 11



*Bookmarks added to pdf for ease of review.*


# LADOTD FORM: 24-102

## PROPOSAL TO PROVIDE CONSULTANT SERVICES

[Revised December 12, 2024]

Prime consultant shall complete the LADOTD 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 LADOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE LADOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

1. Contract title as shown in the advertisement	<b>CONTRACT NO. 4400032800; STATE PROJECT NO. H.000688.5; FEDERAL AID PROJECT NO. H000688 - US 11 NORFOLK SOUTHERN RR OVERPASS (HBI), ROUTE: US 11, ST. TAMMANY PARISH</b>
2. Contract number(s) as shown in the advertisement	4400032800
3. State Project Number(s), if shown in the advertisement	H.000688.5
4. Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Volkert, Inc. 
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	Louisiana License: EF.0002500 Louisiana License: VF.0000869
6. Prime consultant mailing address	9448 Brookline Ave Baton Rouge, LA 70809
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Janet L. Evans, PE, MBA, Regional Vice President; 225-218-9440; Jan.evans@volkert.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Janet L. Evans, PE, MBA, Regional Vice President; 225-218-9440; Jan.evans@volkert.com



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

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

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



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

Date: September 9, 2025

Firm(s): N/A

Firm(s)' %: N/A

# SECTION 12 | PAST PERFORMANCE EVALUATION DISCIPLINE TABLE



*Bookmarks added to pdf for ease of review.*

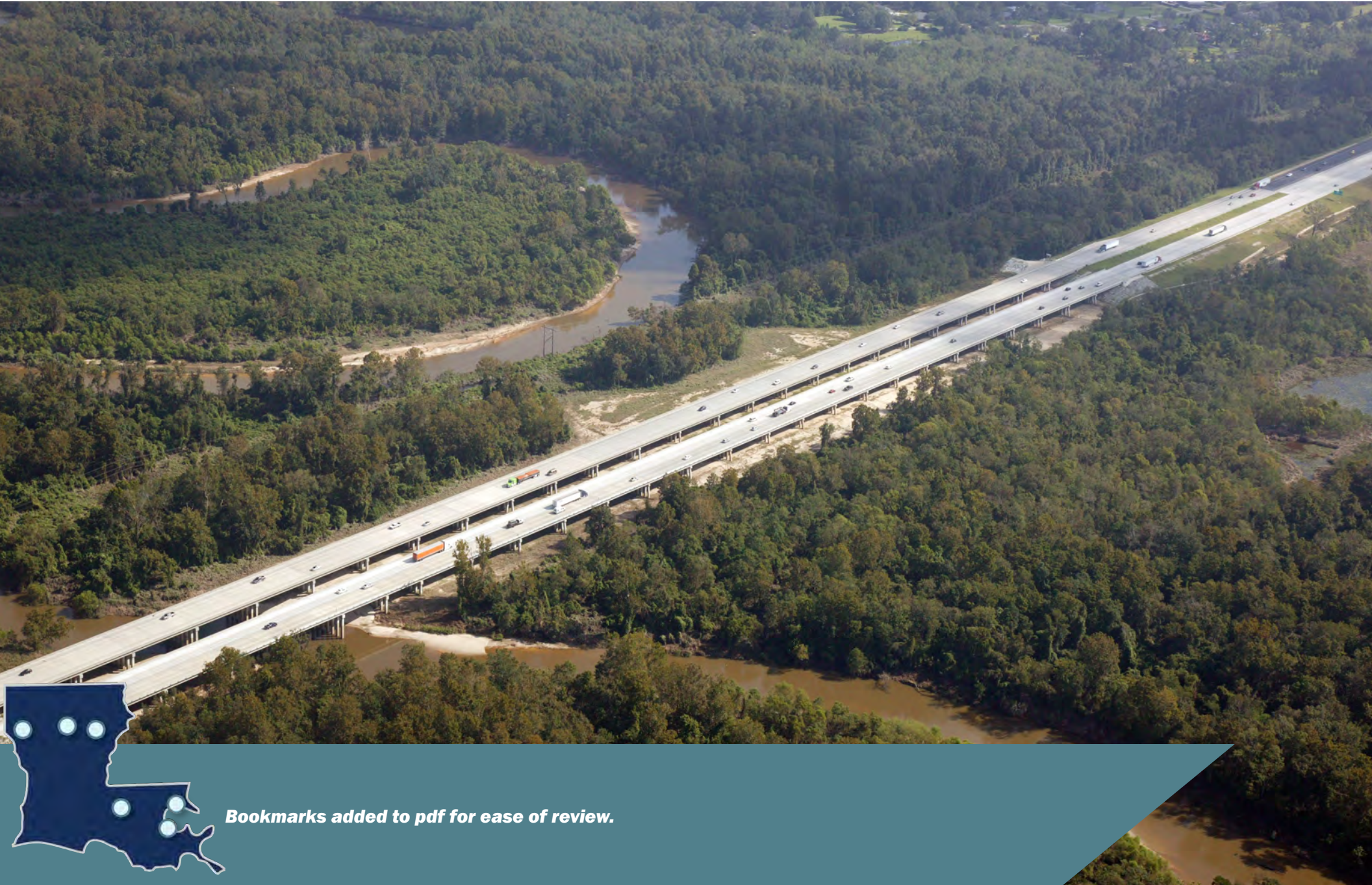
12. Past Performance Evaluation Discipline Table:

Past Performance Evaluation Discipline(s)	% of Overall Contract	Volkert	Ardamn	Each Discipline Must Total to 100%
Road	36%	100%	0%	100%
Bridge	39%	100%	0%	100%
Traffic	10%	100%	0%	100%
Geotech	5%	0%	100%	100%
Environmental	10%	100%	0%	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%	95%	5%	100%
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# SECTION 13 | TEAM SIZE

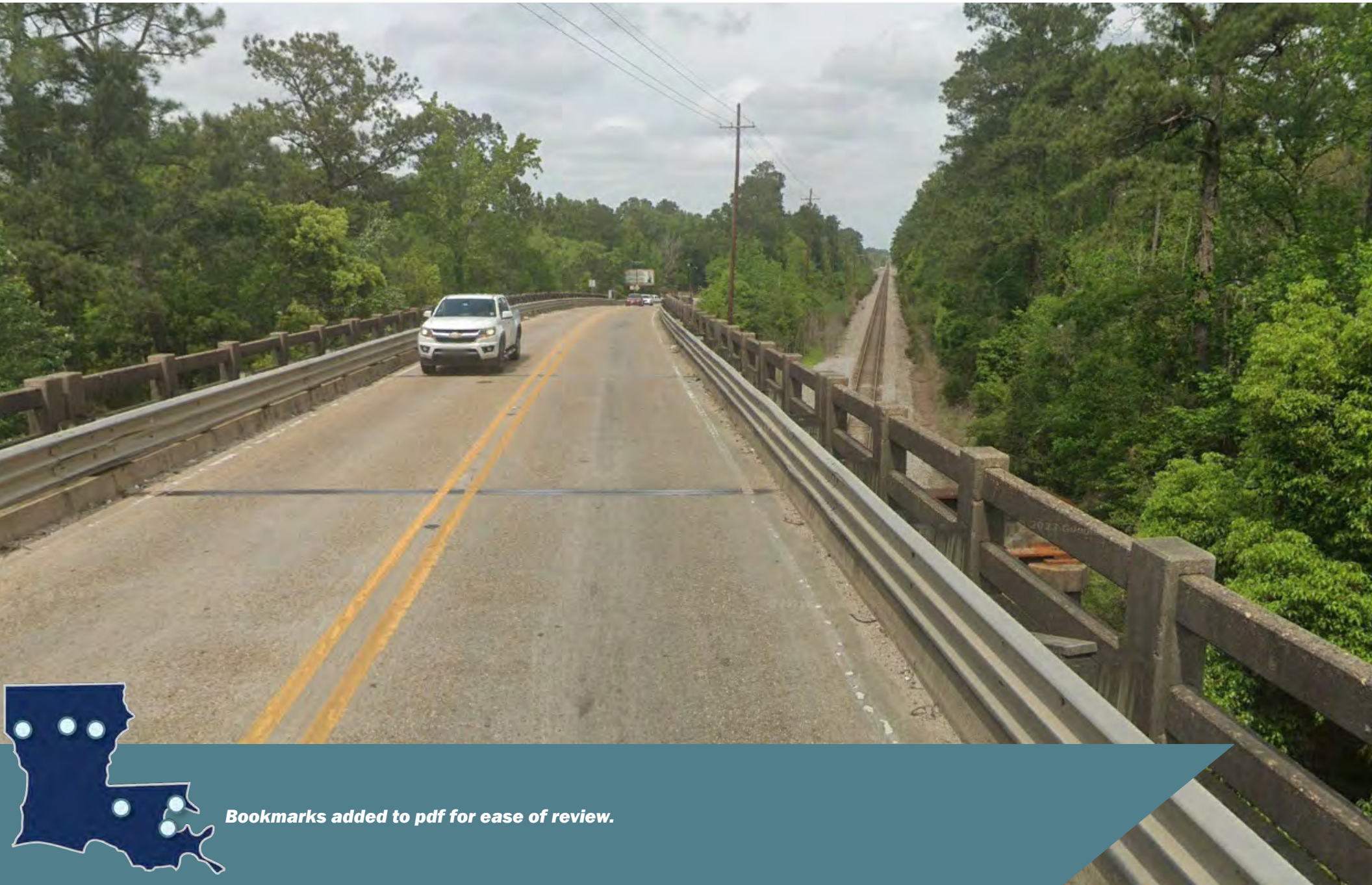


*Bookmarks added to pdf for ease of review.*

13. 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.

Firm Name	DOTD Job Classification	Number of Personnel committed to this contract	Total number of personnel available in this LADOTD Job Classification (if needed)
 <p>Volkert, Inc.</p>	Engineer	6	220
	Engineer Intern	2	105
	Environmental Manager	1	0
	Environmental Pro	4	0
	Supervisor - Other	1	1
	Supervisor - Eng	3	25
	Technicians	4	127
 <p>Ardaman &amp; Associates, Inc.</p>	Engineer	2	2
	Principal	2	3
	Senior Technician	1	16

# SECTION 14 | ORGANIZATIONAL CHART



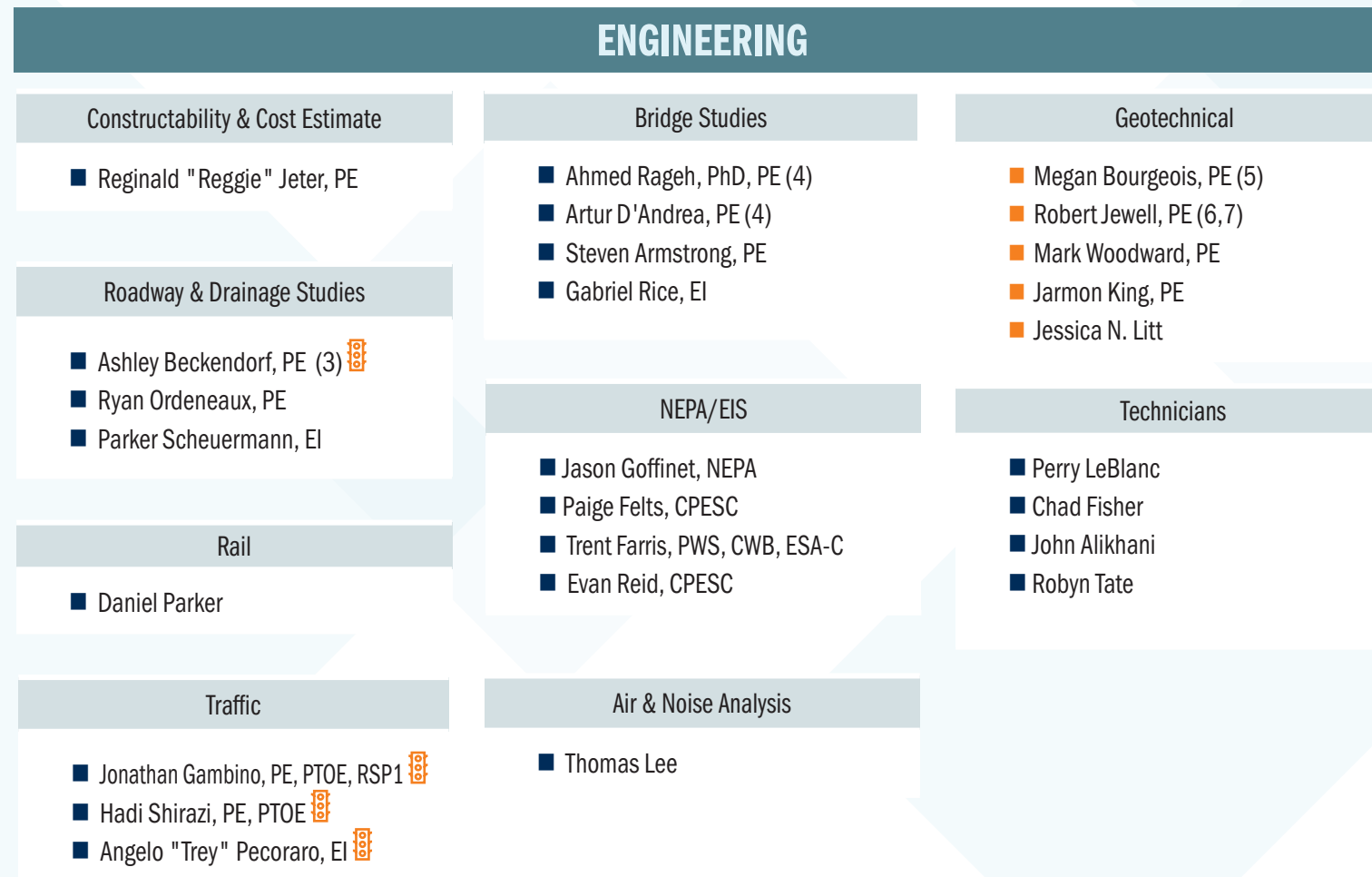
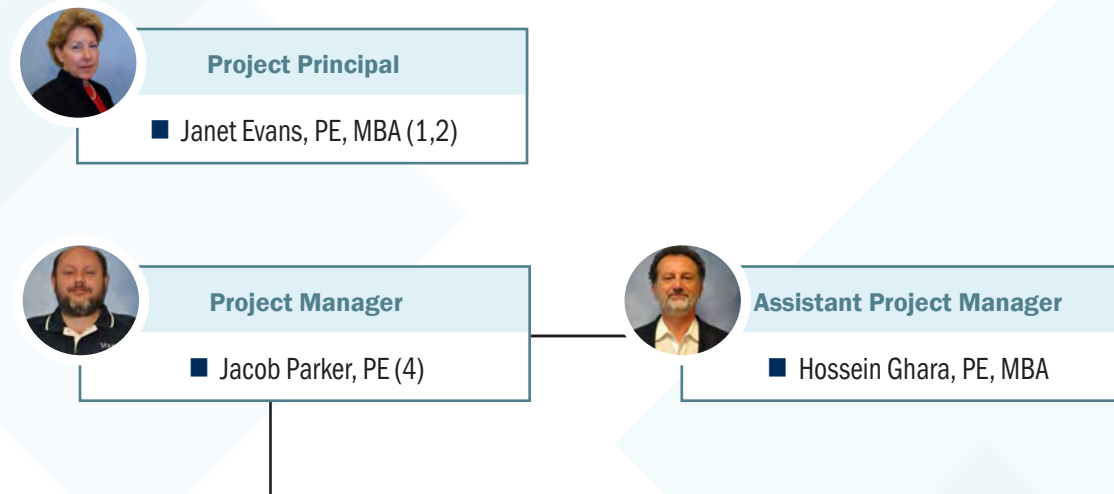
*Bookmarks added to pdf for ease of review.*

14. Organizational Chart:

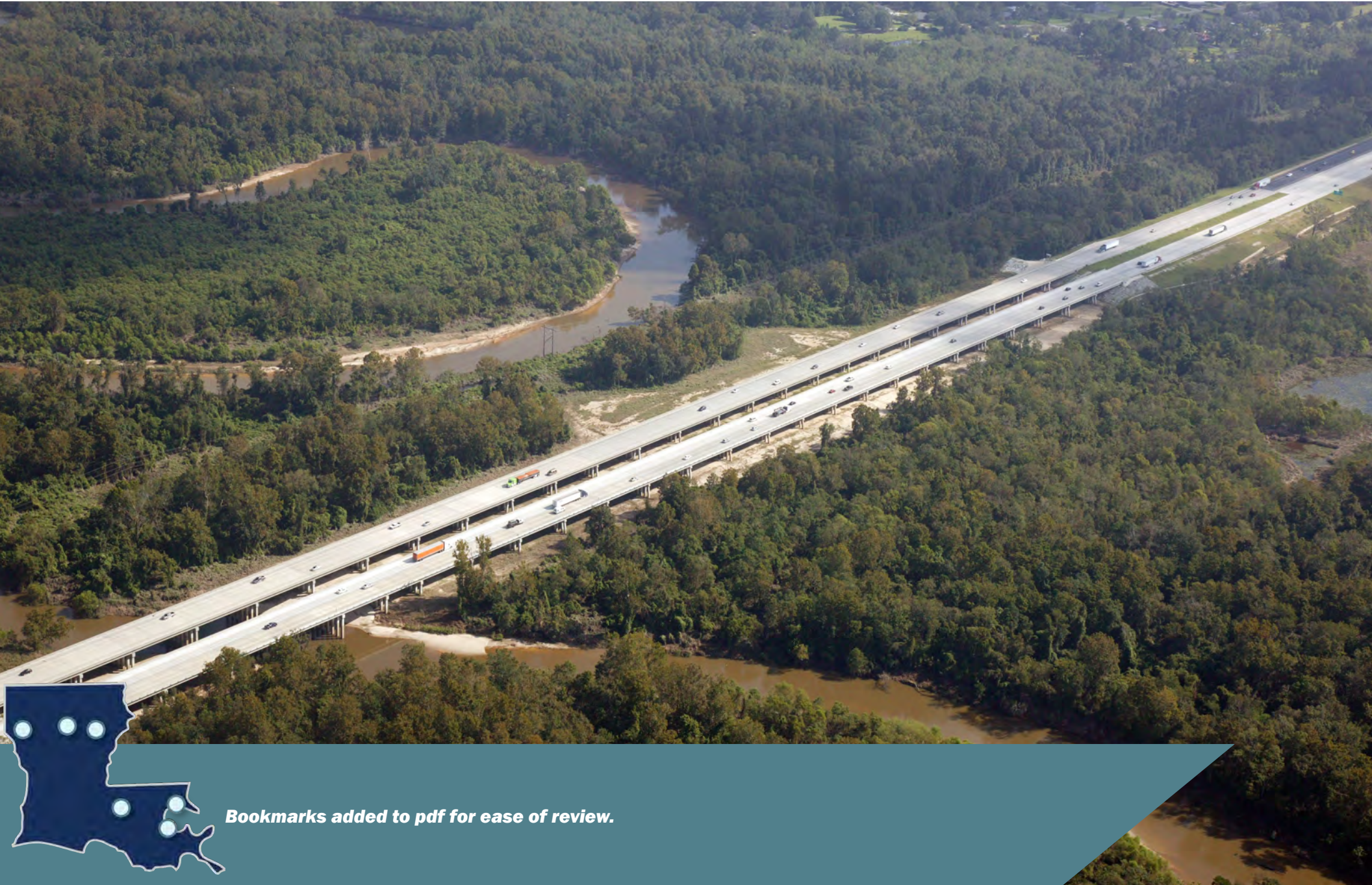
FIRM LEGEND

- Volkert, Inc.
- Ardaman & Associates, Inc.

 Traffic Engineering Process and Report Training



# SECTION 15 | MINIMUM PERSONNEL REQUIREMENTS



*Bookmarks added to pdf for ease of review.*

15. Minimum Personnel Requirements:

MPR No.	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	State of license	License / certification expiration date
1	Janet L. Evans, PE, MBA	Volkert, Inc.	PE # - Civil 21307	LA	09/30/2026
2	Janet L. Evans, PE, MBA	Volkert, Inc.	PE # - Civil 21307	LA	09/30/2026
3	Ashley Beckendorf, PE	Volkert, Inc.	PE # - Civil 37334	LA	03/31/2027
4	Jacob Parker, PE	Volkert, Inc.	PE # - Civil 30596	LA	09/30/2025
	Artur D'Andrea, PE	Volkert, Inc.	PE # - Civil 20561	LA	09/30/2026
	Ahmed Rageh, PhD, PE	Volkert, Inc.	PE # - Civil 47953	LA	09/30/2027
5	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE # - Civil 36725	LA	03/31/2026
6	Robert Jewell, PE	Ardaman & Associates, Inc.	PE # - Civil 38579	LA	09/30/2026
7	Robert Jewell, PE	Ardaman & Associates, Inc.	PE # - Civil 38579	LA	09/30/2026

# SECTION 16 | STAFF EXPERIENCE

Resumes included in the following order:

Jan Evans, PE, MBA | MPR #1,2

Jacob Parker, PE | MPR #4

Hossein Ghara, PE, MBA

Reginald Jeter, PE

Ashley Beckendorf | MPR #3

Ryan Ordeneaux, PE

Parker Scheuermann, EI

Daniel Parker

Jonathan Gambino, PE, PTOE, RSP1

Hadi Shirazi, PE, PTOE

Angelo "Trey" Pecoraro, EI

Ahmed Rageh, PhD, PE

Artur D'Andrea, PE

Steven Armstrong, PE

Gabriel Rice, EI

Jason Goffinet, REPA

Paige Felts, CPESC

Trent Farris, PWS, CWB, ESA-CE

Evan Reid, CPESC

Thomas Lee

Perry LeBlanc

John Alikhani



Robyn Tate

Chad Fisher





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16. Staff Experience:

Firm employed by: Volkert, Inc.			
	<b>Janet L. Evans, PE, MBA</b>   <i>Vice President/Principal-in-Charge</i>		
	Degree(s) / Years / Specialization MBA   1986   Business Administration BS   1980   Civil Engineering		Years of relevant experience with this employer 17
	Active registration number / state / expiration date 21307   LA   9/30/2026		Years of relevant experience with other employer(s) 26
			Year registered 1984
		Discipline Civil	
Contract role(s) / brief description of responsibilities: Ms. Evans will be serving as Principal/Supervisor. Ms. Evans fulfills Minimum Personnel Requirements #1, and 2.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].		
Ms. Evans joined Volkert in 2008 and has over 43 years of roadway and bridge project management and design experience in design and construction of transportation projects. This includes urban freeway design, stage 0 studies, capacity improvements, (lane additions), environmental justice and interchange modifications as well as both traditional design and an alternative design build considered confined work zones, traffic queuing and limited lane closures and development of construction sequencing for the high average daily traffic volume interstates. Her combination of construction and design experience has been utilized by the department in various alternative delivery projects including the development of draft CMAR guidelines and the development of a design build construction manual. Ms. Evans experience from both the construction side and the design side allow her to provide insight which aids in the resolution of issues in alternative delivery projects. She has 10 years of experience serving as a Project Manager on DOTD alternative delivery projects.			
09/22 - 09/27 (est.)	<b>District 04 IJA Off-System Bridge Program.</b> Ms. Evans is serving as Principal-in-Charge. Volkert has been selected to assist the LADOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. The initial contract included tasks to research qualifying off system bridge locations in LA DOTD district 04. District 04 includes the Parishes of Bossier, Caddo, Red River, Bienville, Claiborne, DeSoto, and Webster. Volkert staff visited all locations and assembled a screening matrix which included Archaeological sites, NRHP eligible structures, historical bridges, tribal lands, scenic streams, threatened and endangered species, Section 4f properties Section 6 f properties, navigable waterways, underground storage tanks, levees or utility permits. Volkert coordinated with each Parish to develop a selected structures list and program brides for the five years of funding for the IJA funding stream. Initial services for this project included site screening and bridge selection for replacement based on matrix/spreadsheet cataloging specific site information in order to select the structures that meet the program timeline and budget. Furthermore, upon coordination with the LADOTD, nine (9) bridge locations were chosen for design and replacement with the goal of replacing as many bridges as possible with the funds available. Volkert is performing Hydraulic Analysis and Bridge Design services at these locations. Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the LA DOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual.		
06/23 - 06/27 (est.)	<b>Widening Of I-565 Bridge.</b> Ms. Evans is serving as Principal-in-Charge. With nearly 70,000 vehicles traveling I-565 daily, according to traffic counts, widening this section will help alleviate congestion and provide safer passage through Madison County, Alabama. The project will stretch nearly five miles, from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. It includes adding a third lane on each roadway and widening two sets of bridges – at Bradford		

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
	Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad just east of Exit 9 – to accommodate the additional lanes. Widening will primarily take place to the inside of the existing roadways, where there is currently a grassy median. As part of a five-mile widening project which adds an additional lane on each side of the median, I-565 over Intergraph Way and Norfolk Southern Railroad (NSRR) is a bridge widening using CIP deck and bridge rail, PPC girders, and CIP bent caps, columns and pile supported footings. ALDOT hired Volkert to develop construction plans including detail bridge drawings for the widening of bridges over Bradford Way and NSRR on I-65 in Madison County, Alabama for ALDOT. Upon completion, I-565 will have a minimum of six lanes from I-65 to Memorial Parkway in the Huntsville area. Volkert provided civil and structural engineering support and construction observation services.
08/17 - 02/20	<b>I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (DOTD).</b> Ms. Evans is serving as Principal-in-Charge for the Owner Verification Team (OVT) on Task Orders 3 & 4 which allows Volkert to provide procurement and project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish. She is responsible for all project oversight for the Design and Construction on this \$72M Design-Build project. This project consists of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road. This was the fastest procured design-build today in DOTD History. State Contract No. 4400004915 TO 3 & 4, S.P. No. H.009250.
07/19 - 12/19	<b>Formosa Heavyhaul Design-Build.</b> Ms. Evans served as Principal-in-Charge. This project involved the design of a continuous span bridge that was to hold extremely heavy loads crossing multiple lines of railroad tracks. It was a unique design that required special design considerations for the bridge, retaining walls, crash walls, and the drainage system. It included a drainage design that incorporated trench drains to withstand extra heavy-duty loads. The project included development of 3-D Finite Element Analysis to determine the force effects caused by different self-propelled modular transporters (SPMTs) performed by Volkert personnel. The bridge consisted of 4-span continuous PPC LG84 wide flange girders with composite CIP slab. The LG Girders were fabricated using 12 ksi concrete and were connected over the bents with spliced strands, bars, and stirrups to provide continuity at the continuity diaphragm. Because of the special loading, live load distribution factors were approximated, and loads were calculated in both STAAD and LEAP. In addition, a finite element analysis was performed to backcheck actual live load distribution and deflection. The design was performed in accordance with AASHTO LRFD.
02/10 - 01/14	<b>I-10 Widening Design-Build   Siegen Lane Interchange – the Highland Road Interchange, East Baton Rouge Parish, LA (DOTD).</b> Ms. Evans was the Design QA/QC Manager and Designer of Record for this project. As such, Ms. Evans worked closely with all designers and the contractor on this \$100M Design-Build project. She was responsible for writing the design QC manual and ensuring that the procedures with the manual were implemented and followed. She was responsible for the monthly reporting of all design and design QA/QC activities to the DOTD. As Designer of Record, Ms. Evans handled all communication between the contractor and the engineering sub-consultants on the project, including Traffic Engineering and Geotechnical Engineering. She was in daily communication with the Contractor to ensure that the schedule and budget was met. Ms. Evans was also involved in the prebid activities which included preliminary plan development, maintenance of traffic phasing and quantity estimates for the contractor prior to contract award. This project was awarded an ACI Merit Award.   S. P. No. 450-10-0159.
01/09 - 01/13	<b>I-12 Widening Design-Build Project from O’Neal Lane Interchange – Pete’s Highway (DOTD).</b> Ms. Evans served as Principal-in-Charge for this project that consisted of widening I-12 to 3 lanes in each direction (6 lanes total) between the O’Neal Lane/Pete’s Highway interchange and Range Road. The additional lanes will be constructed in the median. The bridges at the Amite River and the relief bridges will be replaced by a single bridge more than 2,600 feet long. The existing roadway and earth fill between the old bridges will be removed. Volkert’s services included roadway design, electrical design, permitting compliance, QA/QC assistance, permitting, environmental compliance, public involvement, independent quality control, and engineering during construction.   S. P. No. 454-01-0047 & 454-02-0025.

Firm employed by: Volkert, Inc.			
	<b>Jacob Parker, PE</b>   Project Manager		
			Years of relevant experience with this employer   7
			Years of relevant experience with other employer(s)   20
	Degree(s) / Years / Specialization	BS   1998   Civil Engineering	Year registered
Active registration number / state / expiration date	30596   LA   9/30/2025	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Parker will serve as Project Manager. Mr. Parker fulfills Minimum Personnel Requirements #4.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).		
Mr. Parker has over 27 years of structural engineering experience including in the design of prestressed concrete bridge design with spans up to 150 feet and in the design of geometrically challenging and complex bridges, such as curved, super-elevated, skewed piers, and movable spans. He also has experience with structural analysis, reinforced concrete design, prestressed concrete design, wood and timber design, advanced mechanics of materials, finite element analysis, shallow foundations, inland waterways, and engineering for natural hazards. Mr. Parker also has the following training: LRFD Training (Seismic Design/Movable, etc.), LEAP Bridge, STAAD, MDX, WinSEISAB, CONSEC, Response 2000, AASHTO GM-2.1, Virtis, Retain Pro, PCA Column, MATHCAD, Smath, Microstation, AutoCAD & AutoCAD 3D.			
06/23 - 06/27 (est.)	<b>Widening Of I-565 Bridge.</b> Project Manager. With nearly 70,000 vehicles traveling I-565 daily, according to traffic counts, widening this section will help alleviate congestion and provide safer passage through Madison County, Alabama. The project will stretch nearly five miles, from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. It includes adding a third lane on each roadway and widening two sets of bridges – at Bradford Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad just east of Exit 9 – to accommodate the additional lanes. Widening will primarily take place to the inside of the existing roadways, where there is currently a grassy median. As part of a five-mile widening project which adds an additional lane on each side of the median, I-565 over Intergraph Way and Norfolk Southern Railroad (NSRR) is a bridge widening using CIP deck and bridge rail, PPC girders, and CIP bent caps, columns and pile supported footings. ALDOT hired Volkert to develop construction plans including detail bridge drawings for the widening of bridges over Bradford Way and NSRR on I-65 in Madison County, Alabama for ALDOT. Upon completion, I-565 will have a minimum of six lanes from I-65 to Memorial Parkway in the Huntsville area. Volkert provided civil and structural engineering support and construction observation services.		
11/23 - 11/27 (est.)	<b>IH 35, Capital Express North, TxDOT, Travis County, TX.</b> Volkert is providing services for this \$607M reconstruction project, which will improve operational efficiency by relocating ramps and adding one managed lane in each direction on IH 35, capacity to the frontage roads, and a shared-use path. The interchange at Wells Branch Pkwy will be converted into a diverting diamond interchange (DDI), and the new shared-use path will improve bicycle and pedestrian accommodations along IH 35 frontage roads and at east/west crossings.		
02/20 - 08/24 (est.)	<b>LA 23: Belle Chasse Bridge and Tunnel (HBI) Improvements, Plaquemines Parish (LADOTD).</b> Mr. Parker is assisting with Volkert's responsibilities which is to provide all Engineering Design and Construction Support services including implementation of the Construction Quality Assurance Plan for the Belle Chasse Bridge & Tunnel Public Private Partnership (P3) Project which provides for the replacement of the Belle Chasse Tunnel and Judge Perez Lift Bridge with a new toll bridge. This includes the development of construction plans, bridge replacement plans, decommissioning of the Tunnel and development of O&M plans. As the OVT, Volkert will provide guidance and support to the LADOTD Project Manager prior to and during reviews, develop review comments, attend project meetings, ensure that the DBT adheres to their contract, and address other assignments as directed.		

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
09/18 - 07/20	<b>I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LADOTD).</b> Mr. Parker served as Review Engineer for the OVT on Task Order 4 which allowed Volkert to provide project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish. He was responsible for all project oversight for the Design and Construction on this \$72M Design-Build project. This project consisted of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road.   State Contract No. 4400004915 TO 4, S.P. No. H.009250.
07/19 - 12/19	<b>Formosa Heavyhaul Design-Build.</b> Project Manager. This project involved the design of a continuous span bridge that was to hold extremely heavy loads crossing multiple lines of railroad tracks. It was a unique design that required special design considerations for the bridge, retaining walls, crash walls, and the drainage system. It included a drainage design that incorporated trench drains to withstand extra heavy-duty loads. The project included development of 3-D Finite Element Analysis to determine the force effects caused by different self-propelled modular transporters (SPMTs) performed by Volkert personnel. The bridge consisted of 4-span continuous PPC LG84 wide flange girders with composite CIP slab. The LG Girders were fabricated using 12 ksi concrete and were connected over the bents with spliced strands, bars, and stirrups to provide continuity at the continuity diaphragm. Because of the special loading, live load distribution factors were approximated, and loads were calculated in both STAAD and LEAP. In addition, a finite element analysis was performed to backcheck actual live load distribution and deflection. The design was performed in accordance with AASHTO LRFD.
05/19 - 12/21	<b>I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA (LADOTD).</b> Mr. Parker is responsible for assisting with the bridge design review for Volkert's team. The I-220/I-20 Interchange Improvement and BAFB Access project in Bossier Parish consists of the extension of I-220 to the south over I-20 as a limited access 4-lane arterial to a new terminus on Barksdale Air Force Base (BAFB) and includes construction of four interchange ramps providing interchange connectivity for the new access road. The project includes the construction of two sets of bridge structures, one set for the I-20 over pass and the second set for the overpass of the KCS RR. The project terminus will tie to a BAFB roadway project creating a new access location for the base.   State Contract No. 4400016173, S.P. No. H.003370.6.
09/18 - 12/20	<b>Causeway Shoulder Bay Improvements, Jefferson Parish, LA (Greater New Orleans Expressway Commission).</b> Mr. Parker responsibilities included design of basic safety plan and elevation, design of girders, design of cable tray attachment and miscellaneous electrical details, design of sign support details and design of transition barriers. Volkert was selected to design essential and long-awaited shoulder additions. The bridge shoulders, comprising 12 "shoulder bays," provide a safe space for disabled vehicles to pull over out of traffic. They will also increase safety for motorists and emergency personnel in the event of a crash. This project was executed using the CMAR alternative delivery method, a first for the State of Louisiana.
06/18 - 02/21	<b>Almonaster Bridge Study, Orleans Parish, Port of New Orleans.</b> The Almonaster Bridge Study was developed to assist the Port of New Orleans selecting a replacement option for the Almonaster Bridge over the Inner Harbor Industrial Canal. It reviewed several replacement options as well as rehabilitation and compared costs for design, construction and permitting, different applications of design criteria, constructability, and possible funding sources. Other things considered were the elimination of railroad crossings in the area and proposed additional connection roadways to accommodate these eliminations. The study required the review of load rating/inspection reports as well as substructure preliminary design for each alternative by Volkert.

Firm employed by: Volkert, Inc.



**Hossein Ghara, PE, MBA** | *Assistant Project Manager*

Years of relevant experience with this employer	7
Years of relevant experience with other employer(s)	44
Year registered	1980
Discipline	Civil

Degree(s) / Years / Specialization  
 MBA | 1986 | Business Administration  
 BS | 1976 | Civil Engineering

Active registration number / state / expiration date  
 18899 | LA | 3/31/2027

Contract role(s) / brief description of responsibilities:  
 Mr. Ghara will serve as the Assistant Project Manager.

Experience dates (mm/yy-mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).


Prior to joining Volkert in September 2018, Mr. Ghara worked for a consulting engineering firm for over 4 years. Prior to that, he served as the LADOTD State Bridge Engineer for 12 years. In this capacity, he administered and managed a major Section in Louisiana LADOTD as an appointing authority overseeing staff ranging from 65 to 110 people, comprising of primarily Civil and Structural Engineers, Electrical and Mechanical Engineers as well as many Engineering Technician. He served in several AASHTO Technical Committees nationwide such as Chair the Tech. Committee on Bridge and Tunnel Security, T-1 and member of the Tech. Committee on Concrete Design, T-10. He recently renewed his ATSSA Traffic Control Supervisor, Technician and Flagger certifications. While serving as State Bridge Design Engineer, he oversaw the rehabilitation work done to the Huey P. Long Bridge and construction of the John James Audubon bridge, which was Louisiana’s first Design-Build bridge and is currently North America’s longest Cable Stay Span Bridge.

09/22 - 09/27 (est.) | **District 04 IJA Off-System Bridge Program, LADOTD.** Volkert has been selected to assist the LADOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. Mr. Ghara is the Senior Project Manager assisting in the Phase 1 preliminary screening matrix and bridge selection process based on a set budget provided; ultimately moving the selected bridges to construction while coordinating with the LADOTD and local stakeholders. Volkert is performing Hydraulic Analysis and Bridge Design services. Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the LADOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual

06/23 - 06/27 (est.) | **Widening Of I-565 Bridge.** Project Engineer. With nearly 70,000 vehicles traveling I-565 daily, according to traffic counts, widening this section will help alleviate congestion and provide safer passage through Madison County, Alabama. The project will stretch nearly five miles, from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. It includes adding a third lane on each roadway and widening two sets of bridges – at Bradford Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad just east of Exit 9 – to accommodate the additional lanes. Widening will primarily take place to the inside of the existing roadways, where there is currently a grassy median. As part of a five-mile widening project which adds an additional lane on each side of the median, I-565 over Intergraph Way and Norfolk Southern Railroad (NSRR) is a bridge widening using CIP deck and bridge rail, PPC girders, and CIP bent caps, columns and pile supported footings. ALDOT hired Volkert to develop construction plans including detail bridge drawings for the widening of bridges over Bradford Way and NSRR on I-65 in Madison County, Alabama for ALDOT. Upon completion, I-565 will have a minimum of six lanes from I-65 to Memorial Parkway in the Huntsville area. Volkert provided civil and structural engineering support and construction observation services.

02/20 - ongoing | **LA 23: Belle Chasse Bridge and Tunnel (HBI) Improvements, Plaquemines Parish (LADOTD).** Mr. Ghara is serving as project manager for the Belle Chasse Bridge and Tunnel Improvements. Volkert will be responsible for providing all Engineering Design and Construction Support services including implementation of the Construction Quality Assurance Plan for the Belle Chasse Bridge & Tunnel Public Private Partnership (P3) Project which provides for the replacement of the Belle Chasse Tunnel and Judge Perez Lift Bridge with a new toll bridge. This includes the development of construction plans, bridge replacement plans, decommissioning of the Tunnel and development of O&M plans. As the OVT, Volkert will provide guidance and support to the LADOTD Project Manager prior to and during reviews, develop review comments, attend project meetings, ensure that the P3 adheres to their contract, and address other assignments as directed.

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).]
06/20 – 8/24	<b>Causeway Shoulder Bay Improvements, Jefferson Parish, LA for Greater New Orleans Expressway Commission.</b> Mr. Ghara's served as Structural Engineer and his responsibilities include design of basic safety plan and elevation, design of girders, design of cable tray attachment and miscellaneous electrical details, design of sign support details and design of transition barriers. This project was executed using the CMAR alternative delivery method, a first for the State of Louisiana.
05/20 - 05/21	<b>I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA for the LADOTD.</b> Mr. Ghara is serving as Structural Engineer for Volkert’s team. He is responsible for all project oversight for the Design and Construction on this \$71.8M Design-Build project. The I-220/I-20 Interchange Improvement and BAFB Access project in Bossier Parish consists of the extension of I-220 to the south over I-20 as a limited access 4-lane arterial to a new terminus on Barksdale Air Force Base (BAFB) and includes construction of four interchange ramps providing interchange connectivity for the new access road. The project includes the construction of two sets of bridge structures, one set for the I-20 over pass and the second set for the overpass of the KCS RR. The project terminus will tie to a BAFB roadway project creating a new access location for the base. State Contract No. 4400016173, S.P. No. H.003370.6.
05/19 - 07/20	<b>I-12 Widening (US 190 to LA 59) Route I-12, St. Tammany Parish for T. Baker Smith, LLC and the LADOTD.</b> Mr. Ghara served as Structural Engineer. Volkert is responsible for bridge design, road design, and ICE/CPM which includes all engineering services necessary to complete the submittal of Stage 3 Design, Part III, Preliminary Plans and Part IV, Final Plans. This project is to widen and rehabilitate I-12 to the median side from a four lane freeway to a six lane freeway section in both the East and Westbound direction. The project begins just west of US 190 and ends just east of LA 59 for approximately 4 miles.
09/18 - 07/20	<b>I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LADOTD).</b> Mr. Ghara served as Review Engineer for the Owner Verification Team on Task Order 4 which allowed Volkert to provide project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish. He was responsible for all project oversight for the Design and Construction on this \$72M Design-Build project. This project consisted of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility.   State Contract No. 4400004915 TO 4, S.P. No. H.009250.
07/19 - 12/19	<b>Formosa Heavyhaul Design-Build.</b> Project Engineer. This project involved the design of a continuous span bridge that was to hold extremely heavy loads crossing multiple lines of railroad tracks. It was a unique design that required special design considerations for the bridge, retaining walls, crash walls, and the drainage system. It included a drainage design that incorporated trench drains to withstand extra heavy-duty loads. The project included development of 3-D Finite Element Analysis to determine the force effects caused by different self-propelled modular transporters (SPMTs) performed by Volkert personnel. The bridge consisted of 4-span continuous PPC LG84 wide flange girders with composite CIP slab. The LG Girders were fabricated using 12 ksi concrete and were connected over the bents with spliced strands, bars, and stirrups to provide continuity at the continuity diaphragm. Because of the special loading, live load distribution factors were approximated, and loads were calculated in both STAAD and LEAP. In addition, a finite element analysis was performed to backcheck actual live load distribution and deflection. The design was performed in accordance with AASHTO LRFD.
09/18 - 06/19	<b>US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build, Lafayette Parish, LA (LADOTD).</b> Mr. Ghara served as Review Engineer for the Owner Verification Team on Task Order 6 which allowed Volkert to provide project oversight and acceptance for both design and construction for the US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build Project in Lafayette Parish. Volkert’s Baton Rouge office was responsible for all project oversight for the Design and Construction on this \$57M Design-Build Project. This project consists of upgrading a portion of US 90 in Lafayette Parish to a six-lane controlled access facility.   State Contract No. 4400004915 TO 6, S.P. No. H.010620.

Firm employed by: Volkert, Inc.				
	<b>Reggie Jeter, PE</b>   <i>CPM Scheduler/Cost Estimator</i>		Years of relevant experience with this employer	9
			Years of relevant experience with other employer(s)	25
	Degree(s) / Years / Specialization	MBA   1984   Civil Engineering BS   1981   Civil Engineering	Year registered	1989
	Active registration number / state / expiration date	23259   LA   9/30/2025	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Jeter will serve as CPM Scheduler/Cost Estimator.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
<p>Mr. Jeter joined Volkert in 2016 and has over 34 years in the highway and heavy construction industry a chief estimator, scheduler and an engineer for projects ranging in size from \$3,500.00 to \$56 million. He has estimated most facets of construction, including: Clearing and grubbing; Demolition and removals; Earth- work; Erosion control; Base courses and soil stabilization; Asphalt pavement; Asphalt milling; Concrete pavement; Storm drainage including pipe, box culverts and drainage structures; Riprap and revetment; Walks, drives, incidental concrete paving, curb &amp; curb and gutter; Seeding, fertilizing and mulching; Erosion control systems; Temporary detour roads and bridges; Bedding material; Construction layout; Structural excavation; Sheet piles; Driven piles; Structural con-crete including headwalls, retaining walls, bridges (pile caps, decks, barrier rail and approach slabs), cast in place box culverts. Bridge estimating includes widening and rehabilitation of pre-stressed concrete girder bridges. He has been in the consulting business specializing in CPM scheduling by utilizing Primavera projects exclusively including the current version of P6. His use of P6 dates back to 2011. He also has served as Assistant Professor at Louisiana Tech University in the Civil Engineering Department from 1984 to 1987. He has been the Professional-in-Residence at Louisiana Tech since December 2015. As required by this project, Mr. Jeter has over ten years of experience with contractor style estimating (he currently has almost twenty years). He has local knowledge of labor; equipment and the materials market and construction means and methods. His estimation experience combined with his teaching experience covers both rehabilitation and widening of pre-stressed concrete brides and steel plate girder structures.</p>				
06/20 - 08/24	<p><b>LA 23: Belle Chasse Bridge and Tunnel (HBI) Improvements, Plaquemine Parish (LADOTD)</b>   Mr. Jeter served as CPM review for the Belle Chasse Bridge and Tunnel Improvements. Volkert was responsible for providing all Engineering Design and Construction Support services including implementation of the Construction Quality Assurance Plan for the Belle Chasse Bridge &amp; Tunnel Public Private Partnership (P3) Project which provides for the replacement of the Belle Chasse Tunnel and Judge Perez Lift Bridge with a new toll bridge. As the OVT, Volkert provided guidance and support to the LDOTD Project Manager prior to and during reviews, develop review comments, attend project meetings, ensure that the P3 team adheres to their contract, and address other assignments as directed.</p>			
12/17 - 12/20	<p><b>Causeway Shoulder Bay Design, Jefferson and St. Tammany Parishes, LA (Greater New Orleans Expressway Commission)</b>   Mr. Jeter was responsible for conducting independent cost estimating on this project. Volkert was selected to design essential and long-awaited shoulder additions. The bridge shoulders, comprising 12 "shoulder bays," will provide a safe space for disabled vehicles to pull over out of traffic. They will also increase safety for motorists and emergency personnel in the event of a crash. This project was executed using the CMAR alternative delivery method, a first for the State of Louisiana.</p>			
05/19 - 12/21	<p><b>I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA (LADOTD)</b>   Mr. Jeter is reviewing the CPM schedule for Volkert's team on this \$71.8M Design-Build project. The I-220/I-20 Interchange Improvement and BAFB Access project in Bossier Parish consists of the extension of I-220 to the south over I-20 as a limited access 4-lane arterial to a new terminus on Barksdale Air Force Base (BAFB) and includes construction of four interchange ramps providing interchange connectivity for the new access road. The project includes the construction of two sets of bridge structures, one set for the I-20 over pass and the second set for the over- pass of the KCS RR. The project terminus will tie to a BAFB roadway project creating a new access location for the base.   State Contract No. 4400016173, S.P. No. H.003370.6.</p>			

**Firm employed by: Volkert, Inc.**

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
02/20 - 07/20	<b>I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LADOTD)</b>   Mr. Jeter reviewed full CPM for Task Orders 3 & 4 which allows Volkert to provide procurement and project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish \$72M Design-Build project. This project consists of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road.   State Contract No. 4400004915 TO 3 & 4, S.P. No. H.009250.
06/18 - 03/19	<b>US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build, Lafayette Parish, LA (LADOTD)</b>   Mr. Jeter is serving as CPM Review Engineer for the OVF on Task Order 6 which allows Volkert to provide project oversight and acceptance for both design and construction for the US 90(I-49South) Albertson Parkway to Ambassador Caffery Design-Build Project in Lafayette Parish. Volkert’s Baton Rouge office is responsible for all project oversight for the Design and Construction on this \$57M Design-Build Project. This project consists of upgrading a portion of US 90 in Lafayette Parish to a six-lane controlled access facility.   State Contract No. 4400004915 TO 6, S.P. No. H.010620.
08/06 - 08/11	<b>I-10 Twin Span Bridge Over Lake Pontchartrain Low Level Portions and Main Spans in Orleans and St. Tammany Parishes, LA (LADOTD)</b> . The new bridge was designed for a 100-year life and built 300 feet to the east of the existing bridge. The bridge has an elevation of 30 feet, 21 feet higher than the existing bridge, with an 80-foot high-rise section near the Slidell side to allow for marine traffic and withstand a much higher storm surge. The 60-foot width of each span included three 12-foot lanes and two 12-foot shoulders on each side. The bridge was designed to include reinforced concrete walls to increase storm surge resistance and minimize the effects of any barge collision. Mr. Heraty served as Construction and Inspection Engineer for this project.

Firm employed by: Volkert, Inc.				
	<b>Ashley Beckendorf, PE</b>   <i>Roadway &amp; Drainage Studies</i>			
			Years of relevant experience with this employer: 11 Years of relevant experience with other employer(s): 6	
	Degree(s) / Years / Specialization	BS   2008   Civil Engineering	Year registered	2012
	Active registration number / state / expiration date	37334   LA   3/31/2027	Discipline	Civil
Contract role(s) / brief description of responsibilities: Ms. Beckendorf will provide roadway and drainage studies services. Ms. Beckendorf fulfills Minimum Personnel Requirement #3.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
Ms. Beckendorf has 17 years of design and engineering experience and expertise in delivering complex drainage, roadway, open space, and other capital projects for government clients. Over her career she has specialized in roadway engineering, sewer infrastructure design and drainage design. For the past six plus years, she has managed and assisted with managing several projects of complex nature and succeeded in keeping on schedule and maintaining great project outcomes. Before her management experience she worked on the East Baton Rouge Green-light Program and East Baton Rouge Parish Sanitary Sewer Overflow Program, beginning from the preliminary stages to design, on through construction. With her experience working with EBR through these projects, combined with her knowledge of engineering and managerial experience give her the ability to make a very effective manager. She has managed every aspect of projects including geotechnical engineering, surveying & mapping, environmental studies and permitting, subsurface utility engineering, utility coordination, lighting, traffic studies and design, Right of Way Acquisition, drainage, and roadway design. Ms. Beckendorf's certifications include: <ul style="list-style-type: none"> <li>▼ FHWA-NHI-142005 NEPA and the Transportation Decision-making Process</li> <li>▼ Traffic Engineering Analysis</li> <li>▼ Process &amp; Report - Module 2</li> <li>▼ Process &amp; Report - Module 3</li> </ul>				
05/18 - Ongoing	<b>Plank Road, East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport).</b> As project manager, Ms. Beckendorf coordinates between sub-consultants, between the airport, the FAA, and DOTD. She is responsible for the design of Plank Road (the new alignment), QA/QC of all components and supervision of all PE's, EI's, and technicians working on the project's design. This project is to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection. This project is an Airport project, funded by FAA, but the road will be transferred to DOTD.			
05/19 - 12/21	<b>I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA (DOTD).</b> Ms. Beckendorf is providing roadway design submittal review for Volkert's team. The I-220/I-20 Interchange Improvement and BAFB Access project in Bossier Parish consists of the extension of I-220 to the south over I-20 as a limited access 4-lane arterial to a new terminus on Barksdale Air Force Base (BAFB) and includes construction of four interchange ramps providing interchange connectivity for the new access road. The project includes the construction of two sets of bridge structures, one set for the I-20 over pass and the second set for the over-pass of the KCS RR. The project terminus will tie to a BAFB roadway project creating a new access location for the base.   State Contract No. 4400016173, S.P. No. H.003370.6.			

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
07/19 - 12/19	<b>Formosa Heavyhaul Design-Build.</b> Project Engineer. This project involved the design of a continuous span bridge that was to hold extremely heavy loads crossing multiple lines of railroad tracks. It was a unique design that required special design considerations for the bridge, retaining walls, crash walls, and the drainage system. It included a drainage design that incorporated trench drains to withstand extra heavy-duty loads. The project included development of 3-D Finite Element Analysis to determine the force effects caused by different self-propelled modular transporters (SPMTs) performed by Volkert personnel. The bridge consisted of 4-span continuous PPC LG84 wide flange girders with composite CIP slab. The LG Girders were fabricated using 12 ksi concrete and were connected over the bents with spliced strands, bars, and stirrups to provide continuity at the continuity diaphragm. Because of the special loading, live load distribution factors were approximated, and loads were calculated in both STAAD and LEAP. In addition, a finite element analysis was performed to backcheck actual live load distribution and deflection. The design was performed in accordance with AASHTO LRFD.
05/18 - 05/19	<b>LA 929 at LA 930 Roundabout, Ascension Parish, LA (Ascension Parish Government).</b> As project manager and lead engineer, Ms. Beckendorf coordinated all sub-consultants and supervised all work done on the project. This a new roundabout at LA 929 and LA 930. It consists of a one lane roundabout with a combination of ditch drainage and subsurface drainage.
10/15 - 09/16	<b>I-10: Highland Road to LA 73 Supplemental Agreement No. 2, East Baton Rouge and Ascension Parishes, LA (DOTD).</b> Volkert was contracted to perform and prepare an Interstate Modification Report (IMR) to analyze the existing roadway networks and identify the best alternatives to improve capacity the interchange at I-10 and LA 42. As one of the Project Engineers, Ms. Beckendorf assisted in managing the project tasks. She performed 15-minute queue length analyses. She performed a crash study, including a crash analysis of all the intersections, segments, and spots using DOTD manual for Crash Data Analysis and crash1b software, pulling crash reports, analyzing the over representation, and drawing crash diagrams. Lastly, she has assisted in the time travel study.   State Contract No. 4400004915 SA 2, S.P. No. H.009250
01/15 - 04/15	<b>Clarence Henry Truckway Right Turn Lane Addition   New Orleans, LA   Port of New Orleans.</b> As Project Manager and Project Engineer, Ms. Beckendorf provided roadway engineering for a right turn lane addition of approximately 1 mile in length. The scope of her work included plans, specifications and quantities with plan elements such as typical sections, plan sheets, striping and signing, sequence of construction and traffic control. Volkert is responsible for the preliminary submittal through the 100% final design plan submittal.
04/14 - 12/15	<b>Magnolia Converted Pedestrian Bridge Rehabilitation   New Orleans, LA   City of New Orleans.</b> Ms. Beckendorf designed ADA compliant sidewalks and ramps. Volkert is responsible for providing design, engineering and construction management services to the City for the rehabilitation of a late 19th century bridge over Bayou St. John.
04/14 - 12/14	<b>St. Landry Road – Edenborne Connector, Ascension Parish, LA (Ascension Parish Government).</b> As Project Engineer, Ms. Beckendorf provided roadway design engineering including plan profiles, specifications, geometrics, typical cross sections, and striping and signing plans. For the sewer work, she designed gravity and force main lines and assisted with the design of the pump station and site layouts. The project consists of providing provide an environmental impact study, right away analysis, full roadway and utility design, and bid services for a divided facility that will connect St Landry Ave. and Edenborne Connector. Volkert is responsible for the initial preliminary information submittal through the 100% final design plan submittal.

Firm employed by: Volkert, Inc.



**Ryan Ordeneaux, PE** | *Roadway & Drainage Studies*

Years of relevant experience with this employer	7
Years of relevant experience with other employer(s)	16
Degree(s) / Years / Specialization	BS   2003   Civil Engineering
Year registered	2015
Active registration number / state / expiration date	39476/ LA / 09/30/2025
Discipline	Civil

Contract role(s) / brief description of responsibilities:  
Mr. Ordeneaux will provide roadway and drainage studies services.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
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Mr. Ordeneaux has engineered a variety of projects over his 23-year career including roadway design, bridge replacements, and aviation design. This includes interstates, highway, and local roadway design; traffic control plan development; hydraulic improvements; and drainage improvement projects throughout Louisiana. He has served as a project estimator and also has project management and inspection experience.

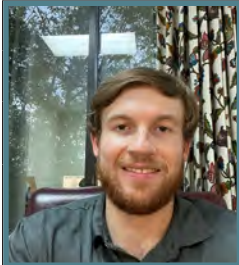
09/21 - 09/22	<b>Montz Drainage Improvements Project and the Evangeline Road at CN Railroad Box Culvert Projects, St. Charles Parish, LA.</b> Mr. Ordeneaux served as Project Manager for this project to improve the drainage in Montz, LA per the Montz Drainage Improvement plan. The Montz Drainage Improvements Project includes the design for jack and bore steel pipes under KCS railroad and the design of a canal or alternative way to convey stormwater to the nearby pumpstation. The Evangeline Road/CN Railroad Project includes the design for box culverts under Evangeline Road at the CN Railroad crossing located within the railroad ROW. Mr. Ordeneaux coordinated with the Master Drainage Plan designer, surveying, and geotechnical engineering for the projects and is overseeing the design, permitting, and construction administration for the proposed drainage improvements as per the drainage plan.
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05/18 - Ongoing	<b>Plank Road, East Baton Rouge Parish, LA, Baton Rouge Metropolitan Airport.</b> Project Engineer - This project required coordination between subconsultants, Baton Rouge Metropolitan Airport, the FAA, and DOTD. The responsibilities included the design of Plank Road (the new alignment), design of new drainage system and new sub surface utility design. This project is to relocate Plank Road along a new alignment. Mr. Ordeneaux was involved with the design of a new 4 lane highway with J-turns, including ROW acquisition, new subsurface utilities and drainage design. The Project also includes design for additional lanes along Harding and Hooper Road and the required upgrades to the drainage system and utility relocations. This project is a Baton Rouge Metropolitan Airport project, funded by FAA, but the road will be transferred to DOTD.
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01/20 - 01/21	<b>Roundabout at Highway 929 and Highway 930 in Prairieville, LA for Ascension Parish.</b> Mr. Ordeneaux served as Lead engineer for this project. Volkert was assigned a task order for the Move Ascension program to develop plans for a Roundabout Highway 929 and Highway 930, Prairieville, LA. The project required a traffic analysis, development of construction plans, drainage improvements, lighting, topographic survey, ROW mapping, geotechnical services and SUE services.
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08/17 - 02/20	<b>I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (DOTD).</b> Project Engineer. Volkert served as the Owner Verification Team (OVT) on Task Orders 3 & 4 which allows Volkert to provide procurement and project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish. She is responsible for all project oversight for the Design and Construction on this \$72M Design-Build project. This project consists of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road. This was the fastest procured design-build today in DOTD History. State Contract No. 4400004915 TO 3 & 4, S.P. No. H.009250.
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Firm employed by: Volkert, Inc.



**Parker Scheuermann, EI** | *Roadway & Drainage Studies*

Years of relevant experience with this employer 5

Years of relevant experience with other employer(s) 0

Degree(s) / Years / Specialization BS | 2020 | Civil Engineering

Year registered 2020

Active registration number / state / expiration date 34581 | LA | 03/31/2025

Discipline Civil

Contract role(s) / brief description of responsibilities:  
Mr. Scheuermann will provide Engineering Intern services for this project.

Experience dates (mm/yy-mm/yy) Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).


Mr. Scheuermann joined Volkert 2020 after earning his degree in Civil Engineering. He provides civil engineering support on a variety of projects.


3/21 - 6/22 **Filmore D Mithra St. (New Orleans DPW).** Mr. Scheuermann designed the road geometry and profile and created the cross sections using Civil3D. He determined the location of inlets and tested the entire drainage system using HYDRWIN 2009 and imputed the inlet and pipe locations in the plan & profile. Also, Mr. Scheuermann created the permanent striping plans as well as the proposed joint layout.

09/19 - 07/20 **I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LA DOTD).** Mr. Scheuermann assisted in the Document Control for the Owner Verification Team (OVT) on Task Orders 3 & 4 which allows Volkert to provide procurement and project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish for the Design and Construction on this \$72M Design-Build project. This project consists of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road. | State Contract No. 4400004915 TO 3 & 4, S.P. No. H.009250.


01/20 - 01/21 **Roundabout at Highway 929 and Highway 930 in Prairieville, LA for Ascension Parish.** Mr. Scheuermann served as Project Intern filling out bid packages for the Move Ascension program Volkert was assigned a task order to develop plans for a Roundabout Highway 929 and Highway 930, Prairieville, LA. The roundabout will replace the existing stop-controlled intersection and consists of a single lane asphalt roundabout. The roundabout will be designed through SIDRA, AASHTO, and Louisiana DOTD standards.


05/18 - 05/19 **Plank Road, East Baton Rouge Parish, LA, Baton Rouge Metropolitan Airport.** Mr. Scheuermann served as Project Intern making weekly visits for this is project to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection. Volkert is providing design, environmental permitting, and ROW acquisition for the relocation of Plank Road on a new alignment. This project is an Airport project, funded by FAA, but the road will be transferred to LA DOTD. Volkert is also providing coordination between sub-consultants, the airport, FAA, and LADOTD.

Firm employed by: Volkert, Inc.				
	<b>Daniel Parker</b>   <i>Rail</i>		Years of relevant experience with this employer	1
			Years of relevant experience with other employer(s)	16
	Degree(s) / Years / Specialization	BS   2008   Civil Engineering	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Parker will provide rail services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].			
Daniel Parker joined Volkert in 2024. Sixteen (16) years of experience at Norfolk Southern Corporation (NS) in Industrial Development (ID), MW&S-Bridges and Structures, and Engineering Public Improvements. Consistently proven to be the highest revenue producing industrial development representative working in all commodity groups such as industrial products, intermodal, coal, chemicals, forest products etc. A proven leader in the rail industry and throughout the economic development community partnering with diverse teams of state, regional, local economic development professionals to secure new and expanding industrial opportunities and site development initiatives. Experienced professional in negotiating confidential complex deals and multiparty agreements. Influential in forward facing external interactions that require navigating sensitive and complex industry demands while ensuring optimal operational positioning for organizational interests. To date, continuing a successful track record of currently managing projects with billions in potential capex opportunities while securing revenues of over \$300 Million for NS over the past seven (7) years.				
<i>Prior to joining Volkert</i>	<b>Norfolk Southern Corporation, Senior Industrial Development Manager - ID.</b> Led new and expanding business opportunities across Alabama, Mississippi, and Louisiana—generating over \$300M in revenue and spearheading economic development initiatives. Developed and implemented strategies for major site development and corridor projects, including the \$8.7M Etowah County MegaSite and \$231.6M AUSA corridor initiatives. Directed diverse teams of professionals and engineers while managing a \$60 billion capital investment portfolio. Mentored employees and educated external stakeholders on service value through presentations, conceptual plans, and data analytics. Oversaw the growth pipeline in Salesforce CRM and reported forecasts and project statuses to NS investors. Cultivated relationships with industry contacts, government agencies, and economic development organizations; hosted events and managed the NS sponsorship budget while upholding strict confidentiality under NDAs.			

Firm employed by: Volkert, Inc.				
	<b>Jonathan Gambino, PE, PTOE, RSP1</b>   <i>Traffic Studies</i>		Years of relevant experience with this employer	4
			Years of relevant experience with other employer(s)	8
	Degree(s) / Years / Specialization	BS   2012   Civil Engineering	Year registered	2017
	Active registration number / state / expiration date	41496   LA   9/30/2025	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Gambino will provide traffic studies services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
<p>Mr. Gambino joined Volkert in 2020 and has 10 years of experience developing civil and traffic engineering plans, specifications, and studies. This includes identifying and adhering to applicable state policies and procedures for project plan development. His experience includes the use of MicroStation, InRoads, AASHTOWare Project, VISSIM, Vistro, Synchro plus SimTraffic, Sidra Intersection, HCS, Tru-Traffic, AutoCAD, ACAD Civil 3D, CORSIM, TEAPAC, and TS/PP Draft programs. Mr. Gambino's certifications include:</p> <ul style="list-style-type: none"> <li>▼PTOE (#4433)                      ▼ATSSA Flagger Certification</li> <li>▼RSP1 (#587)                      ▼ATSSA Traffic Control Technician Certification</li> <li>▼Traffic Engineering Analysis Process &amp; Report, Module 1, 2, 3 (2019)</li> </ul>				
07/21 - Ongoing	<p><b>IMR Highland Road to LA 73, East Baton Rouge and Ascension Parishes, DOTD</b>   The interchange of I-10 at LA 42 (Highland Road) has been experiencing capacity issues as well as queuing along Highland Rd. The purpose of the Interchange Modification Report (IMR) is to analyze the existing roadway network and identify the best alternative to improve capacity at I-10 and Highland Rd interchange as well as any alternatives to improve Highland Rd. The goal of the project is minimize queuing on to the interstate. Mr. Gambino was responsible for coordinating a significant amount of data collection such as 7-day volume and classification counts, a speed study, travel time study, and field observations. This information will be input into a VISSIM simulation model and calibrated to match the field conditions. This model will be used to help identify the best alternatives to improve capacity, increase safety, and reduce delay the Interchange at I-10 and LA 42 in both the interim and long-term stages.</p>			
2017 - 2021	<p><b>Owner Verification Services for College Drive Flyover Ramp (I-10/I-12 west) in East Baton Rouge Parish for the Louisiana Department of Transportation and Development (DOTD)</b>   Mr. Gambino served as Traffic Engineer for this project that consisted of modifying the I-10 West/College Drive exit into separate I-12 West and I-10 West exits. Volkert provided all necessary engineering services as part of this Design-Build/Owner Verification project. This included design reviews for bridges, roads, hydraulics, electrical and ROW Acquisition efforts as well as contract administration, scheduling, document control, and construction phase services.   SP No. 4400019680, S.P. No H.013897.</p>			

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
02/20 - 11/21	<b>Joe Sevario Road at LA 933 Roundabout, Ascension Parish, LA (sub to SJB Group, LLC for Ascension Parish)</b>   Mr. Gambino is serving as Traffic Engineer for this project. SJB provided civil engineering, survey, SUE services and Volkert provided engineering support including development of a traffic study and geometric layouts for this roundabout to alleviate congestion and delays along this corridor.
10/15 - Ongoing	<b>MacArthur Interchange Completion Phase II, Jefferson Parish, LA (DOTD)</b>   Mr. Gambino is serving as Traffic Engineer for this project. This project includes the removal of one-off ramp and the addition of another on and off ramp eastbound of the West Bank Expressway in New Orleans. He also has served as the QA/QC manager of the plans and design which has encompassed the review of the constructability of various design and detail options. An example is to recommend drilled shafts instead of driving piles to minimize interference with the ground traffic and problems with the vibration during pile driving and overrun pile pay quantities. The project presents several challenges to its designers given it requires the strategic removal of a portion of the existing bridge made of the prestressed concrete box girders and transitioning to its two new bridge ramps. Working within the existing right of way and managing the movement of traffic during construction is among other requirements and challenges.   S.P. No. H.011309.
08/17 - 02/20	<b>Plank Road, East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport)</b>   Mr. Gambino served as Traffic Engineer for the design of Plank Road (the new alignment). This project is to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection. This project is an Airport project, funded by FAA, but the road will be transferred to DOTD.
09/20 - 09/21	<b>Oak Harbor Bridge Repair for DOTD</b>   Mr. Gambino served as Project Manager. The bridge was struck by an excavator on a lowboy and several of the girders were damaged. Volkert provided a design and plans to repair the Oak Harbor bridge over I-10. The repair was designed is an in-place repair for any damaged prestressed girders as a result of the accident. Volkert followed the processes and procedures required by DOTD to authorize the in-place repair. As a subconsultant to Kort Volkert reviewed as-built drawings and current inspection reports for the bridge prior to design, participated in field visits to perform damage assessments, and prepared a recommendation report that detailed the damages and load rating analysis to verify current capacity with current stresses on the structure. Volkert also provided as needed construction administration during the repairs.
06/17 - 06/18	<b>I-10 Widening Design/ Williams Blvd. Interchange to Veterans Blvd. Interchange</b>   Mr. Gambino served as Project Engineer. This project involved the widening of I-10 between the Williams Boulevard and Veterans Boulevard interchanges in Jefferson parish. The total project length was 1.85 Miles. The project consisted of constructing one 12’ additional lane with a 12’ inside shoulder along I-10 eastbound and westbound roadways with median barrier. Additionally, an auxiliary lane was added to the outside of the eastbound roadway from the entrance at Power Boulevard to the exit at Veterans Boulevard. As a part of this project, the existing bridges over Canal No. 3 and Veterans Boulevard were replaced, and sound barriers were constructed on the north side of the I-10 westbound bridges. Volkert was responsible for the development and road design, drainage design and Traffic Management Plans.

Firm employed by: Volkert, Inc.				
	<b>Hadi Shirazi, PE, PTOE</b>   <i>Traffic Studies</i>		Years of relevant experience with this employer	1
			Years of relevant experience with other employer(s)	34
	Degree(s) / Years / Specialization	BS   1991   Civil Engineering	Year registered	1997
	Active registration number / state / expiration date	27415   LA   9/30/2025	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Shirazi will provide traffic studies services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
	Experienced Senior Transportation Engineer with in-depth over 30 years of experience leading and managing small to large sized projects. Adept at project planning and scheduling to stay on budget. Outstanding skills in design analysis, highway safety engineering, strategic planning and quality control.			
11/24 - 12/24	<b>NLCOG SS4A.</b> Performed highway safety Review on sections and intersections for Northwest Louisiana Council of Governments (NLCOG), Shreveport, Louisiana. A review of all traffic and safety was conducted for the region including Bossier, Caddo, DeSoto, and Webster parishes. The review was carried out to show the need for an action plan in the area.			
01/25 - Ongoing	<b>US 190 West Roundabout.</b> Performed temporary traffic signal design and traffic engineering review for Local government and LADOTD (Louisiana Department of Transportation and Development) of US 190 West roundabout from LA 433 to US 11. Performed 60% preliminary temporary traffic signal design and All-Way Stop Control for three-single lane roundabouts at Westminster Dr, Maris Stelle St, and Carroll/Sunset Dr.			
01/25 - Ongoing	<b>CAPEX, TxDOT.</b> Performed traffic signal design review for Texas Department of Transportation and City of Austin on the I-35 Capital Express Central (CapEx) project that is in the central region of the Austin metropolitan area for approximately 8 miles along IH 35 between US 290 East and SH 71/Ben White Boulevard. January 2025 to Present			
Prior to Volkert 05/91 - 11/24	<b>Traffic Engineering Management Manager (LADOTD)</b> Responsible for providing traffic engineering study and operational expertise, perform feasibility study, speed studies, and safety operational improvements of the state highway system for the LADOTD.			

Firm employed by: Volkert, Inc.				
	<b>Angelo "Trey" Pecoraro, EI</b>   <i>Traffic Studies</i>		Years of relevant experience with this employer	2
			Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization	BS   2021   Civil Engineering	Year registered	2022
	Active registration number / state / expiration date	35212   LA EI   03/31/2027	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Pecoraro will provide traffic studies services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Mr. Pecoraro serves as an Engineering Intern for Volkert's New Orleans practice and has 2 years of experience in both construction and design for several projects in Louisiana including: bridge construction, in-service bridge inspection, roadway construction, retaining wall construction, traffic studies/ analyses, and safe street action plans. His responsibilities have included: project management, construction engineering and inspection, traffic count analysis, crash data analysis, quality control, and bridge inspection.				
05/23 - 01/24	<b>North Pontchartrain at US 190 Traffic Analysis (St. Tammany Parish, LA)</b>   Mr. Pecoraro served as an Engineering Intern tasked to provide traffic count analysis, crash data analysis, and make improvement recommendations for the project intersection under the supervision of a Professional Traffic Operations Engineer (PTOE). The traffic analysis was performed to analyze the Level of Service (LOS) and safety operation and offer recommendations to improve traffic operations and safety at the intersection now and into the future.			
07/23 - 10/23	<b>City of Natchitoches Safe Streets for All (SS4A) Safety Action Plan (Natchitoches, LA)</b>   Mr. Pecoraro serves as an Engineering Intern tasked to provide crash data analysis and to make project recommendations based on crash analysis results and existing conditions under the supervision of a Professional Traffic Operation Engineer (PTOE) for the Natchitoches SS4A project. The goal of the project is to significantly reduce or eliminate traffic fatalities and severe injury crashes in the city of Natchitoches.			
08/23 - 12/23	<b>Military Road/ Brownswitch Road Traffic Impact Analysis (St. Tammany Parish, LA)</b>   Mr. Pecoraro serves as an Engineering Intern tasked to provide traffic count analysis, crash data analysis, and make improvement recommendations for the project segment (Military Road between Crawford Landing and Brownswitch Road, 4 intersections in the segment) under the supervision of a Professional Traffic Operations Engineer (PTOE) due to the construction of a large single-family home subdivision. The traffic analysis was performed to analyze the Level of Service (LOS) and safety operations of the segment and offer recommendations to improve traffic operations and safety operations in the area now and into the future.			

Firm employed by: Volkert, Inc.



**Ahmed Rageh, PhD, PE** | *Bridge Studies*



Years of relevant experience with this employer	2
Years of relevant experience with other employer(s)	16
Year registered	2023
Discipline	Civil

Degree(s) / Years / Specialization  
 PhD | 2020 | Civil Engineering  
 MS | 2018 | Civil Engineering, Structures  
 MS | 2012 | Civil Engineering  
 BS | 2006 | Civil Engineering

Active registration number / state / expiration date  
 47953 | LA | 9/30/2027

Contract role(s) / brief description of responsibilities:  
 Mr. Rageh will be providing bridge studies services. Mr. Rageh fulfills Minimum Personnel Requirement #4.

Experience dates (mm/yy-mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).



Dr. Rageh has 18 years of experience in structural engineering with special emphasis on design and behavior of steel structures and bridges. He participated in designing and detailing of steel and post-tensioned bridges as well as designing, detailing and construction supervising of steel sutures. He has in-depth knowledge of several national and international design codes including AASHTO, ACI, AISC, and PCI.

06/23 - Ongoing | **IH 10 at US 69 Highway Bridge, TXDOT, Jefferson, TX.** Mr. Rageh serves as Structural Engineer. This project involves the US 69 Highway Bridge, which is composed of prestressed concrete spans as well as composite steel girder spans. The steel spans eight, nine, and ten are supported over integral steel straddle bents spanning 150 feet. Mr. Rageh’s responsibilities include performing 3D finite element analyses of steel spans eight to 10 to evaluate straddle bents stresses; performing nonlinear-plastic analyses to ensure the redundancy of the straddle bents; designing/detailing main span steel girders connections with integral straddle bents; and performing QA/QC reviews of the steel straddle bents design.

05/23 - 06/23 | **Rehabilitation of I-10 Bridge over Mississippi River, DOTD, Baton Rouge, LA.** Mr. Rageh serves as Project Manager. This project involves the rehabilitation of the steel spans of the I-10 bridge, which are deteriorating and contain cracks localized over supports. The project involves reviewing as built plans; performing site visits and field verification inspection for deteriorated regions; performing 3D finite element to determine the cause of cracking; and providing repair recommendations. Mr. Rageh’s responsibilities also included lead-ing the verification field inspection; leading/performing the 3D finite element analyses with shell elements; leading report preparation and proposing repair details; and reviewing repair plans prepared by junior engineers.

09/22 - 05/23 | **Load Rating of 114 Bridges, LADOTD.** Mr. Rageh serves as Structural Engineer. This project involves the load rating of 114 existing bridge structures by the Load and Resistance Factor Rating method (LRFR). Bridge types included prestressed concrete girder bridges, steel girder bridges, precast and CIP slab bridges, swing bridges. Three-dimensional finite element modeling is being used as necessary for complex bridges. Mr. Rageh’s responsibilities include performing load rating for prestressed concrete box girder bridges; leading other team members in rating prestressed concrete and multi-steel beam segments; and developing methodology, performing analyses, and developing a Mathcad file to rate inverted T caps with the Strut-and-Tie model.

02/22 - 02/23 | **Load Testing and Evaluation of 19 Bridges, LADOTD.** Mr. Rageh served as Structural Engineer. This project’s scope of work was to evaluate 19 bridge structures that are posted for a load lesser than the Legal Loads and/or Special Hauling Vehicles. The evaluation was carried out utilizing load rating analysis and load testing coupled with detailed 3-D Finite Element Analysis with the aim of removing current load posting. Mr. Rageh’s responsibilities included perform QA/QC on analyses and the final report prepared by other team members.

Firm employed by: Volkert, Inc.				
	Artur D'Andrea, PE   Bridge Studies			
				Years of relevant experience with this employer
	Degree(s) / Years / Specialization		BS   1978   Civil Engineering	Years of relevant experience with other employer(s)
	Active registration number / state / expiration date		20561   LA   9/30/2026	1983
Year registered Discipline				
Contract role(s) / brief description of responsibilities: Mr. D'Andrea will provide bridge studies services. Mr. D'Andrea fulfills Minimum Personnel Requirement #4.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].			
Mr. D'Andrea joined Volkert in 2023 as a civil engineer. Mr. D'Andrea has a strong background in the structural design and details of bridges and buildings. As a previous employee of LADOTD he served as Louisiana Assistant Bridge Design Engineer and was in charge of three separate teams, Bridge Design, Bridge Rating and Permit Evaluation. Bridge Design Teams, County Bridge Replacement Program.				
11/23 - 11/27 (est.)	<b>IH 35, Capital Express North, TxDOT, Travis County, TX.</b> Volkert is providing services for this \$607M reconstruction project, which will improve operational efficiency by relocating ramps and adding one managed lane in each direction on IH 35, capacity to the frontage roads, and a shared-use path. The interchange at Wells Branch Pkwy will be converted into a diverting diamond interchange (DDI), and the new shared-use path will improve bicycle and pedestrian accommodations along IH 35 frontage roads and at east/west crossings.			
04/23 - 09/27 (est.)	<b>District 04 IJA Off-System Bridge Program, LADOTD.</b> Volkert has been selected to assist the LADOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. Volkert is performing Hydraulic Analysis and Bridge Design services. Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the LADOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual.			
06/23 - 06/27 (est.)	<b>Widening Of I-565 Bridge.</b> Project Engineer. With nearly 70,000 vehicles traveling I-565 daily, according to traffic counts, widening this section will help alleviate congestion and provide safer passage through Madison County, Alabama. The project will stretch nearly five miles, from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. It includes adding a third lane on each roadway and widening two sets of bridges — at Bradford Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad just east of Exit 9 — to accommodate the additional lanes. Widening will primarily take place to the inside of the existing roadways, where there is currently a grassy median. As part of a five-mile widening project which adds an additional lane on each side of the median, I-565 over Intergraph Way and Norfolk Southern Railroad (NSRR) is a bridge widening using CIP deck and bridge rail, PPC girders, and CIP bent caps, columns and pile supported footings. ALDOT hired Volkert to develop construction plans including detail bridge drawings for the widening of bridges over Bradford Way and NSRR on I-65 in Madison County, Alabama for ALDOT. Upon completion, I-565 will have a minimum of six lanes from I-65 to Memorial Parkway in the Huntsville area. Volkert provided civil and structural engineering support and construction observation services.			

**Firm employed by: Volkert, Inc.**

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
Prior to Joining Volkert	<b>Louisiana Department of Transportation Development, Louisiana Assistant Bridge Design Engineer.</b> In charge of three separate teams, Bridge Design, Bridge Rating and Permit Evaluation. Bridge Design Teams, County Bridge Replacement Program. Both project manager and designer-in-charge for the largest public works project in Louisiana, replacement of the I10 Twin Span Bridges. I10 project completed ahead of schedule and 100 million dollars below budget. Multiple type bridge rehabilitation projects. Including Mississippi River Bridge truss strengthening, lift span such as Danziger, emergency project replacements using conventional and specialized devices such as SPMT’s. Design substructure repairs and retrofit. Including West Pearl River along I-59. Leader of 2008 hurricane damage assessment team. Covering 2400 miles and evaluating damage to many movable bridges in Louisiana. Project manager Mississippi River Bridge repairs, I-20. Including modification to main truss, piers, jacking operations, ground stability improvements, 24/7 GPS and SAA based movement detection and Tiger Grant manager. Project manager, Prien Lake Bridge Rehabilitation, I-210. Task manager for the addition of an exit at I-110 bridge, Terrace Ramp. Bridge representative for various Interstate projects using the innovative project procurement method. Managed the LADOTD rating group during the period of LRFR implementation. Including developing a plan for FHWA's Metrics compliance. Strengthening the rating unit to execute the plan, and to better screen Louisiana overload permits. AASHTO T-18 member. Defending the Owners point of view with MBE chapters rewrite. Implementation of LRFR, creation of the bridge element inspection manual, strategies for NBIS metrics compliance and the new bridge data collection system known as SNBI.

Firm employed by: Volkert, Inc.



**Steven Armstrong, PE, CBI, ADCI** | *Bridge Studies*

Years of relevant experience with this employer	3
Years of relevant experience with other employer(s)	8
Year registered	2020
Discipline	Civil

Degree(s) / Years / Specialization	B.S. / 2015 / Civil Engineering M.S. / 2021 / Civil Engineering
Active registration number / state / expiration date	44405 / Louisiana / 9/30/2026

Contract role(s) / brief description of responsibilities:  
Mr. Armstrong will provide bridge studies services.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
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Mr. Armstrong brings over 11 years of experience and has a strong background in the construction oversight of coastal and ecological construction projects, proposal writing and budget creation, project management, safety inspection of bridges, bridge load ratings, and a wide variety of infrastructure assessments. He has particular expertise in the structural inspection of overhead ancillary sign structures; submerged structural inspections of infrastructure including bridges, wharves, weirs, rock dikes/jetties, concrete and timber foundations; and high-resolution acoustic imaging of underwater structures.

2005 - Ongoing **Louisiana Department and Transportation and Development (DOTD), IJJA Off-System Bridge Replacement Program; District 04, Louisiana.** Engineer who assists in the implementation and management of the DOTD’s Infrastructure Investment and Jobs Act (IJJA) Off-System Bridge Program (OSBR). Initial services for this project included site screening and bridge selection for replacement based on matrix/spreadsheet cataloging specific site information in order to select the structures that meet the program timeline and budget.

06/23 - 06/27 (est.) **Widening Of I-565 Bridge.** Project Engineer. With nearly 70,000 vehicles traveling I-565 daily, according to traffic counts, widening this section will help alleviate congestion and provide safer passage through Madison County, Alabama. The project will stretch nearly five miles, from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. It includes adding a third lane on each roadway and widening two sets of bridges — at Bradford Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad just east of Exit 9 — to accommodate the additional lanes. Widening will primarily take place to the inside of the existing roadways, where there is currently a grassy median. As part of a five-mile widening project which adds an additional lane on each side of the median, I-565 over Intergraph Way and Norfolk Southern Railroad (NSRR) is a bridge widening using CIP deck and bridge rail, PPC girders, and CIP bent caps, columns and pile supported footings. ALDOT hired Volkert to develop construction plans including detail bridge drawings for the widening of bridges over Bradford Way and NSRR on I-65 in Madison County, Alabama for ALDOT. Upon completion, I-565 will have a minimum of six lanes from I-65 to Memorial Parkway in the Huntsville area. Volkert provided civil and structural engineering support and construction observation services.


10/21 - 02/22 **Louisiana Port of New Orleans (PONO) Harmony Street and 7th Street Wharf Inspection as part of the PONO Structural Inspection and Load Rating Contract, Louisiana.** Mr. Armstrong was the team leader for the inspection of the rail line adjacent to the wharf edge, including the substructure, superstructure, and rail condition rating per the AREMA guidelines. Volkert is tasked to review and analyze existing structural load ratings of the rail bridge and update the load rating if findings deem necessary.

12/23 - 05/24 **Louisiana Port of New Orleans (PONO) First Street Wharf and Nashville Wharf B Railroad Bridge Inspection as part of the PONO Structural Inspection and Load Rating Contract, Louisiana.** Mr. Armstrong was the Project Manager and Team Leader for the inspection of the rail line adjacent to the wharf edge, including the substructure, superstructure, and rail condition rating per the AREMA guidelines. Volkert is tasked to review and analyze existing structural load ratings of the rail bridge and update the load rating if findings deem necessary.

**Firm employed by: Volkert, Inc.**

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
Prior to Joining Volkert 2014-2022	<p><b>Louisiana Department of Transportation and Development (DOTD) Underwater Bridge Inspection Contract (2020–2025), Statewide.</b> NBIS Team Leader for the five-year retainer contract to perform underwater bridge inspections throughout Louisiana, including 100 percent visual inspections of submerged elements in accordance with National Bridge Inspection Standards (NBIS) requirements.</p> <p><b>Louisiana Department of Transportation and Development (DOTD) Underwater Bridge Inspection Contract (2017–2021), Statewide.</b> NBIS Team Leader for the five-year retainer contract to perform underwater bridge inspections throughout Louisiana, including 100 percent visual inspections of submerged elements in accordance with National Bridge Inspection Standards (NBIS) requirements.</p> <p><b>DOTD Underwater Bridge Inspection Contract (2014-2019), Louisiana.</b> Member of the M&amp;N inspection team for the five-year retainer contract to perform underwater bridge inspections throughout Louisiana, including 100 percent visual inspections of submerged elements in accordance with NBIS requirements.</p>


Firm employed by: Volkert, Inc.

	<b>Gabriel Rice, EI</b>   Bridge Studies		Years of relevant experience with this employer	2
			Years of relevant experience with other employer(s)	1
	Degree(s) / Years / Specialization	BS   2022   Civil Engineering	Year registered	2022
	Active registration number / state / expiration date	35152   LA   9/30/2026	Discipline	Civil EI


Contract role(s) / brief description of responsibilities:

Mr. Rice will provide bridge studies services.


Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Mr. Rice brings over two years of hands-on experience in water resources and bridge design and provides support on bridge inspection, bridge design, and program management.	
09/22 - 09/27 (est.)	<b>District 04 IJJA Off-System Bridge Program, DOTD.</b> Volkert has been selected to assist the DOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IJJA) Off-System Bridge Program. Volkert is performing Hydraulic Analysis and Bridge Design services. Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the DOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual.
07/23 - Ongoing	<b>I-565 Bridge Widening (Mobile, AL)</b> As a Structural Engineer Intern, Mr. Rice played a crucial role in the I-565 Bridge Widening project. His responsibilities included making final adjustments to bridge plans using Microstation and estimating quantities for various bridge components like concrete and steel. This project represents a significant enhancement in Mobile's infrastructure, ensuring both safety and efficiency in bridge design.
07/23 - 12/2024	<b>Reconstruction of Wharf A and Wharf F, Port of Chalmette (Chalmette, LA)</b> Mr. Rice assisted in correcting design plans using AutoCAD and analyzing pile data to ensure design strength compliance.
08/23 - Ongoing	<b>Plank Road Relocation (Baton Rouge, LA)</b> Mr. Rice's responsibility was making plan corrections using AutoCAD. This role demanded precision and expertise in design software, contributing to the project's success within a limited timeframe.

Firm employed by: Volkert, Inc.				
	<b>Jason Goffinet, REPA</b>   NEPA/EIS		Years of relevant experience with this employer	20
			Years of relevant experience with other employer(s)	10
	Degree(s) / Years / Specialization	BS   1995   Environmental Science BS   1995   Biology	Year registered	2007
	Active registration number / state / expiration date	6309   REPA   3/26/2026	Discipline	Environmental
Contract role(s) / brief description of responsibilities: Mr. Goffinet will provide NEPA/EIS services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
<p>Mr. Goffinet has over 30 years of experience in preparing environmental documents including EISs, EAs, CEs, and corridor/feasibility studies for transportation projects in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321 et. seq.). His experience encompasses all stages of project development beginning with the development of the concept, preparation of the need and purpose statement, justification of the termini and continuing through the agency coordination, community outreach and public involvement process, preparation of the NEPA document and subsequent re-evaluations and preparation of construction permits. He has written NEPA documents that address a multitude of complex issues including community, socio-economic and demographic impacts to resources protected under Section 4(f) (publicly owned parks, wildlife refuges, historical sites), Section 6(f) (lands acquired with Land and Water Conservation Act funds), Section 106 (historic resources), Section 7 (protected species), Section 404 (waters of the US including wetlands), EO 12898 (Environmental Justice), FHWA's EJ Order 6640.23A, DOT's EJ Order 5610.2(a), and EO 13166 (Limited English Proficiency). Mr. Goffinet has also written numerous technical reports including EJ community impact assessments and indirect and cumulative impact assessments and has performed air quality assessments and complex noise analyses using the latest models. He has served as a Senior Project Planner and Environmental Project Manager with responsibility for coordinating and preparing environmental documents for federal, state, municipal, and private sector projects. He has managed NEPA documents and provided community outreach/public involvement services in the multiple states. Mr. Goffinet's certifications include:</p> <ul style="list-style-type: none"> <li>Registered Environmental Property Assessor (REPA) #6309 (2007)</li> <li>Florida Department of Transportation (FDOT) Traffic Noise Analysis Certificate #175</li> <li>FHWA/ALDOT, Applying Section 4(f): Putting Policy into Practice (NHI Course 142073), 2015</li> <li>GDOT/FHWA Environmental Impact Assessment, 2007</li> <li>GDOT Plan Development Process Training, 2006</li> <li>FDOT Efficient Transportation Decision-making Training, 2005</li> <li>FHWA/NHI NEPA and Transportation Decision Making Course 14205, 1999</li> <li>FHWA/ALDOT, Section 4(f) Workshop, 2004</li> <li>FHWA/EPA MOVES 2010 /CAL3HCR Hot-Spot Course, 2011</li> <li>TNM Software: FHWA Traffic Noise Model 1.0b (TNM) Course, 1999</li> <li>STAMINA Software: ALDOT, Highway Traffic Noise Analysis Training Course, 2000</li> <li>OPTIMA Software: ALDOT, Highway Traffic Noise Analysis Training Course, 2000</li> <li>TNM Software: FHWA Traffic Noise Model 2.0 (TNM) Course, 2002</li> <li>Traffic Noise Analysis, Course BT-19-0005, FDOT, Environmental Management Office, 2002</li> <li>Transportation Research Board Conference AI F04, Transportation-Related Noise and Vibration Conference, 2001</li> </ul>				


Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
06/24 - 12/25	<b>Gonzales Solar Farm.</b> Mr. Goffinet provided NEPA support services to assist in the EPA's Categorical Exclusion (CATEX) determination for the proposed solar system at the Gonzales Environmental Enhancement Facility. As contract manager his responsibilities included preparing the scope and fee and providing NEPA oversight/QC.
08/11 - 02/21	<b>LA 406 for the New Orleans Regional Planning Commission and the LADOTD, Plaquemines and Orleans Parishes, Louisiana.</b> Environmental Project Manager and NEPA Writer for widening LA 406 between LA 23 (Belle Chasse Hwy) and LA 407 (Gen. De Gaulle Blvd) in Plaquemines and Orleans Parishes, LA for NORPC, coordinated with LADOTD. The project involved a Stage 1 Environmental Assessment to document potential environmental concerns associated with the widening of LA 406 from two to four lanes between LA 23 (Belle Chasse Hwy) and LA 407 (Gen. De Gaulle Blvd). The study corridor for the project was approximately 3.8 miles. Volkert was responsible for completing the EA in accordance with NEPA. Volkert oversaw cultural resource surveys, environmental, drainage design, and topographic surveys and coordinated with LADOTD, FHWA, Plaquemines Parish, and the City of New Orleans to ensure all issues were addressed in the development of the project. Mr. Goffinet was responsible for the environmental analyses and wrote the EA.
03/16 - 12/18	<b>I-10/Loyola Drive Interchange Improvements, New Orleans, Jefferson Parish, Louisiana for LADOTD.</b> Volkert prepared the noise and air studies for an EA/FONSI studying modifications to the existing I-10/Loyola Drive Interchange. The modifications are needed to accommodate the increased traffic associated with the relocation of the Louis Armstrong New Orleans International Airport (MSY) terminal. The interchange will become the primary entrance to the terminal and the addition of airport traffic is projected to worsen existing traffic conditions and result in congestion on mainline I-10 in the future. For this reason, the I-10/Loyola Drive Interchange was studied to determine if modifications are necessary to ensure acceptable operating conditions through the 2040 design year. Volkert was tasked to conduct the noise, air, socio-economic and environmental justice analyses for the project and assisted with public involvement activities. The noise analysis was performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Version 2.5. The noise analysis included model validation measurements at 11 locations and highly complex noise modeling that included 1,138 receptor sites. The noise analysis also included the evaluation of several noise barriers including at-grade and structure mounted noise barriers. The draft EA was approved by the FHWA in October 15, 2018.
02/15 - 08/11	<b>LA 1088, St. Tammany Parish, Louisiana for the LADOTD.</b> Volkert prepared the noise and air studies for an EA/FONSI studying improvements to LA 1088 between LA 59 and the I-12 interchange westbound ramps. The purpose of the proposed improvements to LA 1088 was to reduce existing congestion and accommodate future traffic demands. Operational improvements were also needed due to existing and projected traffic volumes and the poor level of service at the intersections. The total length of the proposed project was approximately 3.5 miles. LA 1088 is a suburban highway which runs generally in a northeasterly direction from the intersection of LA 59 north of Mandeville to an intersection at LA 36 east of Abita Springs. LA 1088 is an undivided two-lane highway from LA 59 for approximately 2.7 miles where it transitions into a four-lane divided section running approximately 0.8 mile to an interchange at I-12. Past the I-12 interchange, LA 1088 continues as a two-lane undivided highway for approximately 7.5 miles to the intersection at LA 36. The entire LA 1088 corridor in St. Tammany Parish. The noise levels were analyzed for the Existing, and future 2033 No-Build and three (3) proposed build alternatives. The noise analysis was performed using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Version 2.5. The noise barrier analyses were also performed using the TNM model. The final EA was approved by the FHWA in October 2019.
04/09 - 03/12	<b>I-12 Design Build.</b> Environmental Project Manager. The project, from the O'Neal Lane/I-10 Interchange to Pete's Highway (eastbound) consists of widening I-12 from 2-lanes in each direction to 3-lanes in each direction (6 lanes total) and reconstruction of the existing lanes. Volkert was responsible for scour analysis for the substructure of the new Amite River Bridges, permitting, environmental compliance, public involvement, independent quality control, and engineering during construction. Scour analysis was accomplished by modifying the Amite River hydraulics model using HEC-RAS to include the substructure for the new bridge replacements.

Firm employed by: Volkert, Inc.				
	<b>Paige Felts, CPESC</b>   NEPA/EIS		Years of relevant experience with this employer	22
			Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization	BS   2002   Civil Engineering BS   1998   Environmental Science	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Ms. Felts will provide NEPA/EIS services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
<p>Ms. Felts has been with Volkert since 2003 and has over 22 years of environmental experience. Her environmental project experience includes environmental permitting, coordination with state and federal regulatory agencies, identifying and delineating wetlands, defining alternatives for avoiding and minimizing impacts to wetland areas, wetland mitigation, submerged aquatic vegetation (SAV) surveys, Phase I Environmental Site assessments (ESA), developing Best Management Practices (BMP) Plans, and threatened and endangered species. Ms. Felts's certifications include:</p> <ul style="list-style-type: none"> <li>• Certified Professional in Erosion &amp; Sediment Control (CPESC) #8687</li> <li>• FDEP Stormwater Management Inspector #28594</li> </ul>				
11/22 - 04/24	<p><b>As the selected Design-Builder for the I-10 Mobile River Bridge Main Span Cable-Stayed Bridge project (MRB), Kiewit Massman Traylor, a Joint Venture (KMT)</b>, has begun to collaborate with ALDOT in order to construct an aesthetically-pleasing cable-stayed bridge with a minimum 100-year service life and minimum 215-foot vertical clearance over the 600-foot wide Mobile River ship channel. The project will add capacity along I-10 between Virginia Street and the Mobile/Baldwin Co line to alleviate traffic congestion and facilitate economic growth while minimizing impacts to the maritime industry and meeting all requirements of the environmental documentation.</p> <p>There are five interchange modifications within this portion of the project. Volkert will provide engineering support for the five interchanges along the route as well as assist with bridge design including providing electrical design, utility relocation and environmental compliance. The goal is to begin construction by March 2024. Estimated Construction Cost \$3.5 Billion.</p>			
02/15 - 06/16	<p><b>LA 1088 Corridor Study - Environmental Assessment in St. Tammany Parish for the LA DOTD.</b> The scope of services for this project consists of the preparation of an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA), and other applicable laws for the proposed project. The project proposes to improve the mobility and safety of vehicle, pedestrian and bicycle traffic along the LA 1088 corridor between LA 59 (Girod St.) and the I-12 westbound ramps in St. Tammany Parish. Volkert is responsible for evaluating the social, economic, and environmental consequences of the alternatives (including the no-build) and present this information in the EA document. In addition to the formal EA document and Finding of No Significant Impact (FONSI), Volkert developed separate reports including Wetland Finding, Phase I Environmental Site Assessment, Phase I Cultural Resources Survey Reports, Noise analysis, a Public Hearing and Conceptual Stage Relocation Plan, etc. Ms. Felts served as Environmental Scientist responsible for wetland delineation and permitting services.</p>			
01/09 - 07/12	<p><b>I-12 Design Build.</b> Project Scientist. The project, from the O'Neal Lane/I-10 Interchange to Pete's Highway (eastbound) consists of widening I-12 from 2-lanes in each direction to 3-lanes in each direction (6 lanes total) and reconstruction of the existing lanes. Volkert's services included roadway design, electrical design, permitting compliance, and QA/QC assistance on the design plans for this project. Design Plan Sets included clearing and grubbing, erosion control, and maintenance-of-traffic for</p>			


Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
	coordination of phased construction. Design plans for signing and striping, paving, storm drainage improvements and construction details were also developed for the project. Volkert was also responsible for scour analysis for the substructure of the new Amite River Bridges, permitting, environmental compliance, public involvement, independent quality control, and engineering during construction. Scour analysis was accomplished by modifying the Amite River hydraulics model using HEC-RAS to include the substructure for the new bridge replacements.
09/20 - 11/20	<b>Phase 1 ESA Services for Sherwood Forest Extension, MoveBr, City of Baton Rouge.</b> Volkert will conduct an ESA for the area around the Sherwood Forest Extension in an effort to determine previous ownership of the site by conducting record reviews, site reconnaissance, interviews and development of a report detailing the previous uses of the site. A map will be developed that highlights site specific historical uses such as gasoline or dry-cleaning facilities that might have previously compromised the area. Ms. Felts served as Environmental Scientist responsible for permitting and site assessment services.
03/19 - 03/22	<b>Bon Secour Headwaters Restoration in Foley, Alabama for the City of Foley.</b> Residential development in the headwaters of the Bon Secour River has exploded over the past 10 years with subdivisions replacing farmland. Erosion and sedimentation are a primary issue from construction stormwater runoff. Urbanized and agricultural land uses in the headwaters of the watershed have contributed to nutrient loading that negatively affects water quality. Additionally, heavy concentrations of invasive plant species and litter have been documented within the proposed project area. The City of Foley secured grant funding through the NFWF Gulf Environmental Benefit Fund to purchase approximately 88 acres of property adjacent to the headwaters of the Bon Secour River to design and implement a restoration project. The goals were to restore water quality by reducing nutrient and sediment loads and enhance the existing natural wetland vegetation community by removing invasive species. Ms. Felts served as Environmental Project Manager responsible for the development of the permitting, compliance, and final report.
06/19 - 07/20	<b>Environmental Scientist for the Plank Road Realignment East Baton Rouge Parish, LA for the Baton Rouge Metropolitan Airport.</b> Ms. Felts served as Environmental Scientist responsible for permitting services. This project is for the relocation of Plank Road on a new alignment and includes all ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes all ROW acquisition and all the design for additional lanes along Harding and Hooper Road including the implementation of complete streets, a new lighting system and a new signalized intersection. Phase I of this project is nearing completion and Phase II is in an on-going traffic study. Ms. Felts served as Environmental Scientist responsible for permitting services. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection.
04/18 - 07/19	<b>Environmental Project Manager for the Wolf Bay Watershed Management Plan (WMP) Phases I &amp; II) for the MBNEP.</b> The MBNEP received funding from the National Fish and Wildlife Foundation (NFWF) Gulf Environmental Benefit Fund (GEBF) to develop a comprehensive WMP for the Wolf Bay Watershed in Baldwin County, Alabama. The MBNEP has chosen the Volkert/Allen ES Team to develop a comprehensive Watershed Management Plan to provide an assessment of the Wolf Bay watershed with the goal of improving water and habitat quality in Wolf Bay. The watershed planning process uses distinctive steps to characterize existing conditions, identify and prioritize problem areas,
11/14 - 11/15	<b>Magnolia Bridge Environmental Assessment, Orleans Parish, LA (NORPC).</b> Ms. Felts served as Environmental Scientist responsible for permitting services. The RPC asked Volkert to conduct a thorough structural and safety inspection of the bridge and complete a Stage 1 environmental and feasibility study for a repair and revitalization project. Volkert previously provided the bridge inspection and report according to NBIS and LA DOTD requirements. Volkert’s environmental team led a Stage 1 Environmental Analysis for the rehabilitation of the bridge. The team coordinated with relevant local, state, and federal agencies, evaluated alternatives and their environmental impact, and solicited the views of stakeholders and the public. The resulting documentation supported a finding of a Categorical Exclusion, signifying that the project will not have a significant environmental impact on the historical bridge or its surroundings.

Firm employed by: Volkert, Inc.				
	Trent Farris, PWS, CWB, ESA-CE   NEPA/EIS		Years of relevant experience with this employer	23
			Years of relevant experience with other employer(s)	7
	Degree(s) / Years / Specialization	BS   1992   Wildlife Science	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Farris will provide NEPA/EIS services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
<p>Mr. Farris joined Volkert in 2002 and has over 30 years of experience, including 7 years as a U.S. Fish &amp; Wildlife Service (USFWS) Endangered Species Permittee. His project experience includes environmental permitting, public involvement and coordination with state and federal regulatory agencies, identifying and delineating wetlands, defining alternatives for avoiding and minimizing impacts to wetland areas, wetland mitigation, submerged aquatic vegetation surveys, Phase I Environmental Site Assessments (ESA), developing Best Management Practices (BMP) Plans, and completing threatened and endangered species surveys. Mr. Farris' certifications include:</p> <ul style="list-style-type: none"> <li>• Professional Wetland Scientist #1973</li> <li>• Certified Ecologist</li> <li>• Certified Wetland Biologist</li> <li>• Voucher for presence of Wildlife in an area Permit #WV04157, FL FWS; USFWS Endangered Species</li> <li>• Recovery Permittee- AL &amp; FL #TE064856-2</li> </ul>				
07/17 - 01/24	<p><b>Ecologist for the Tiawasee Montclair Stream Restoration in for both the City of Daphne and Mobile Bay National Estuary Program in Daphne, Alabama.</b> Highly erodible soils coupled with an urbanized watershed resulted in years of head-cutting of area waterways in Daphne, Alabama. This project sought to restore 1040 linear feet of perennial stream channel which had incised and detached from the adjacent floodplain. The project was constructed in two phases through two clients due to funding limitations Volkert performed the geomorphic assessment of the project reach, coordinated the acquisition of nearly two dozen easements, performed 1-dimensional hydraulic analysis of the design, coordinated utility upgrades prior to stream restoration and performed the construction observation for the project. This project won the Environmental Stewardship Award from the Partners for Environmental Progress (PEP).</p>			
04/18 - 01/21	<p><b>Ecologist for the Three Mile Creek (TMC) Invasive Species Control Plan Support for EnviroScience, Inc., for the Mobile Bay National Estuary Program (MBNEP).</b> The 2013-2018 Comprehensive Conservation Management Plan's (CCMP) Ecosystem Restoration and Protection (ERP) strategy identified freshwater wetlands; streams, rivers, and riparian buffers; and intertidal marshes and flats as the three most stressed regional habitats. The MBNEP identified several non-native, invasive plant and animal species that negatively impact the Three Mile Creek (TMC) watershed. Volkert is conducting field assessments, developing GIS maps, assisting in the development of the MBNEP report, and assisting in the development of the WMP.</p>			


Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
08/19 - 12/20	<b>Environmental Scientist for the US 80 Bridge Replacement between the City of Newton and the Town of Chunky, MS for MDOT.</b> As part of the previous Wetland and Other Waters Assessment contract, this assessment identified and described potentially jurisdictional areas such as wetlands, other waters and other waters of the U.S. within the project corridor. Impacts from preliminary plans were assessed for the purposes of regulation under Section 404 of the Clean Water Act (CWA) and/or Section 10 of the Rivers and Harbors Act of 1899 (RHA). The project is located along US 80 in Newton County, between Newton, Mississippi and Chunky, Mississippi. The proposed work will result in 9.25 acres of permanent wetland fill, 2.83 acres of temporary wetland fill, 0.08 acre of permanent pond fill, and 3,506 linear feet of permanent roadside ditch fill.
03/07 - 02/09	<b>Environmental Scientist for a wetland delineation on a 200-acre Site in Harrison County, Mississippi for Wolf Run, LLC.</b> Wetland biologists performed a wetland delineation, in accordance with the U.S. Army Corps of Engineers' 1987 Wetland Delineation Manual, using a submeter GPS unit to locate wetland boundaries. The GPS points were collected in state plane coordinates and placed on a boundary map of the property. Wetland boundaries were also flagged in the field. U.S. Army Corps of Engineers Wetland Data Forms were completed for the site. The map showing the wetland boundaries was submitted to the U.S. Army Corps of Engineers, along with a request that the agency verify the wetland jurisdictional determination. Volkert was responsible for performing the wetland delineation and coordination with the U.S. Army Corps of Engineers.


Firm employed by: Volkert, Inc.				
	<b>Evan Reid, CPESC</b>   NEPA/EIS		Years of relevant experience with this employer	6
			Years of relevant experience with other employer(s)	5
	Degree(s) / Years / Specialization	BS   2015   Environmental Science/Crops and Soils and Water	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Reid will provide hazardous materials/Phase I ESA services. Mr. Reid fulfills Minimum Personnel Requirement #12.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
Mr. Reid joined Volkert in 2019 and has multidisciplinary experience in the environmental sciences including federal and state agency concurrences, wetland delineation/permitting, mitigation/monitoring, stream restoration, Phase I and II Environmental Assessments (ESAs), solid waste/illegal dump remediation, NPDES permitting/inspecting, Phase I and II MS4, watershed management planning, chemical and biological sampling and analysis. Mr. Reid's certifications include: <ul style="list-style-type: none"> <li>• Certified Professional in Erosion &amp; Sediment Control (CPESC) #9166</li> </ul>				
04/23 - 04/24	<b>Environmental Project Manager for NEPA Documentation for a HUD Project Related to New Downtown Library for the City of Foley.</b> Volkert is currently preparing the NEPA documentation (EA/FONSI) and permits for the proposed new library in downtown Foley, Alabama. The new library will include a two-story building located on an approximate 3.97-acre lot. The NEPA document is being prepared using HUD Environmental Review Online System (HEROS) in accordance with the HUD Environmental Regulations. As part of the NEPA process, Volkert's environmental staff are preparing the technical studies and construction permits including ecological surveys, air and noise evaluations, a floodplain impact assessment, public involvement, and are managing the cultural resources surveys for the project. A Phase I ESA for the site is also being reviewed and will be summarized in the NEPA documentation.			
10/22 - 10/23	<b>Environmental Scientist for NEPA Documentation for a HUD Project Related to Pier D2 Extension in Mobile, Alabama for the Port of Mobile.</b> Volkert is currently preparing the NEPA documentation and permits for the proposed extension of Pier D2 along the Mobile River. This project is located within the Main Docks complex of the Alabama State Port Authority. The NEPA document is being prepared using HUD Environmental Review Online System (HEROS). As part of the NEPA process, Volkert's environmental staff have prepared the technical studies including a <b>Phase I Environmental Site Assessment</b> , ecological surveys, a Biological Assessment, air and noise evaluations, floodplain impact assessment, and have managed the cultural resources surveys for the project.			
10/22 - 10/23	<b>Environmental Scientist for NEPA Documentation for a HUD Project Related to the Reconstruction of Pier B South in Mobile, AL for the Port of Mobile.</b> Volkert is currently preparing the NEPA documentation (EA/FONSI) and permits for the proposed reconstruction of Pier B South along the Mobile River. The NEPA document is being prepared using HUD Environmental Review Online System (HEROS). The project includes the demolition of the existing Pier B South dock and the installation of a new dock structure. As part of the NEPA process, Volkert's environmental staff have prepared the technical studies including a <b>Phase I Environmental Site Assessment</b> , ecological surveys, a Biological Assessment, air and noise evaluations, floodplain impact assessment, and have managed the cultural resources surveys for the project.			

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
9/20 - 11/20	<b>MOVEBR Sherwood-Forest Extension (246 AC): City of Baton Rouge - Baton Rouge, LA.</b> PHASE I Environmental Site Assessments (ESA).
10/19 - 10/20	<b>Oyster Bay Northern Acquisition (465 AC): Weeks Bay Foundation - Bon Secour, AL.</b> PHASE I Environmental Site Assessments (ESA).
01/20 - 01/19	<b>Blackwell Property (7.3 AC): City of Gulf Shores - Gulf Shores, AL.</b> PHASE I Environmental Site Assessments (ESA).
01/20 - 11/19	<b>Blackwater Land Holdings: Blackwater Land Holdings LLC. - Lillian, AL.</b> Phase II Environmental Site Assessments (ESA).
01/20 - 01/21	<b>Oak Road West - Gulf Shores, AL.</b> Phase II Environmental Site Assessments (ESA).
01/23 - 01/24	<b>Hamburg Phase II, City of Foley - Foley AL.</b> Phase II Environmental Site Assessments (ESA).

Firm employed by: Volkert, Inc.				
	<b>Thomas Lee</b>   <i>Air &amp; Noise Analysis</i>		Years of relevant experience with this employer	20
			Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization	MS   2010   Environmental Science BS   2008   Geography	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Lee will provide air and noise analysis and provide public involvement services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
<p>With 20 years' experience, Mr. Lee assists with the development of National Environmental Policy Act (NEPA) documentation and GIS services for environmental, civil, and utility infrastructure repair and design projects. His specific duties include developing environmental avoidance and constraints mapping, compiling field data, and conducting noise studies. For various projects, Mr. Lee has been instrumental in producing excellent imagery from which field personnel can determine basic locational information. Through the overlay of project boundaries over high-quality aerial photography, Mr. Lee's photo imagery allows the field scientists to determine vegetative boundaries and delineate them as necessary using GPS instrumentation with an accuracy of inches. He downloads stored GPS data points and associated comments into a new, delineation product for further review and correction before producing final project mapping. He has helped develop land use mapping associated with transportation projects. Mr. Lee is also trained in noise and air analysis, having completed numerous air and noise models for transportation projects throughout the Southeast. Mr. Lee's certifications include:</p> <ul style="list-style-type: none"> <li>• NHI/FHWA Course #142005 NEPA and Transportation Decision Making</li> <li>• NHI/FHWA Course #142073 Putting Policy into Practice</li> <li>• FHWA Traffic Noise Model 2.5: Traffic Noise Fundamentals</li> <li>• FHA: NEPA Air Quality Analysis for Highway Projects Course</li> <li>• FDOT PD&amp;E Manual Webinar Training Course # BT-19-0034</li> <li>• GDOT Environmental Procedures Manual Air Quality</li> <li>• GDOT Environmental Procedures Manual Noise Assessments</li> </ul>				
03/16 - 06/22	<p><b>Noise and Air Analyst for Waterway East Boulevard Corridor Study, for the City of Gulf Shores, AL.</b> The project consisted of a corridor study for the extension of Waterway East, from existing Waterway East Boulevard north to south of CR 8, on the Foley Beach Express. It included a preliminary corridor investigation, study alternative developments, environmental studies, and public involvement efforts to determine the selected alternative. Volkert conducted engineering and environmental studies in order to complete the required NEPA documentation and permitting for the project. This included wetland delineation, T&amp;E surveys, noise and air analysis, and cultural resource studies. Environmental Scientist for the PD&amp;E Study for SR 30 (US 98) Gregory Street and Bayfront Parkway at the 17th Avenue Intersection in Pensacola, Florida for the Florida Department of Transportation (FDOT). Volkert analyzed and assessed capacity needs and ways to improve the flow of traffic through the 17th Avenue Intersection. The goal was to obtain a level of service of "D" or higher. Volkert's services included environmental and engineering studies, traffic analysis and simulations, as it relates to all social, economic, environmental effects, and mitigation as required by the PD&amp;E Manual. Volkert also completed environmental documentation, engineering reports, developed preliminary plans and conducted public meetings.</p>			

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
08/11 - 02/21	<b>Noise and Air Analyst for LA 406 for the New Orleans Regional Planning Commission and the LADOT, Plaquemines and Orleans Parishes, Louisiana. Noise and air analyst for widening LA 406 between LA 23 (Belle Chasse Hwy) and LA 407 (Gen. De Gaulle Blvd) in Plaquemines and Orleans Parishes, LA for NORPC, coordinated with LADOTD</b>   The project involved a Stage 1 Environmental Assessment to document potential environmental concerns associated with the widening of LA 406 from two to four lanes between LA 23 (Belle Chasse Hwy) and LA 407 (Gen. De Gaulle Blvd). The study corridor for the project was approximately 3.8 miles. Volkert was responsible for completing the EA in accordance with NEPA. Volkert oversaw cultural resource surveys, environmental, drainage design, and topographic surveys and coordinated with LDOTD, FHWA, Plaquemines Parish, and the City of New Orleans to ensure all issues were addressed in the development of the project.
03/16-12/18	<b>Noise and Air Analyst for I-10/Loyola IMR in Jefferson Parish, LA for LA DOTD c/o Urban Systems).</b> GIS Analysts for noise, air, socio-economic and environmental justice analyses for the project, provide NEPA guidance and QA, and assist with public involvement activities.
12/12-01/15	<b>Noise and Air Analyst for I-59/I-20 Bridge Rehabilitation in Jefferson County, Alabama for ALDOT.</b> This fast-tracked project will replace the bridge substructure & superstructure for Interstate I-59/I-20 in the Birmingham Central Business District of Downtown Birmingham with a segmental bridge. Volkert provided all engineering services required from conceptual design through final bid documents as well as environmental permitting/documentation and construction phase services. The environmental services included the preparation of the NEPA documentation (EA/FONSI) which included a thorough EJ analysis and extensive public involvement and community outreach activities. Through extensive coordination with the FHWA, ALDOT, and the communities Volkert was able to identify measures to avoid, minimize, and or mitigate for the impacts to the EJ communities impacted by the project. The draft EA was approved by the FWHA in March 2015. The final EA was approved in June 2015.
09/10-01/13	<b>Noise Analyst for I-12 Stage 0 Feasibility Study and Environmental Inventory in Livingston, Tangipahoa, and St. Tammany Parishes, Louisiana.</b> Preliminary design was accomplished in sufficient detail to determine costs and impacts. Cost estimates were accomplished for all alternatives including construction costs for roadway and new or modified bridges, utility relocations, right-of-way costs, potential noise walls, and environmental mitigation. An environmental inventory was accomplished to determine if there were any substantial environmental issues that may stop the addition of capacity or cause the cost to escalate due to mitigation. Feasibility was determined for each of the alternatives, and recommendations for the preferred alternative were developed and documented in Stage 0 Reports. Volkert accomplished overall project management, preparation of preliminary design including typical sections and plans, and preparation of cost estimates. As part of this study, Volkert accomplished a field review and evaluated over 100 Bridges to determine if they could be widened or should be replaced during a future widening on the I-12. Volkert separated the 72-mile corridor into segments which were prioritized based on need for additional capacity, cost, safety, and level of service. Mr. Lee assisted in performing and reviewing the noise analysis.

Firm employed by: Volkert, Inc.				
	<b>Perry Leblanc</b>   <i>Design Technician</i>		Years of relevant experience with this employer	9
			Years of relevant experience with other employer[s]	20
	Degree(s) / Years / Specialization	1998   Drafting & Design Technology	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Leblanc will provide design technician services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].			
Mr. LeBlanc joined Volkert's Baton Rouge office in 2016, after an eighteen-year career working in design and as a CADD instructor at a local technical college. He is responsible for the CADD design of engineering projects for airports and other engineering projects. He has extensive experience in generating 3D models of projects.				
01/19 - Ongoing	<b>Plank Road Realignment East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport).</b> Mr. Leblanc assisted with plan design and layout. Volkert is providing design, environmental permitting, and ROW acquisition for the relocation of Plank Road on a new alignment. This project is to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection.			
01/20 - 01/21	<b>Roundabout at Highway 929 and Highway 930 Prairieville, LA, Ascension Parish, LA (DOTD).</b> Mr. Leblanc assisted with plan design and layout. As part of the Move Ascension program Volkert was assigned a task order to develop plans for a Roundabout Highway 929 and Highway 930, Prairieville, LA. The roundabout will replace the existing stop-controlled intersection and consists of a single lane asphalt roundabout. The roundabout will be designed through SIDRA, AASHTO, and Louisiana DOTD standards. The project required traffic analysis, development of construction plans, drainage improvements, lighting, topographic survey, ROW mapping, geotechnical services and SUE services.			
01/20 - 01/21	<b>Joe Sevario Road at LA 933 Roundabout, Ascension Parish, LA (sub to SJB Group, LLC for Ascension Parish).</b> Mr. Leblanc assisted with plan design and layout. SJB provided civil engineering, survey, SUE services and Volkert provided engineering support including development of a traffic study and geometric layouts for this roundabout to alleviate congestion and delays along this corridor.			
A - 2021; B - 2022; C - Ongoing; D - Ongoing	<b>Filmore Group A, B, C, and D, New Orleans, LA (City of New Orleans).</b> Mr. Leblanc assisted with plan design and layout for this project that consisted of providing full roadway replacement for several streets in New Orleans, LA. The replacement included full drainage upgrades, waterline upgrades, sewer upgrades and sidewalks consistent with their master planning. Volkert was responsible for the preliminary design through the 100% final design plan submittal.			
06/17 - 11/17	<b>Causeway Segmented Shoulder Bay Improvements on the Lake Pontchartrain Bridge in Louisiana, St. Tammany and Jefferson Parish, LA; (Greater New Orleans Expressway Commission).</b> Mr. Leblanc assisted with plan design and layout. Volkert has served as agent to the Greater New Orleans Expressway Commission for the Lake Pontchartrain Causeway Bridge Segmented Shoulder Bay permitting work. Volkert developed permit applications and extensive supporting information for several Joint Permit Applications with USACE/LDNR OCM related to the Bridge Segmented Shoulder Bays, test piles, and mooring piles. Work included Section 404/10 considerations, approval of work in the coastal zone and LDEQ Water Quality Certification. The Segmented Shoulder Bay work also required a U.S. Coast Guard Bridge permit. Volkert worked closely with the Eighth Coast Guard District to satisfy NEPA requirements, environmental agency coordination, and many other requirements of the Bridge Permit Application Guide.			

Firm employed by: Volkert, Inc.				
	<b>Chad Fischer</b>   <i>Design Technician</i>		Years of relevant experience with this employer	28
			Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization	1998   Drafting & Design Technology	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Fischer will provide design technician services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
For 28 years, Mr. Fisher has been actively engaged in the field of civil design, cost estimates, manhour analysis, construction administration, construction inspection & drafting, especially as it relates to civil design projects. Mr. Fisher has used several Cad platforms and various design packages, such as Microstation V8i, Autocad 2018, Inroads V8i, Softdesk & Civil 3D. Mr. Fisher's responsibilities include preparation of preliminary and final cost estimates, manhour analysis, construction inspection/supervision, design drawings including plan & profile sheets, typical sections, geometrics and special details, cross-sections, drainage maps, and right-of-maps.				
09/22 - 09/27 (est.)	<b>District 04 IJJA Off-System Bridge Program.</b> Work directly with the Project Engineer to perform interim bridge evaluations/inspections.			
02/22 - 12/23	<b>Donaldson and Mcfee St.- Bridge (Bastrop, LA).</b> Work directly with the Project Engineer to perform interim bridge evaluations/inspections.			
10/22 - 10/23	<b>East Carroll Parish Police Jury – Bridge.</b> Work directly with the Project Engineer to perform interim bridge evaluations/inspections.			
09/21 - 09/22	<b>Bastrop General Engineering (Bastrop, LA).</b> Work directly with the Project Manager to perform general engineering projects.			
08/20 - 08/21	<b>Bossier Parish Proposed Street Improvements – Disaster Relief – 2016 Flood Event (Bossier Parish, LA).</b> Mr. Fisher worked directly with the Project Engineer to prepare preliminary and final drawings including plan & profile sheets, typical sections, using Microstation V8i, Autocad 2018 & Civil Packages. Prepared Preliminary & Final Cost estimates.			
11/15 - 07/19	<b>LA 3249/Roundabout.</b> Work directly with the Project Engineer to prepare preliminary and final drawings including plan & profile sheets, typical sections, geometrics and specialdetails, cross-sections, drainage maps, and right-of-maps using Microstation V8i & Civil Packages. Prepared Manhour Analysis, Preliminary & Final Cost estimates.			
09/04 - 03/11 07/16 - 05/18	<b>Bastrop City Streets – 2004, 2016.</b> Work directly with the Project Engineer to prepare preliminary and final drawings including plan & profile sheets, typical sections, geometrics and special details, cross-sections, drainage maps, sewer repair details and right-of-maps using Microstation J & V8i, Autocad & Civil Packages. Prepared Preliminary & Final Cost estimates. In charge of construction supervision and inspection for 2016 project.			
03/01 - 04/16	<b>SPN 700-24-0087; FAP No. STPM-8456(002); Fink's Hide A-Way Road (US 165 - Raymond Drive); Ouachita Parish.</b> Work directly with the Project Engineer and Inspectors to enter information into DOTD Site Manager Program. Produced final closeout documents.			

Firm employed by: Volkert, Inc.



**Robyn Tate** | *Design Technician*

Years of relevant experience with this employer | 1

Years of relevant experience with other employer(s) | 0

Degree(s) / Years / Specialization | BS | 2022 | Civil Engineering | Year registered | N/A

Active registration number / state / expiration date | N/A | Discipline | N/A

Contract role(s) / brief description of responsibilities:  
Ms. Tate will provide design technician services.

Experience dates (mm/yy-mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).

Ms. Tate joined Volkert in 2024 with experience in transportation infrastructure design and compliance. She has expertise in TxDOT standards, SW3P plan sheets, and stormwater pollution plans; proficient in AutoTurn software for traffic improvement designs. Experience includes development of cost estimates for roadway projects, ensuring alignment with environmental and municipal regulations.

05/24 - Ongoing | **Plank Road, East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport)** | The project is for the relocation of Plank Road on a new alignment and includes all ROW acquisition and all the design for a new 4-lane highway with J-turns. It also includes all ROW acquisition and all the design for additional lanes along Harding and Hooper Roads including the implementation of complete streets, a new lighting system and a new signalized intersection.

05/24 - Ongoing | **I-35 Northeast Expansion South Project.** Engineer Technician. Collaborated with senior engineer to establish SW3P plan sheets, ensuring compliance with environmental regulations. Analyzed roadway and drainage plans to recommend effective temporary erosion control measures for proposed construction projects. Applied TxDOT standards and engineering principles to design comprehensive Sewer Water Pollution Prevention Plans.

05/24 - Ongoing | **I-35 (Nex) South Project.** Engineer Technician. Analyzed turning movements with AutoTurn software, resulting in design recommendations for temporary traffic improvements. Formulated and secured client approval for a detour plan, optimizing traffic flow during construction. Created standard typical sections following project award to guide subsequent construction phases.

Firm employed by: Volkert, Inc.



**John Alikhani** | *Design Technician*

Years of relevant experience with this employer	2
Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS   2022   Civil Engineering
Year registered	N/A
Active registration number / state / expiration date	N/A
Discipline	N/A

Contract role(s) / brief description of responsibilities:  
Mr. Alikhani will provide design technician services.

Experience dates (mm/yy-mm/yy)      Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).

Mr. Alikhani joined Volkert in 2023 as an intern working with the engineering staff. He provides civil engineering support on a variety of projects in our Baton Rouge office, including document control.

05/23 - Ongoing	<b>Plank Road, East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport)</b>   The project is for the relocation of Plank Road on a new alignment and includes all ROW acquisition and all the design for a new 4-lane highway with J-turns. It also includes all ROW acquisition and all the design for additional lanes along Harding and Hooper Roads including the implementation of complete streets, a new lighting system and a new signalized intersection.
07/23 - 10/23	<b>City of Natchitoches Comprehensive Safety Action Plan For Safe Streets for All</b>   (SS4A) Program   The Action Plan is to identify and prioritize a list of specific projects that have the greatest potential to eliminate traffic fatalities and severe injuries, and potential funding sources. Volkert is delivering a plan that meets SS4A requirements and providing Natchitoches with an interactive toolkit to prioritize fundable and implementable projects that will improve safety, reduce crashes, fatalities, and serious injuries on Natchitoches’ roadways.
03/23 - 03/23	<b>Filmore North (Group D -RR040) for the City of New Orleans Department of Public Works in New Orleans, LA</b>   Design is nearing completion and will consist of over 5,000 linear feet full pavement replacement of several local streets including Mithra St., Crescent Dr., Chamberlain Drive and Pratt Drive. This will also include all new pavement, sidewalks, ADA handicapped ramps, new water lines, new sewer lines, lining of sewer services laterals, and new drainage lines, keeping in mind the recommendations of the Mirabeau Gardens stormwater management and green infrastructure project, as well as special consideration of pavements near aged oak trees.

# SECTION 16 | STAFF EXPERIENCE



Resumes included in the following order:

Megan Bourgeois, PE | MPR #5

Robert Jewell, PE | MPR #6, 7



Mark Woodward, PE

Jarmon King, PE



Jessica N. Litt




*Bookmarks added to pdf for ease of review.*

Firm employed by: Ardaman and Associates, Inc.							
	<b>Megan Bourgeois, PE</b>   <i>Geotechnical Engineer</i>						
			<table border="1"> <tr> <td>Years of relevant experience with this employer</td> <td>19</td> </tr> <tr> <td>Years of relevant experience with other employer(s)</td> <td>0</td> </tr> </table>	Years of relevant experience with this employer	19	Years of relevant experience with other employer(s)	0
	Years of relevant experience with this employer	19					
	Years of relevant experience with other employer(s)	0					
Degree(s) / Years / Specialization	BS / 2006 / Civil Engineering (Meets MPR 16 & 17) Traffic Control Supervisor / LA / 6-21-2028, DOTD Flagger / LA / 8-14-2028 Certified NHI Drilled Shaft Inspector	Year registered	LA 1991, MS. 2019				
Active registration number / state / expiration date	0036725 / LA / 03-31-2026	Discipline	Civil				
Contract role(s) / brief description of responsibilities: Geotechnical Engineer							
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).						
<p>Ms. Bourgeois has more than 19 years of experience with countless types of foundation design including shallow foundations, embankment settlement analysis, pile and drilled shaft foundation analysis, LRFD design, slope stability (embankment and excavation) and pump stations. She also has extensive experience with geotechnical instrumentation, installation and monitoring, and construction phase testing and laboratory management. She has managed numerous geotechnical investigations and design evaluations, managed laboratory testing programs, while also serving as Ardaman's program manager for many LADOTD projects for bridges and roadways throughout Louisiana. Ms. Bourgeois also serves as the director of our geotechnical engineering laboratory in Baton Rouge. In this role, she supervises the laboratory manager, oversees testing, provides guidance to laboratory staff, and ensures appropriate protocol is followed and deadlines are met in addition to providing training material and maintaining all laboratory certifications, including AMRL, CCRL, DEQ &amp; USACE.</p>							
01/23-Ongoing	<b>SP NO. H.013284 / MRB SOUTH GBRL: LA 1 TO LA 30 CONNECTOR:</b> Project Engineer. The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted.						
07/21-01/22	<b>SP NO. H.003931 / I-10 CALCASIEU RIVER BRIDGE: Calcasieu Parish, LA:</b> Project Manager. Managed all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 geophysical survey transects. A majority of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Ms. Bourgeois also managed and oversaw the laboratory testing program and processing and analyzing of the ECPT and ER data. She also assisted with development of a geotechnical database and preparation and submittal of a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges.						
04/21-Ongoing	<b>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:</b> West Feliciana, East Feliciana, Livingston, 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, over various size rivers and creeks. Ms. Bourgeois leads technical reviews pertaining to 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.						


Firm employed by: Ardaman and Associates, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
02/20-Ongoing	<b>SP NO. H004791 / DESIGN SUPPORT SERVICES LA 23, BELLE CHASSE BRIDGE &amp; TUNNEL, Plaquemine Parish, LA:</b> Project Engineer/Laboratory Director. Ardaman’s scope consists of review and acceptance of all geotechnical services including technical design reports, field documentation, drawings, and RFI’s. In addition, Ardaman performs acceptance verification sampling and testing during the construction for soils and concrete. Ms. Bourgeois assisted in review and acceptance of geotechnical services as well served as quality control and review of all acceptance verification sampling and testing during construction.
10/15-Ongoing	<b>SP NO. H.013579 / PECUE LANE I-10 INTERCHANGE: East Baton Rouge Parish, LA:</b> Project Manager. 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. Ms. Bourgeois managed all aspects of the project that included field investigations, laboratory testing, and engineering design. Ms. Bourgeois performed analyses including settlement estimates with recommendations for monitoring, driven pile design including down drag considerations, MSE Wall design, slope stability and pavement section recommendations; all completed according to DOTD standards. She is currently assisting with the field construction monitoring.
10/09 - Ongoing	<b>SP NO. H.004646.5 / I-20 MISSISSIPPI RIVER BRIDGE REVIEW, Vicksburg, MS:</b> Project Manager. Ms. Bourgeois manages this multi-million-dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. She managed a highly technical team including academia, experts, including internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. The specialized testing, she personally performed or managed included x-ray diffraction, x-ray scanning of unextruded samples to identify existing shearing planes and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, Ms. Bourgeois performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report.
09/22-Ongoing	<b>EVANGELINE ROAD &amp; CN RAILROAD CULVERT: St. Charles Parish, LA.</b> Project Engineer. Ardaman completed subsurface exploration and geotechnical engineering evaluation. The project consists of the installation of two reinforced concrete box culverts (RCBCs) on the north and south sides of the CN Railroad as it crosses over Evangeline Road near Montz, Louisiana in St. Charles Parish. Ardaman performed the geotechnical fieldwork and engineering evaluation including recommendations for site preparation, shoring and bedding recommendations, and pavement design in a final report.
07/23-Ongoing	<b>SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA.</b> Project Engineer. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.

Firm employed by: Ardaman and Associates, Inc.					
	<b>Robert Jewell, PE</b>   <i>Geotechnical Engineer</i>				
				Years of relevant experience with this employer	18
	Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering	Years of relevant experience with other employer(s)	0
	Active registration number / state / expiration date		38579 / LA / 09-30-2026	Year registered	2013
			Discipline	Civil	
Contract role(s) / brief description of responsibilities: Geotechnical Engineer					
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).				
Mr. Jewell serves as the manager of our Baton Rouge office and has over 15 years of experience with design and analyses 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 prepares design recommendation reports for LADOTD projects. Mr. Jewell 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.					
01/23-Ongoing	<b>MRB SOUTH GBRL, LA 1 TO LA 30 CONNECTOR:</b> Project Engineer. The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted.				
07/21-Ongoing	<b>SP NO. H.004100.5 / I-10: LA 415 TO ESSEN LANE ON I-10 &amp; I-12 (CMAR), Baton Rouge Parish, LA:</b> Project Manager. Leads all aspects of engineering analyses pertaining to 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.				
09/22-Ongoing	<b>EVANGELINE ROAD &amp; CN RAILROAD CULVERT: St. Charles Parish, LA:</b> Project Manager. Ardaman completed subsurface exploration and geotechnical engineering evaluation. The project consists of the installation of two reinforced concrete box culverts (RCBCs) on the north and south sides of the CN Railroad as it crosses over Evangeline Road near Montz, Louisiana in St. Charles Parish. Ardaman performed the geotechnical fieldwork and engineering evaluation including recommendations for site preparation, shoring and bedding recommendations, and pavement design in a final report.				
07/23-Ongoing	<b>SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA:</b> Project Manager. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.				
04/21-Ongoing	<b>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, St. Bernard Parishes, LA:</b> Project Manager. Leads all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, mainly over small rivers, and creeks.				


Firm employed by: Ardaman and Associates, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
10/18-11/21	<b>SP NO. H.003370 / I-220 / I-20 INTERCHANGE IMPROVEMENT AND BARKSDALE AIR FORCE BASE ACCESS ROAD, Bossier Parish, LA:</b> Project Manager. This was a Design Build project which provides direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and constructing an interchange and access road from Interstate 20 in Bossier City, Louisiana. Mr. Jewell managed and oversaw the preparation of the preliminary design and planning report. Mr. Jewell also oversaw the field construction services consisting of PDA monitoring, bi-directional load cell load tests, and settlement monitoring. The PDA program consisted of monitoring PPC piles during initial drive and restrikes to allow for evaluation of setup and early acceptance of pile resistances.
10/15-Ongoing	<b>SP NO. H.013579 / PECUE LANE I-10 INTERCHANGE: East Baton Rouge Parish, LA:</b> Project Engineer. 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. Mr. Jewell helped perform analyses including settlement estimates with recommendations for monitoring, driven pile and drilled shaft design including down drag considerations, MSE Wall design, slope stability and pavement section recommendations; all completed according to DOTD standards. Mr. Jewell is currently overseeing the construction phase which includes PDA monitoring, static load testing, and settlement monitoring.
07/15-Ongoing	<b>SP NO. H.004273.5 / I-49 CONNECTOR (LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE), Lafayette Parish, LA:</b> Project Manager. Manages the Phase I geotechnical investigation, which included 116 deep and shallow soil boring, and 15 CPT soundings. The design was for the construction of 5 miles of freeway consisting of a 3.5-mile elevated structure that will include pile supported approach slabs, pile foundations, slope stability, embankment settlement, advanced load test programs, and earth retaining structures. He will be the co-principal for developing the Geotechnical Investigation and Design Report to be developed for this project. In addition, he will also oversee and coordinate the Phase 2 field and laboratory program which will include a total of more than 400 borings including deep borings, shallow borings, and CPT soundings.
04/14-05/23	<b>SP NO. H.004435 / I-12 TO BUSH SEGMENT 2, LA 3241 (LA 36-LA435), St. Tammany Parish, LA:</b> Project Manager. 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. Assisted in developing the geotechnical analyses and design recommendation report which included pile foundations for the bridge structures and shallow foundation design for the culverts. Mr. Jewell oversaw the construction phase which included dynamic testing and settlement monitoring.
10/09 - Ongoing	<b>SP NO. H.004646.5 / I-20 MISSISSIPPI RIVER BRIDGE REVIEW, Vicksburg, MS:</b> Project Engineer. Mr. Jewell assisted in several aspects of engineering for this multi-million-dollar, high risk, high technical needs, high visibility project consisting of investigating 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. The specialized testing included x-ray diffraction, x-ray scanning of unextruded samples and stress-reversal direct shear tests to determine true residual angles of critical strata. This project also included an extensive geotechnical instrumentation program including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement were completed.

Firm employed by: Ardaman and Associates, Inc.				
	<b>Mark Woodward, PE</b>   <i>Geotechnical Engineer</i>		Years of relevant experience with this employer	7
			Years of relevant experience with other employer(s)	36
	Degree(s) / Years / Specialization	BS / 1982 / Civil Engineering MS / 1986 / Civil Engineering MS / 2019 / Risk Management	Year registered	1991
	Active registration number / state / expiration date	24206/ LA / 09-30-25	Discipline	Civil
Contract role(s) / brief description of responsibilities: Geotechnical Engineer				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
<p>Mr. Woodward served as a geotechnical engineer for 36 years in the geotechnical branch of USACE New Orleans District, retiring as the Deputy Chief of the Geotechnical Branch and Dam and Levee Safety Program Manager. He was responsible for managing all departments in the branch including engineering, drilling, soils laboratory, dredge material testing, concrete testing, and administration. Mr. Woodward has considerable experience designing and managing various types of projects on the Mississippi River, Atchafalaya Basin and Storm Surge Levees in Southeast Louisiana, Mississippi, and Texas, as well as mitigation and coastal projects in Louisiana. These projects included design of major foundation elements for dams, earthen levees, hydraulic structures, floodwalls, revetments, channel stabilization, bank degrading, ground improvement, deep excavations, relief wells, wick drains, dewatering systems, seepage and stability berms, preloads, reinforced levees and marsh creation for mitigation, coastal restoration and protection and beneficial use of dredge material in marsh and coastal environments with field investigations requiring use of specialized marine and marsh drilling equipment. Since 2018, Mr. Woodward has served as Principal Geotechnical Engineer of Ardaman for Louisiana, Mississippi, Alabama, Arkansas, and Texas. Mr. Woodward provides oversight and review of design major foundation elements for transportation, industrial, commercial and municipal projects.</p>				
04/21-01/25	<b>SP NO. H.013987 / RURAL BRIDGES PHASE I, Claiborne Parish, LA:</b> Senior Geotechnical Engineer. The Rural Bridges project initiative is to replace many older bridges throughout the State of Louisiana. The geotechnical design includes geotechnical exploration, analyses, and foundation recommendations for 3 bridges (recall numbers 016831, 016842, and 016850).			
01/19-12/23	<b>CHENIERE SPILLWAY &amp; BRIDGE REPLACEMENT, Ouachita Parish, LA:</b> Senior Geotechnical Engineer. Mr. Woodward served as the Senior Geotechnical Engineer for this project which includes the replacement of the current damaged spillway and bridge structure in Ouachita Parish, Louisiana.			
11/18-12/21	<b>SP NO H.003370/ I-12/I-20 INTERCHANGE IMPROVEMENT AND BARKSDALE AIRFORCE BASE ACCESS ROAD, Bossier Parish, LA:</b> QA Engineer. This Design Build project consisted of direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and an interchange and access road from Interstate 20 in Shreveport, Louisiana. Mr. Woodward provided quality assurance for this project, reviewing all work product in design and construction phase.			
05/18-08/19	<b>SP NO. H.011152.5/ I-12 WIDENING (US 190 to LA 59): St. Tammany Parish, LA:</b> Principal Engineer. Mr. Woodward provided technical oversight for this project which included the widening of Interstate 12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation which included 23 deep soil borings, sampling, and laboratory testing along the 3-mile alignment between US 190 and LA 59 for lane widening which included four bridges structures. The field investigation, conducted in accordance with LADOTD specifications, included field reconnaissance including determining access and gaining rights of entry, completing utility locations, locating/staking boring locations, and developing a plan for the initial mobilization of equipment to the site and mobilization between sites. Soil boring logs were created in LADOTD format. Mr. Woodward is providing oversight for an effort to perform additional soil borings, lab testing and engineering analyses for a retaining wall for one of the bridge abutments.			
05/83-01/15	<b>MISSISSIPPI RIVER AND TRIBUTARIES PROJECT – GEOTECHNICAL INVESTIGATION, DESIGN AND CONSTRUCTION OVERSIGHT, LA:</b> Senior Geotechnical Engineer. Mr. Woodward conducted or oversaw the review of existing geotechnical data and implementation of field investigation to obtain subsurface data, selection			

Firm employed by: Ardaman and Associates, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
	and reduction of laboratory testing, geotechnical engineering analyses, development of conclusions and recommendations, final report preparation and construction oversight for over 50 levee and floodwall projects on the Mississippi River and Atchafalaya Basin. Responsible for providing final geotechnical approval of 1000 permits a year for construction activities on and around levees.
07/23-Ongoing	<b>SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA:</b> Principal Engineer. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.
05/18-08/19	<b>SP NO. H.011152.5 / I-12 WIDENING (US 190 to LA 59): St. Tammany Parish, LA:</b> Principal Engineer. Mr. Woodward provided technical oversight for this project which included the widening of I-12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation which included 23 deep soil borings, sampling, and laboratory testing along the 3-mile alignment between US 190 and LA 59 for lane widening which included four bridge structures. Mr. Woodward 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	<b>SP NO. H.001344 / US 190: LA 437 TO USE 190 BUS (PH 1): St. Tammany Parish, LA:</b> Principal Engineer. Mr. Woodward provided technical oversight for this project which includes the widening of US 190 to a four-lane boulevard between US 437 and US 190.
05/18-07/18	<b>IMTT ACCESS ROAD PAVEMENT, AVONDALE: Jefferson Parish, LA:</b> Principal Engineer. 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	<b>SOUTHEAST LOUISIANA URBAN FLOOD CONTROL, LOUISIANA AVENUE PAVING:</b> Orleans Parish, LA. Chief of Structural Design. 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.
01/06-12/06	<b>DAM AND LEVEE SAFETY PROGRAM, USACE NEW ORLEANS DISTRICT, LA:</b> Dam and Levee Safety Program Manager. Mr. Woodward served as the USACE New Orleans District Levee Safety Program Manager for over four years, responsible for Levee Evaluation Reports for Levee Certifications and the National Flood Insurance Program, Levee Inspection Reports on over 1300 miles of levee on an annual basis, Risk Assessments and Communication for all levees in the District’s jurisdiction. Responsible for final Section 408 permitting approval to ensure that construction activities do not increase risk or diminish function of levees and do not cause harm to the public.
01/06-05/06	<b>HOMEPLACE LEVEE WITH GROUND IMPROVEMENT, P24, Plaquemines Parish, LA:</b> Lead Geotechnical Engineer. In the aftermath of Hurricane Katrina, Mr. Woodward was assigned to USACE Task Force Guardian as Geotechnical Engineer for Plaquemines Parish to restore levee damage to pre-Katrina conditions. The Homeplace Floodwall had translated due to loading and had to be removed. In order to replace the risk reduction system with an earthen levee, the foundation had to be improved. Using knowledge gained from full scale test section Mr. Woodward had coordinated pre-Katrina for Deep Mixing, Mr. Woodward designed ground improvement and reviewed/ approved all construction submittals and oversaw construction.

Firm employed by: Ardaman and Associates, Inc.				
	<b>Jarmon King, PE</b>   <i>Geotechnical Engineer</i>		Years of relevant experience with this employer	6
			Years of relevant experience with other employer(s)	1
	Degree(s) / Years / Specialization	BS / 2019 / Civil Engineering	Year registered	2004
	Active registration number / state / expiration date	49179 / LA / 03-31-2027	Discipline	Civil
Contract role(s) / brief description of responsibilities: Geotechnical Engineer				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Jarmon King serves as a project engineer of Ardaman in the Baton Rouge office with over 7 years of experience. Mr. King is involved with overseeing and conducting geotechnical investigations. Mr. King also prepares soil boring logs; processes and analyzes Cone Penetration Test (CPT) sounding design and analyses of multiple 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. Mr. King has experience in overseeing and performing Pile Driving Analyzer (PDA) testing during the construction phase of projects.				
07/23-Ongoing	<b>SP NO. H.013284 / MRB SOUTH GBRL: LA 1 TO LA 30 CONNECTOR: West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA.</b> 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, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Mr. King helped oversee the field program, development of the laboratory testing program, development of an interactive geotechnical database to compile all the soil borings and ECPT. He helped perform the preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. Mr. King assisted in preparation of the Data and Design reports for this project.			
07/21-Ongoing	<b>SP NO. H.004100.5 / I-10: LA 415 TO ESSEN LANE ON I-10 &amp; I-12 (CMAR): Baton Rouge Parish, LA.</b> Project Engineer. The project consists of 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. Mr. King co-manages and oversees the engineering analyses pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. Mr. King helped develop the Geotechnical Data reports, memorandums, and Design reports for this project.			
04/21-Ongoing	<b>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, St. Bernard Parishes, LA.</b> Assistant 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, mainly over small rivers and creeks. Mr. King assisted in engineering design pertaining to 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.			
07/23-Ongoing	<b>SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA.</b> Assistant Project Engineer. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.			
07/21-01/22	<b>SP NO. H.003931 / I-10 CALCASIEU RIVER BRIDGE: Calcasieu Parish, LA.</b> Assistant Project Engineer. Assisted with all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 electrical resistivity (ER) geophysical survey transects. Most of the soil borings were completed from a barge, some over a considerable amount of water. Some soil borings were completed from a marsh buggy over shallow water and thick marsh grass. He also assisted with the laboratory testing program, processing and analyzing of the ECPT and ER data, development of a geotechnical database and preparation and			

Firm employed by: Ardaman and Associates, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
	submittal of a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges.
06/20-11/22	<b>SP. NO. H.002825 / NICHOLSON DRIVE (LA HWY 30) SEGMENT 1: East Baton Rouge Parish, LA.</b> Assistant Project Engineer. This project consisted of the reconstruction and widening of a section of Nicholson Drive between the intersections of Brightside Lane and Burbank Drive for the MOVEBR Program. Thirteen shallow soil borings and two deep soil borings were drilled at the subject site and associated laboratory testing was performed. Mr. King oversaw the field investigation and engineering analyses which included pavement and culvert crossing design recommendations in accordance with LADOTD specifications.
10/18-06/21	<b>SP NO. H.000263 / CHEF MENTEUR PASS BRIDGE &amp; APPROACH: Orleans Parish, LA.</b> Assistant Project Engineer. Helped produced soil boring logs and CPT soundings in LADOTD format. Assisted with development of the data report.
10/18-11/21	<b>SP NO. H.003370 / I-220 / I-20 INTERCHANGE IMPROVEMENT AND BARKSDALE AIR FORCE BASE ACCESS ROAD: Bossier Parish, LA.</b> Assistant Project Engineer. This was a Design Build project which provides direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and constructing an interchange and access road from Interstate 20 in Bossier City, Louisiana. Mr. King assisted with the construction monitoring aspect of the project which included PDA testing and CAPWAP analyses.
03/19-07/20	<b>SP NO. H.004100.5-2 / I-10 WIDENING (LA415 TO HOWARD ST): East Baton Rouge Parish, LA.</b> Assistant Project Engineer. Mr. King evaluated the laboratory test results and produced logs for the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on 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, associated laboratory testing and the preparation of a geotechnical data report.
03/25-Ongoing	<b>SP NOs. H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5 / CULVERT REPLACEMENTS: Rapides, Richland, Vernon, Winn, Evangeline, Jackson, St. Landry Parishes, LA:</b> Project Engineer. The project consisted of geotechnical field investigations throughout Louisiana consisting of ten soil borings to depths ranging from 100 to 120 feet, associated laboratory testing, and reporting for new box culvert structures. Mr. King helped produced soil boring logs and CPT soundings in LADOTD format and developed the data reports.
09/22-Ongoing	<b>EVANGELINE ROAD &amp; CN RAILROAD CULVERT: St. Charles Parish, LA.</b> Project Manager. Ardaman completed subsurface exploration and geotechnical engineering evaluation. The project consists of the installation of two reinforced concrete box culverts (RCBCs) on the north and south sides of the CN Railroad as it crosses over Evangeline Road near Montz, Louisiana in St. Charles Parish. Ardaman performed the geotechnical fieldwork and engineering evaluation including recommendations for site preparation, shoring and bedding recommendations, and pavement design in a final report.
07/23-Ongoing	<b>SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA.</b> Project Manager. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.

Firm employed by: Ardaman and Associates, Inc.				
	<b>Jessica N. Litt</b>   <i>Geotechnical</i>		Years of relevant experience with this employer	12
			Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization	BS / 2010 / Biology	Year registered	N/A
	Active registration number / state / expiration date	NICET / Generalist, Laboratory No. 141243 / 10-01-2027	Discipline	N/A
Contract role(s) / brief description of responsibilities: Geotechnical Laboratory Manager				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
<p>Ms. Litt serves as Laboratory Manager of Ardaman’s Baton Rouge laboratory which is under the direction of a Registered Professional Engineer. She supervises and manages operations of our AMRL Certified, DEQ Accredited, and USACE-validated laboratory and performs and oversees laboratory testing assignments, organizes, and schedules testing, trains and develops technicians, and supervises five laboratory technicians. Ms. Litt is experienced conducting soil mechanics laboratory testing in accordance with appropriate AASHTO and LADOTD testing protocol, which includes Soil Classification, Atterberg Limits, Grain Size Analysis, Gradation Testing, Organic Content, Hydrometer Analysis, Moisture Content, Consolidation Testing, Hydraulic Conductivity, pH, Resistivity, Strength Testing (Unconfined, Unconsolidated-Undrained Triaxial, Consolidated-Undrained Triaxial), Direct Shear, Specific Gravity, and Permeability of Granular Soils.</p>				
03/25-Ongoing	<p><b>SP NOs. H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5 / CULVERT REPLACEMENTS: Evangeline, Jackson, Rapides, Richland, St. Landry, Vernon, and Winn Parishes, LA.</b> Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 100 deep soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis, Hydrometer, Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Ms. Litt entered the laboratory test results into gINT in order to produce the LADOTD soil boring logs.</p>			
08/24-Ongoing	<p><b>SP NOs. H.015568.5, H.015569 / LA 44 ROUNDABOUTS &amp; WIDENING: Ascension Parish, LA.</b> Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 10 deep and 14 shallow soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Ms. Litt entered the laboratory test results into gINT to produce the LADOTD soil boring logs.</p>			
07/23-Ongoing	<p><b>SP NO. H.013284 / MRB SOUTH GBR LA 1 TO LA 30 CONNECTOR: West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA.</b> Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 18 deep soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Ms. Litt reviewed the consolidation test results and entered the laboratory test results into gINT in order to produce the LADOTD soil boring logs.</p>			
07/23-Ongoing	<p><b>SP NOs. H.015489, H.015490, H.015491, H.015492 / IJA: OFF-SYSTEM BRIDGES: Allen, Beauregard, and Calcasieu Parishes, LA.</b> Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 10 deep soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Ms. Litt entered the laboratory test results into gINT to produce the LADOTD soil boring logs.</p>			
10/09-Ongoing	<p><b>SP NO. H.004646.5 / I-20 MISSISSIPPI RIVER BRIDGE REVIEW, Vicksburg, MS:</b> Laboratory Manager. Assisted with completion of a comprehensive laboratory testing program that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Triaxial Permeability (constant head), Conventional Incremental Consolidation, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests.</p>			

Firm employed by: Ardaman and Associates, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
09/22-Ongoing	<b>EVANGELINE ROAD &amp; CN RAILROAD CULVERT: St. Charles Parish, LA.</b> Project Manager. Ardaman completed subsurface exploration and geotechnical engineering evaluation. The project consists of the installation of two reinforced concrete box culverts (RCBCs) on the north and south sides of the CN Railroad as it crosses over Evangeline Road near Montz, Louisiana in St. Charles Parish. Ardaman performed the geotechnical fieldwork and engineering evaluation including recommendations for site preparation, shoring and bedding recommendations, and pavement design in a final report.
10/18-06/21	<b>SP NO. H.000263.5-1 / CHEF MENTEUR PASS BRIDGE AND APPROACH: Orleans Parish, LA.</b> Laboratory Technician. Assisted with completion of a comprehensive laboratory testing program that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Triaxial Permeability (constant head), Conventional Incremental Consolidation, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests.
07/23-Ongoing	<b>SP NO. H.012030 / US 371: KCS RAILROAD OVERPASSES HBI: Webster Parish, LA.</b> Project Manager. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.
11/15-01/21	<b>SP NOS. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / MACARTHUR INTERCHANGE COMPLETION PHASE 2, ROUTE US 90-Z: Jefferson Parish, LA.</b> Laboratory Technician Assisted with completion of a comprehensive laboratory testing program that included Atterberg Limits, Moisture Content and Visual Classification, Fines Content, Sieve Analysis, Triaxial Permeability (constant head), Conventional Incremental Consolidation, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests.
04/14-03/22	<b>SP NO. H.004435 / I-12 TO BUSH SEGMENT 2, LA 3241: St. Tammany Parish, LA.</b> Laboratory Technician. Assisted with completion of a comprehensive laboratory testing program that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Triaxial Permeability (constant head), Conventional Incremental Consolidation, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests.
04/14-05/18	<b>SP NO. H.004113 / I-12 TO BUSH SEGMENT 3, LA HWY. 3241 (LA 435 TO LA 40 / 41): St. Tammany Parish, LA.</b> Laboratory Technician Assisted with completion of a comprehensive laboratory testing program that included Atterberg Limits, Moisture Content and Visual Classification, Fines Content, Sieve Analysis, Triaxial Permeability (constant head), Conventional Incremental Consolidation, Unit Weight, Particle Size Analysis (Hydrometer), and UU Strength Tests.

# SECTION 17 | FIRM EXPERIENCE



*Bookmarks added to pdf for ease of review.*

17. Firm Experience:

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	<b>District 04 IJA Off-System Bridge Program</b>	Firm responsibility (prime or sub?)	Prime
Project number	Contract no. 4400025024	Owner's name	LADOTD
Project location	Statewide, LA	Owner's Project Manager	Valerie Tourres
Owner's address, phone, email	1201 Capitol Access Rd., 602D, Baton Rouge, LA 70802, (225) 379-1894 valerie.tourres@la.gov		
Services commenced by this firm (mm/yy)	09/22	Total consultant contract cost (\$1,000's)	\$50 (est.)
Services completed by this firm (mm/yy)	09/27 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$50 (est.)

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

Initial services for this project included site screening and bridge selection for replacement based on matrix/spreadsheet cataloging specific site information in order to select the structures that meet the program timeline and budget. Furthermore, upon coordination with the LADOTD, nine (9) bridge locations were chosen for design and replacement with the goal of replacing as many bridges as possible with the funds available.

Volkert is performing Hydraulic Analysis and Bridge Design services at these locations. **Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the LA DOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual.**

Volkert's provided services include Survey, Environmental Permitting, Hydraulic Analysis and Bridge Design.

*Staff to be used in this proposal: Janet Evans, Hossein Ghara, Artur D'Andrea, Steven Armstrong, Jason Goffinet, Chad Fisher*

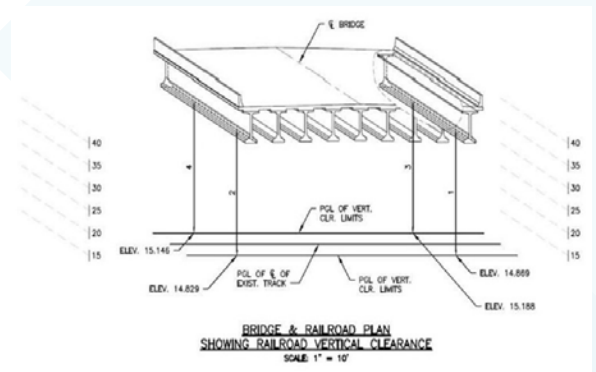


Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	<b>Formosa Heavyhaul Design-Build</b>	Firm responsibility (prime or sub?)	Prime
Project number	n/a	Owner's name	Bridge Coastal Bridge Co., LLC
Project location	St. James Parish, LA	Owner's Project Manager	Devon Overall
Owner's address, phone, email	4825 Jamestown Avenue, Baton Rouge, LA 70802; 225-766-0244; overalld@coastalbridge.com		
Services commenced by this firm (mm/yy)	07/19	Total consultant contract cost (\$1,000's)	\$1,500
Services completed by this firm (mm/yy)	12/19	Cost of consultant services provided by this firm (\$1,000's)	\$24

This project involved the design of a continuous span bridge that was to hold extremely heavy loads crossing multiple lines of railroad tracks. It was a unique design that required special design considerations for the bridge, retaining walls, crash walls, and the drainage system. It included a drainage design that incorporated trench drains to withstand extra heavy-duty loads. The project included development of 3-D Finite Element Analysis to determine the force effects caused by different self-propelled modular transporters (SPMTs) performed by Volkert personnel.

The bridge consisted of 4-span continuous PPC LG84 wide flange girders with composite CIP slab. The LG Girders were fabricated using 12 ksi concrete and were connected over the bents with spliced strands, bars, and stirrups to provide continuity at the continuity diaphragm. Because of the special loading, live load distribution factors were approximated, and loads were calculated in both STAAD and LEAP. In addition, a finite element analysis was performed to backcheck actual live load distribution and deflection. The design was performed in accordance with AASHTO LRFD.

*Staff to be used in this proposal: Janet Evans, Jacob Parker, Hossein Ghara, Ashley Beckendorf, Ryan Ordeneaux, Perry Leblanc*



Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	<b>Widening Of I-565 Bridge</b>	Firm responsibility (prime or sub?)	Prime
Project number	State Project no. IM-NH-I565(315)	Owner's name	ALDOT
Project location	Madison County, AL	Owner's Project Manager	Tim Colquett, State Bridge Engineer
Owner's address, phone, email	P.O. Box 303050. Montgomery, AL 36130, 334-242-6007; n/a		
Services commenced by this firm (mm/yy)	06/23	Total consultant contract cost (\$1,000's)	\$28,000
Services completed by this firm (mm/yy)	06/27 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$313

With nearly 70,000 vehicles traveling I-565 daily, according to traffic counts, widening this section will help alleviate congestion and provide safer passage through Madison County, Alabama. The project will stretch nearly five miles, from west of County Line Road in Limestone County to east of Wall Triana Highway in Madison. It includes adding a third lane on each roadway and widening two sets of bridges – at Bradford Creek just west of Exit 9 (Wall Triana Highway) and at Intergraph Way and the Norfolk Southern railroad just east of Exit 9 – to accommodate the additional lanes. Widening will primarily take place to the inside of the existing roadways, where there is currently a grassy median. As part of a five-mile widening project which adds an additional lane on each side of the median, I-565 over Intergraph Way and Norfolk Southern Railroad (NSRR) is a bridge widening using CIP deck and bridge rail, PPC girders, and CIP bent caps, columns and pile supported footings.



ALDOT hired Volkert to develop construction plans including detail bridge drawings for the widening of bridges over Bradford Way and NSRR on I-65 in Madison County, Alabama for ALDOT. Upon completion, I-565 will have a minimum of six lanes from I-65 to Memorial Parkway in the Huntsville area. Volkert provided civil and structural engineering support and construction observation services.

*Staff to be used in this proposal: Janet Evans, Jacob Parker, Hossein Ghara, Artur D'Andrea, Steven Armstrong, Gabriel Rice, Parker Scheuermann, Perry Leblanc, John Alikhani*

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	CE&I/OV
Project name	<b>I-10 Design Build (Highland Road to LA 73)</b>	Firm responsibility (prime or sub?)	Prime
Project number	H.009250	Owner's name	LADOTD
Project location	East Baton Rouge and Ascension Parishes, LA	Owner's Project Manager	Peggy Jo Paine, PE
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804, 225-379-1065; Peggy.Paine@la.gov		
Services commenced by this firm (mm/yy)	08/17	Total consultant contract cost (\$1,000's)	\$ 12,845
Services completed by this firm (mm/yy)	02/20	Cost of consultant services provided by this firm (\$1,000's)	\$ 12,343

Volkert was selected for Task Order 4 for State Contract No. 4400004915 to serve as the Owner Verification Firm (OVF) to manage this \$72M Design-Build project for DOTD. Volkert's Baton Rouge office is responsible for all project oversight for the Design and Construction on this Project. The proposed project includes widening I-10 a quarter mile west of the I-10/ Highland Road interchange to east of the I-10/ LA 73 interchange from two lanes in each direction to three. Volkert OVF team members manage the contractor pay estimates, change orders, inspector's daily work reports, and inspector's daily diaries in Site Manager. OVF team members use AASHTOWare to approve the contractor's weekly payrolls and the DBE subcontractor's payments. Team members use ProjectWise as document management, organization and storage for DOTD staff to review. OVF team members use VAIR (Volkert Automated Inspection Report) is a program developed by Volkert to help track and maintain construction activities by use of a Hold Point (HP). A Hold Point is a point at which the D-B contractor is required to notify the OVF and obtain verification that the work is in conformance with the contract documents prior to proceeding with subsequent work. This essentially means that the contractor needs to stop all work until the OVF releases the hold point. Volkert uses VAIR to manage material sampling activities, daily reports and activities, and pre-pour checklists for their inspectors. ECM provided Construction Quality Acceptance (CQA) services that included managing Construction Quality Acceptance activities as per the Construction Quality Management Plan (CQMP), verifying implementation and compliance to it as well as maintenance of the CQMP; evaluating the quality of work performed by contractor, subcontractors, and suppliers and verifying that Quality Records attesting to the quality of the Work, as required by the Contract Documents, are prepared, maintained and stored throughout the term of the contract, and uploaded to the electronic QA documentation on ProjectWise database as well as performing source evaluations/approvals of materials, reviewing LDOTD inspection records, establishing a system for QA inspections and equipment tests, and coordinating independent testing and verification.



*Staff to be used in this proposal: Janet Evans, Ashley Beckendorf, Ryan Ordeneaux*

**Winner of ACI 2016 Transportation Excellence Award**



Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Road
Project name	<b>I-12 Design Build</b>	Firm responsibility (prime or sub?)	Sub
Project number	454-01-0047 & 454-02005	Owner's name	James Construction Group, LLC
Project location	East Baton Rouge and Livingston Parishes, LA	Owner's Project Manager	Bruce Hix, PE
Owner's address, phone, email	120 Industriplex Boulevard, Suite 150, Baton Rouge, LA 70809, 225-295-4830; bhix@jcgllc.com		
Services commenced by this firm (mm/yy)	01/09	Total consultant contract cost (\$1,000's)	\$110,000
Services completed by this firm (mm/yy)	01/13	Cost of consultant services provided by this firm (\$1,000's)	\$2,600

The project, at the O'Neal Lane/Pete's Highway Interchange to Range Road, consisted of widening I-12 from two lanes in each direction to three lanes in each direction (six lanes total) and reconstructing the existing lanes. The additional lanes were constructed to the inside of the existing lanes (in the median), and a 12-foot-wide shoulder was constructed both inside and outside of the new three lanes in each direction. Volkert served as a subconsultant to James Construction Group, LLC, the Prime Contractor to the Louisiana Department of Transportation and Development.

The existing bridges across the Amite River and the relief bridges were removed and replaced by a single bridge of over 2,600 feet in each direction. The existing roadway and earth fill between the old Amite River Bridges and the relief bridges were removed and excavated down to an elevation of 23 feet. All design and construction conformed to current DOTD and AASHTO standards.

Volkert's services included roadway design, electrical design, permitting compliance, and QA/QC assistance on the design plans for this project. Construction services included clearing, grubbing, erosion control, maintenance-of-traffic, and coordination of phased construction. Design plans for signing and striping, paving, storm drainage improvements, and construction details were developed for the project. Volkert was also responsible for scour analysis for the substructure of the new Amite River Bridges, permitting, environmental compliance, public involvement, independent quality control, and engineering during construction.

*Staff to be used in this proposal: Janet Evans, Jason Goffinet, Paige Felts*



Firm name	Ardaman & Associates, Inc.	Past Performance Evaluation Discipline(s)*	Geotech
Project name	<b>I-20 Mississippi River Bridge Review</b>	Firm responsibility (prime or sub?)	Prime
Project number	SP No. H.004646 09-L1049 H.010603.6 13-3720 H.010612.6 20-3729 H.004647.6 22-3753, 24-3707	Owner's name	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 decrease the potential for ground movements to occur at the site of the I-20 Bridge. Movement of the east abutment of the bridge was first realized in 2001 during an inspection. Over the years Mississippi DOT has retained several consultants who have studied the problem, but no viable solution was identified. Ardaman conducted a comprehensive review of past slope stability evaluations and recommendations. This task was followed by developing a refined geotechnical site characterization plan for the bank/bluff area for further analyses. 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 installation of geotechnical instrumentation such as Shape Accelerator Arrays, inclinometers, and vibrating wire piezometers. Engineering analyses performed included seepage and drawdown analyses and both 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 and a monitoring program for the bluff instability and ground movements affecting the existing I-20 Mississippi River Bridge.

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

*Staff to be used in this proposal:*

*Megan Bourgeois, Robert Jewell, Jarmon King,  
Jessica Litt*



Firm name	Ardaman & Associates, Inc.	Past Performance Evaluation Discipline(s)*	Geotech
Project name	<b>I-10: LA 415 to Essen Lane on I-10 &amp; I-12 (CMAR)</b>	Firm responsibility (prime or sub?)	Sub
Project number	H.004100.5	Owner's name	LADOTD
Project location	West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes	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)	\$44,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,217

The Construction Management at Risk (CMAR) project scope consists of 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 mile. 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 Acadian Thruway entrance and exit ramps. Ardaman previously completed 58 soil borings and associated laboratory testing based on LADOTD standards, and 11 electronic cone penetration tests (ECPT) 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 electrical resistivity (ER) geophysical survey transects along the entire alignment, which allowed for survey of the subsurface conditions between the boring locations. Ardaman is currently performing 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 provide by LADOTD and the additional borings that are currently being performed. The engineering analyses consist of 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, load testing recommendations, review of load test results and refinement of design. A preliminary geotechnical assessment report was prepared, and a final geotechnical design report will be submitted.



*Staff to be used in this proposal:*

*Megan Bourgeois, Robert Jewell, Mark Woodward,  
Jarmon King, Jessica Litt*

Firm name	Ardaman & Associates, Inc.	Past Performance Evaluation Discipline(s)*	Geotech
Project name	<b>US 371: KCS Railroad Overpasses HBI</b>	Firm responsibility (prime or sub?)	Sub
Project number	H.012030	Owner's name	LADOTD
Project location	Webster Parish, LA	Owner's Project Manager	Hamed Babaizadeh
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA   [225] 379-1937   Hamed.Babaizadeh@la.gov		
Services commenced by this firm (mm/yy)	07/23	Total consultant contract cost (\$1,000's)	\$956.8
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$231.4

The project consists of a geotechnical subsurface exploration and recommendations for S.P. No. H.012030, US 371: KC Railroad Overpasses HBI, with the objective of replacing two parallel bridges and one standalone bridge located on US 371 between Minden and Sibley, Louisiana. The bridges cross over Kansas City (KC) Railroad at each site. The standalone bridge near Sibley, LA was later removed from the project to be placed under another state project, however the geotechnical exploration that was performed for this site will be included in this description. The three bridges range from approximately 200 feet to 250 feet in length including 4 bents per bridge supported on drilled shafts with varying diameters.

For the geotechnical exploration phase of work, Ardaman performed 8 soil borings to a maximum depth of 110 feet below existing ground surface (bgs) targeting the proposed bridge foundations on either side of the KC railroad. Two of the soil borings were performed through the existing bridge deck within the ROW of the KC railroad while occupying one lane of US 371. Coordination with temporary traffic control services and the KC railroad temporary constructions requirements was necessary to perform these soil borings.

Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings. The engineering analyses included drilled shaft design and advanced test shaft program recommendations. A data report, geotechnical interpretation report, and test shaft memorandum were submitted.



*Staff to be used in this proposal:*

*Megan Bourgeois, Robert Jewell, Jarmon King,  
Jessica Litt*

# SECTION 18 | APPROACH & METHODOLOGY



*Bookmarks added to pdf for ease of review.*

## 18. Approach and Methodology:

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

Based on a recent conversation with Consultant Contracts, we have included interactive bookmarks in our pdf to help with ease of review.

# APPROACH AND METHODOLOGY

## PROJECT UNDERSTANDING



Volkert staff has visited this project site and are familiar with the physical characteristics of the existing US 11 highway connecting I-12 to US 190 and the two-lane bridge over the Norfolk Southern railroad (NSRR). We have also reviewed the August 2022 EA which was prepared for this project and understand the purpose of the project which is "to address safety features of the bridge crossing the NS railroad and system reliability of the roadway segment from US 190 north to Powell Drive." The need is presented as "The project is needed in order to upgrade the bridge and roadway segment to current design standards for travel lane and shoulder widths, bridge width, stopping sight distances, and design speed, as well as system reliability. Roadway segment and bridge improvements will also provide better accommodations for bicycle users and will serve the surrounding community and the larger metropolitan area. The purpose and need will be the guiding criteria for the additional Line and grade analysis required.

The functional class of highway US 11 is Urban Principal Arterial. The bridge crosses NSRR at a very sharp skew angle with horizontal curves at the ends to bring the profile back to grade. It is currently posted for 15-25 T weight limits. A majority of the physical features of this bridge are substandard by current AASHTO and AREMA standards, such as: substandard traffic railing, known as Safety Walk Barrier, which has been blocked out by retrofitting the barrier by the installation of Thrie Beam guard rail elements along its length to improve its performance; substandard horizontal clearance due to short spans with perpendicular bents which results in a rail collision hazard; and, substandard shoulders for its functional class which create safety hazards and traffic management situations during vehicular accidents or breakdowns. There are a few shopping centers and subdivisions in the vicinity of this bridge which make traffic management during the construction of the new bridge critical. Overhead power lines cross the highway at the NSRR crossing which further complicates construction of the new bridge. In addition, a pond to the southeast of the railroad crossing may present challenges with settlement for any alignments studied on that side of the highway. The section of US 11 between I-12 and slightly south of North Blvd is a divided four-lane with some dedicated left-hand lanes before it is narrowed to a two-lane road with aggregate shoulders down to slightly north of Lafayette Street. The remaining typical section up to US 190 widens to a four-lane road with dedicated right and left turn lanes in a more urban area. We understand that in the initial phase of this project we will begin with a line and grade study which will include two different detailed alternatives. The first option is to provide a managed access four-lane corridor, which is economical, constructable and necessitates the minimum amount of required Right-of-Way. This option will include a new four-lane bridge with shoulders to replace the existing bridge over the railroad. The second option is the replacement of the existing bridge with a two-lane and shoulders bridge which can accommodate future roadway reconstruction and widening as defined in EA document. Both options will replace the existing bridge.

We have read the LADOTD advertisement with a focus on the Scope of Services section and find it to be a comprehensive summation of the required tasks and an excellent template on how to achieve them. In addition to those required tasks in the Scope, our focus is to learn more about our approach and methodology by studying the existing road and its environment. Variables such as vehicle and rail traffic and their frequencies, limits of the existing Right-of Way, locations of the air and ground utilities, impact to surrounding properties and new developments. Maintenance of traffic on US 11 will most probably require construction of the new bridge on an offset alignment from the existing bridge so that the existing bridge can be



More specifically, needs for the proposed project include:

- Address the safety features of the US 11 bridge crossing over the NS railroad
- Improve capacity
- Improve travel time
- Relieve congestion on US 11 by removing the bottleneck between US 190 and I-12
- Relieve future congestion on area roadways
- Improve area-wide mobility and system reliability



used for traffic during the construction of the new bridge. The selection of such offset alignment must ameliorate the geometric conditions of the existing road and comply with LADOTD design requirements. The main span crossing NSRR due to the sharp skew angle between US 11 and NSRR will present a challenge. The conventional approach in this situation is to use large steel curved girders and long skewed bents to provide the span required to meet the minimum required horizontal clearance for NSRR. However, this approach, due to the depth of steel girders, may require fill to be placed on both existing consolidated and unconsolidated soils and may necessitate the use of surcharge and wick drains. The required fill along with phased construction will likely require that temporary sheeting be used during construction. In addition, this increase in grade may also necessitate the use of MSE retaining walls to limit the amount of required Right-of-Way. In addition to the conventional approach, other structure types such as chorded girders supported by straddle bents or pergola structures will be investigated for their feasibility and constructability in this situation. Use of crash walls and designing piers for impact to reduce the required span may also be considered if agreed to by NSRR. Our familiarity with NSRR and experience with them will be essential in negotiating a workable solution that is to their satisfaction. Our bridge design staff will arrive at the most cost effective and constructable options of bridge spans, which takes into consideration the potential limitations of erecting construction equipment such as cranes for driving piles and erecting girders. A study of neighboring properties such as homes, business buildings, and the nearby railroad will result in making sound decisions on selecting the foundation types that will reduce vibration associated with construction. By collaborating with our Geotechnical engineers, we will make decisions and recommendations on bridge Type, Size and Location (TS&L) and selection of their foundations such as driven piles versus cast-in-place piles or drilled shafts and size and embedment of temporary sheeting if required. We will examine all our findings during this study and compare them with the Environmental Document that LADOTD will provide for us. The line and grade study for US 11 between I-12 and US 190 requires a study of various roadway typical sections throughout the length of this highway. The existing US 11 highway between I-12 and US 190 has multiple typical sections and after we examine each section and their utilities, we will establish the appropriate design criteria as they may be unique for each section. For example, as stated earlier, some sections of this highway are divided- four-lane which categorically may be in rural areas and other sections as we near US 190 are also four-lanes however, they are in urban and a more congested area that may require pedestrian and ADA compliant facilities and more need for their Access Management.



A small segment of this highway south of I-12 has a divided-four-lane typical section with instances of dedicated right and left turn lanes. Several commercial and business establishments are present in this area, and its overall typical section appears to comply with the current LADOTD standards although more will be done to substantiate it. This typical section transitions into a two-lane highway with a middle lane which provides right and left turns and later transitions into a two-lane highway with aggregate shoulders approaching the railroad overpass bridge. There are multiple businesses and residences along this segment of the road which contains a signalized intersection and a roadway cross drain which may be a box culvert or a pipe protected with Thrie and W- beam guard rail. The surrounding area of this segment of the highway is less commercially developed, however it has access to a few homes and subdivisions. A significant segment north of US 190 has four lanes with dedicated right and left turn lanes with no shoulders. This area is heavily populated with shopping centers that have access to US 11. There are also subdivisions with multiple homes. Assessment of each alternate line and grade study for 4 lanes with shoulders or two lanes for the purpose of replacing the existing bridge shall evaluate each with their impact on their nearby communities. In addition to the site visits as needed, the established line and grade will be based on the most constructable roadway section utilizing the topographic survey and the subsurface utility and property surveys.

Our final report will be submitted to LADOTD after it has been reviewed by the LADOTD project manager and other stakeholders and their comments at different stages of the project have been addressed to their satisfaction. This report will include all the initial services that are required in the RFP, including sequence of construction and preliminary cost estimates for each alternative.

## PROJECT APPROACH

### SITE VISITS

We will conduct site visits as needed to validate our assumptions and verify the approach to conducting the two alternates in line and grade studies and bridge replacement. We understand the importance of developing and implementing a safety plan while conducting site visits or visual inspections.

## INITIAL STEPS AND INVESTIGATIONS INTO FORMING STRATEGY



The project team will begin by engaging with the designated officials from LADOTD to deepen their understanding of the project's goals and objectives. This collaboration will enable us to better align our efforts with LADOTD expectations and identify the most effective ways to serve their needs.

We will conduct a thorough review of all previous work by LADOTD, and others such as the EA document and studies related to the bridge, validating their findings to enhance our comprehension of the project's status. This will help us determine the most appropriate and cost-effective approach to replacing the bridge and if there is a need for the modifications of the previously prepared Environmental Document based on current LADOTD design criteria. Simultaneously, we will identify and connect with other key stakeholders, including NSRR officials, to gather valuable insights and establish communication lines for coordination. Daniel Parker, one of our in-house personnel, is a former NSRR employee who is knowledgeable of their policies and procedures and familiar with their staff. We will use Daniels' familiarity with the railroad company and his personal connection with them to our advantage for closer communication with them.

Our data collection process will include obtaining all existing documents related to the bridge, such as existing plans and the most recent SNBI inspections report and the bridge's status on the Louisiana Historic Bridge Inventory. We will utilize LADOTD provided information as the baseline and the starting point for establishing approach and methodology to deliver the needed line and grade studies, such as geotechnical data, topographical and SUE surveys, property survey related to the railroad ownership and guidance/requirements from the railroad. Furthermore, we will establish the apparent existing Right-of-Way limits and evaluate any potential utility or structural obstructions that may impact the feasibility of the widening or realignment of the road or replacing the bridge. To the extent possible, we will confine our horizontal alignment study to the existing Right-of-Way limits.

To ensure the project progresses efficiently, we will outline tentative milestones for review and delivery, accommodating any desired frequency of review as indicated by the LADOTD project manager. In the first phase of this project we will also focus on gathering all information required to develop a comprehensive scope of work and a detailed project schedule for future phases.

Finally, we will prepare a conforming specification for the design and review methodology, which will be discussed and refined in collaboration with LADOTD to ensure alignment with their standards and expectations.

## PROJECT KICKOFF MEETING

Upon receiving NTP, our team will propose a kickoff meeting with LADOTD and stakeholders as the first order of business. The goal will be to ensure that all project design criteria and features are understood and agreed on. It is possible that some items may have changed from the environmental document or need modification. Our agenda items will include discussions of any additional traffic data or analysis needed, pavement design references or alternatives, future considerations and other additional items deemed necessary by any of the parties in attendance. In this meeting, we will discuss with the LADOTD project manager his/her preferred frequency of periodic coordination meetings during the project to review its status and address any concerns of LADOTD.

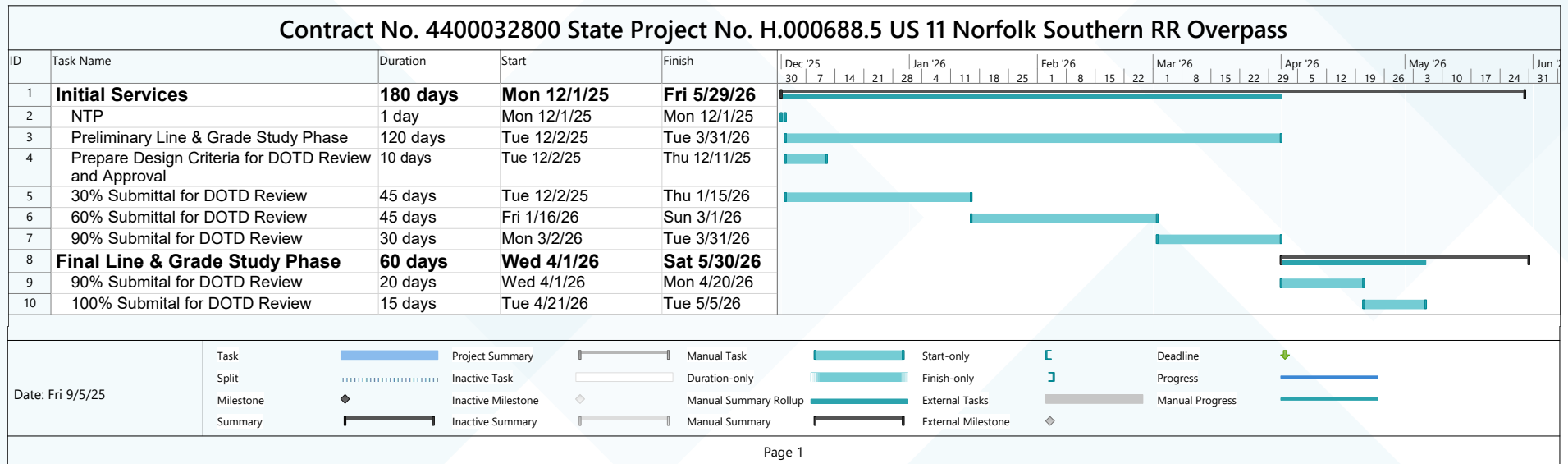
## WHY CHOOSE VOLKERT?

Volkert is pleased to provide LADOTD with the selection of their most experienced team of engineers and designers in each of the elements of work specified for this project. We will serve as the prime consultants to provide project management, line and grade studies, road, hydraulic, bridge design, communication with NSRR and securing their agreement with design and details, and with Ardaman Engineers, our team member, for Geotechnical explorations and design. Our designers in collaboration with our environmental personnel will review and examine the existing EA document to expand on potential and feasible alignment alternatives and project limits. We understand that in the first phase of this project the primary goal is to provide LADOTD with detailed line and grade studies. Volkert continues to be ranked as one of the top consulting firms in the United States offering, road and bridge designs. Volkert employs over 1,400 civil, structural, and electrical engineers, land surveyors, environmental scientists, right-of-way specialists, bridge inspectors, technicians, and landscape architects, therefore we believe we can address majority of the tasks for road and bridge design with our in-house personnel.

**Jacob Parker, PE** as the project manager and a former LADOTD bridge design engineer has specific experience with designing and detailing railroad overpass bridges. **Hossein Ghara, PE, MBA** the former LADOTD bridge design engineer administrator, as the co project manager and **Dr. Ahmed Rageh, PE, PhD** and Jacob Parker, PE are highly knowledgeable of AASHTO and LADOTD bridge design LRFD manuals and have designed and delivered multiple bridge projects for LADOTD and other bridge owners such as GNOEC Safety Bays, in compliance with LADOTD specifications. Mr. Parker was the EOR on the ALDOT I-565 bridge widening over Norfolk Southern railroad which is currently under construction. **Ashley Beckendorf, PE** is our road design engineer with over 17 years of experience in road design and related fields. Our bridge designers are skilled and experienced in a wide range of bridge types, including timber bridges on rural routes, box beams, AASHTO prestressed concrete girders, LG Girders, long spans over water and railroad crossings. We are also experienced in bridge rehabilitations and retrofits, and damage repairs on various types of structures.

Since one of primary tasks is about a significantly long and elevated bridge over railroad tracks, our familiarity with different bridge types in Louisiana is instrumental in bridge type and size decisions. Our bridge designers are familiar with railroad overpass bridges, design of bridge piers for impact and Crash Walls. Volkert has performed engineering design services for LADOTD for several decades which included roadway improvement and bridge replacement projects. Our engineers and project managers are knowledgeable of the past and current LADOTD and AASHTO design policies, standards and construction specifications. We have in-house expertise in traffic analysis and the application of MUTCD, hydrologic and hydraulic analysis and are familiar with LADOTD policies on Complete Street and roundabouts design.

## PROPOSED SCHEDULE



# SECTION 19 | WORKLOAD



*Bookmarks added to pdf for ease of review.*


19. Workload:


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

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

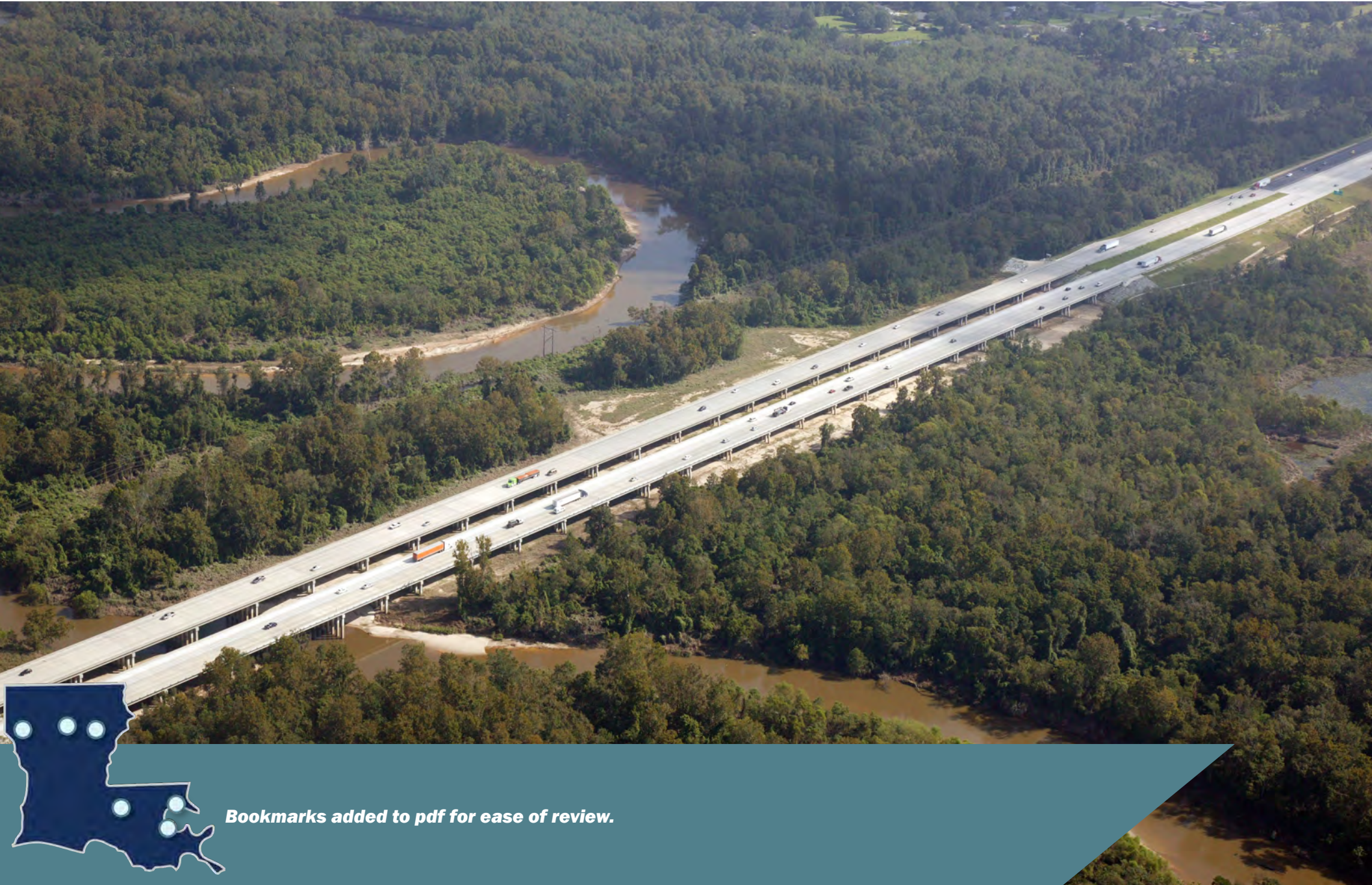
Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Eval- uation Discipline(s) *	Contract Number and State Project Number	Project name	Remaining Unpaid Balance**
 Volkert, Inc.	Bridge	Contract No. 44-25024 S. P. No. H.01551.8	Ridge Road Over Castor Creek, Bienville Parish, LA	\$108,775
		Contract No. 44-25024 S. P. No. H.015520	Collinsburg Creek over Collinsburg Creek, Bossier Parish, LA	\$70,410
		Contract No. 44-25024 S. P. No. H. 015522	Barnette Road over Trib to Walnut Bayou, Caddo Parish, LA	\$10,375
		Contract No. 44-25024 S. P. No. H.015524	Self Road Over Dooley Canal, Caddo Parish, LA	\$4,050
		Contract No. 44-25024 S. P. No. H.015525	Bailey Town Road Over Little Corney Bayou, Claiborne Parish, LA	\$108,125
		Contract No. 44-25024 S. P. No. H.015527	Hinds Road Over Wallace Bayou, DeSoto Paish, LA	\$105,925
		Contract No. 44-25024 S. P. No. H.015528	Courtney Road Over Dry Creek, Red River Parish , LA	\$10,444
		Contract No. 44-25024 S. P. No. H.015529	Dorcheat Road Over Cow Branch, Webster Parish, LA	\$72,638
		Contract No. 44-25024 S. P. No. H.015336	Marathon Road over Gray Creek, Webster Parish, LA	\$63,480

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Eval- uation Discipline(s) *	Contract Number and State Project Number	Project name	Remaining Unpaid Balance**
 Volkert, Inc.	Traffic	Contract No. 44-4787 S.P. No. H.009250	IMR I-10 Highland Road to LA 73, East Baton Rouge and Ascension Parishes, LA	\$1,066,640
	Survey	Contract No. 44-17068	IDIQ Contract for Louisiana Watershed Initiative (LWI) Modeling Contract Region 2, Sub Consultant, Task Order 4	\$37,965
		Contract No. 44-17764 S.P. No. H.013284	IDIQ Contract for Engineering and Inspection Services of State Regulated Dams with Majority of Work in Districts 04,05.08 and 58, Statewide, Tasks Order 4 & 7	\$125,582
	CE&I/OV	Contract No. 44-16173 S.P. No. H.003370	I-220/I-20 Interchange Improvements & Barksdale AFB Access, Bossier Parish, LA	\$3,759,778
		H.004791	LA 23: Belle Chasse Bridge and Tunnel Replacement (HBI) Plaquemines Parish, LA	\$3,741,945
		Contract No. 44-16980 H.013897	College Drive Flyover Ramp. I-10/I-12 West East Baton Rouge Parish, LA	\$30,382
		Contract No. 44-21740 H.004100.6	Phase I W. of Washington Street to Essen Lane (CE&I) Phase I Segment 01. W. of Washington Street to Acadian Thruway, Route I-18. East & West Baton Rouge Parishes, LA	\$509,360
		Contract No. 4400026587 S.P. No. H.001779.6	Jimmie Davis Bridge (LA 511) (HBI) (Owner Verification Services) Route LA 511, Caddo and Bossier Parishes	\$7,594,056
		H.001234.6	LA 1: Leeville to Golden Meadow Phase 2 (CE&I) & SA 1 Fabrication Lafourche Parish (Subconsultant to ECM)	\$4,970,636
		H.011965.6	LA 47: IWGO Bridge Replacement (HBI) (CE&I), Orleans Parish -Subconsultant	\$314,908
		H.007811.6, H.000710.6,H.002273.6, and H.001352.6	Comite Diversion Canal CE&I and Utility Relocation, East Baton Rouge Parish, LA - Subconsultant	\$119,200
		H.011808.6	Retainer Contract 44-26334 IDIQ Contract for Precast Prestress Concrete Fabrication Inspection, Task Order 4 Fabrication, LA 10: Palmetto Company Canal Br	\$32,715
		H.011808.6	Retainer Contract 44-26334 IDIQ Contract for Precast Prestress Concrete Fabrication Inspection, LA 1:Port Allen Canal BR Repl (PH2)(HBI)	\$235,845

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Eval- uation Discipline(s) *	Contract Number and State Project Number	Project name	Remaining Unpaid Balance**
 Ardaman & Associates, Inc.	Geotech	44-4128; H.004273	I-49 Connector, Lafayette	\$338,752
		44-18899; H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$40,897
		44-19013; H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	\$692,204
		H.004435	I-12 to Bush Construction Phase	\$47,370
		44-8671; H.009266	I-10 Widening: LA 73 to LA 30	\$25,760
		44-19013; H.002244.5	Boudreaux Canal Bridge (LA 56)	\$180
		44-17438; H.013284	MRB GBR LA 1 to LA 30 Connector	\$2,781
		44-6189; H.004647.6	I-20 Mississippi River Bridge at Vicksburg	\$1,651,052
		H.015935	LA 47 @ Bayou Bienville	\$23,059
		44-25025; H.015337, H.015452, H.015453, H.015454, H.015455, H.015456, H.015457, H.015458, H.015459, H.015460, H.015461, H.015462, H.015463	I/JA	\$77,119
		44-24652; H.014265.5	N River Road Irving Branch	\$65
		44-24652; H.012533.5	LA 1252 Bayou Pt Brule Bridge	\$39
		44-24652, H.012607.5	Henderson Bayou Bridge LA 933	\$65
		44-24652, H.015568.5, H.015569.5	Pelican Point Roundabout	\$45,870
		44-24652; H.012842.5	LA 124 Ext. Larto Lake	\$152
44-21519; H.012030.5	KCS RR Overpasses US 371	\$44,036		

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Eval- uation Discipline(s) *	Contract Number and State Project Number	Project name	Remaining Unpaid Balance**
 Ardaman & Associates, Inc.	Geotech	44-6189; H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5	Culvert Replacements	\$187,765
		44-21887; H.012542, H.012453, H.012544, H.012047	Replacement of 15 Bridges	\$579,165
		44-25026; H.015489, H.015490, H.015491, H.015492	IIJA	\$14,545

# SECTION 20 | CERTIFICATIONS/LICENSES



*Bookmarks added to pdf for ease of review.*

20. Certifications/Licenses:

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

Search for Louisiana Business Filings			
Name	Type	City	Status
VOLKERT, INC.	Business Corporation (Non-Louisiana)	MOBILE	Active

# Janet Evans, PE, MBA | MPR #1, 2



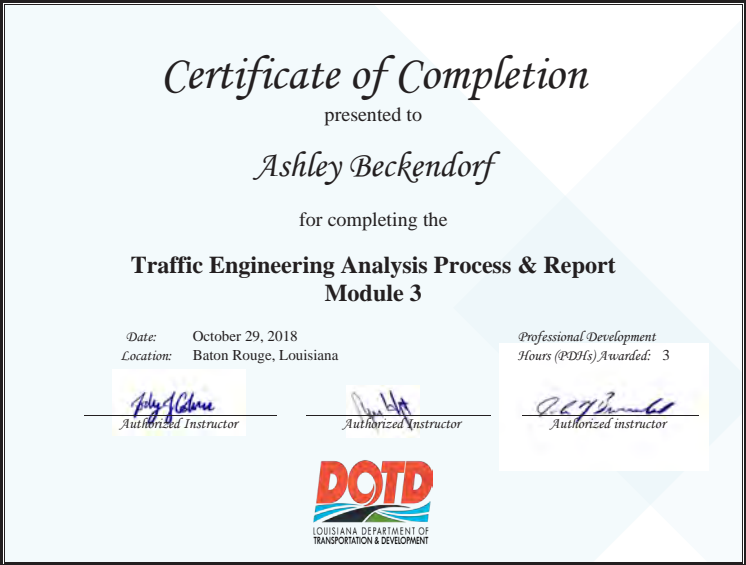
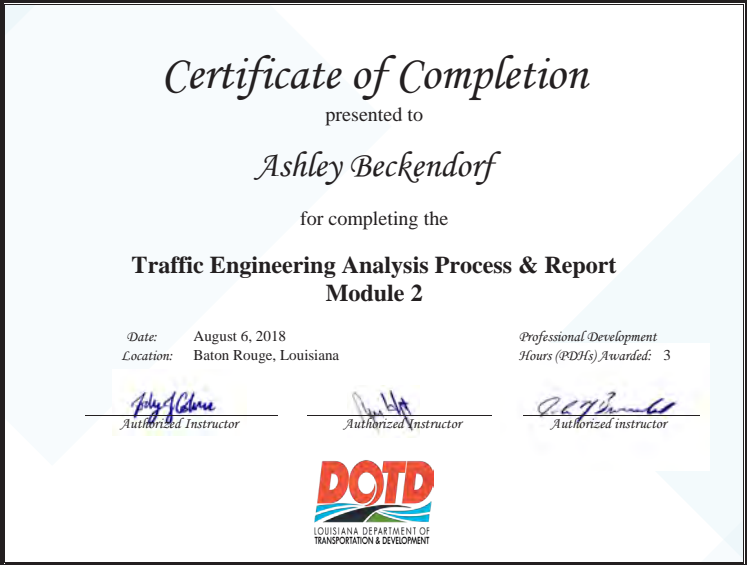
# Jacob Parker, PE | MPR #4



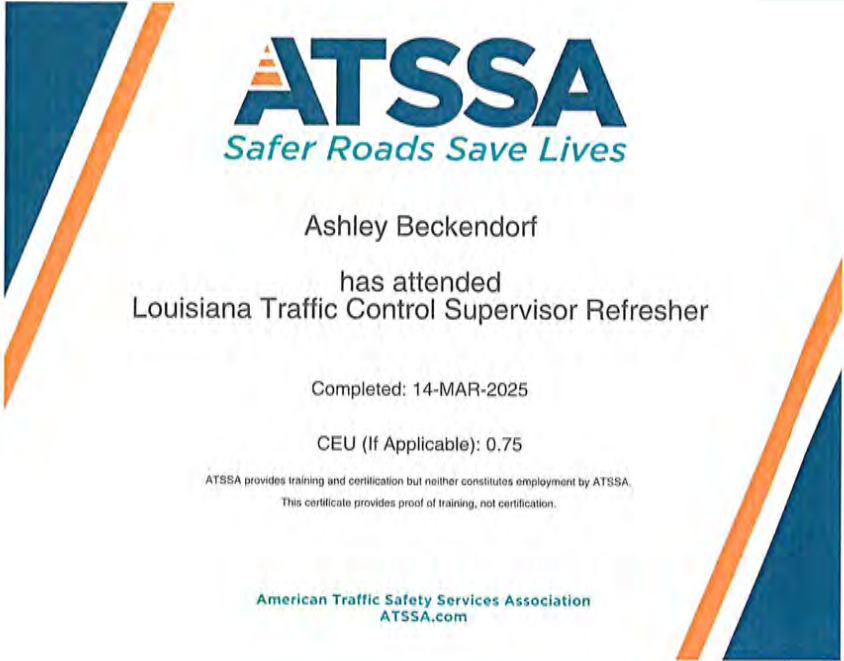
# Hossein Ghara, PE, MBA



# Ashley Beckendorf, PE | MPR #3



# Ashley Beckendorf, PE | MPR #3



# Parker Scheuermann, EI



Parker Scheuermann  
has attended  
Louisiana Traffic Control Supervisor

Completed: 09-JAN-2025

CEU (If Applicable): 1.5

ATSSA provides training and certification but neither constitutes employment by ATSSA.  
This certificate provides proof of training, not certification.

American Traffic Safety Services Association  
ATSSA.com



Parker Scheuermann  
has attended  
Louisiana Traffic Control Technician

Completed: 07-JAN-2025

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.  
This certificate provides proof of training, not certification.

American Traffic Safety Services Association  
ATSSA.com

# Jonathan Gambino, PE, PTOE, RSP1

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


Date: February 25, 2019  
Location: Bridge City, Louisiana

Professional Development  
Hours (PDHs) Awarded: 2

*[Signature]*  
Authorized Instructor

*[Signature]*  
Authorized Instructor

*[Signature]*  
Authorized instructor



LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

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


Date: February 25, 2019  
Location: Bridge City, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3

*[Signature]*  
Authorized Instructor

*[Signature]*  
Authorized Instructor

*[Signature]*  
Authorized instructor



LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

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


Date: February 26, 2019  
Location: Bridge City, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3

*[Signature]*  
Authorized Instructor

*[Signature]*  
Authorized Instructor

*[Signature]*  
Authorized instructor



LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

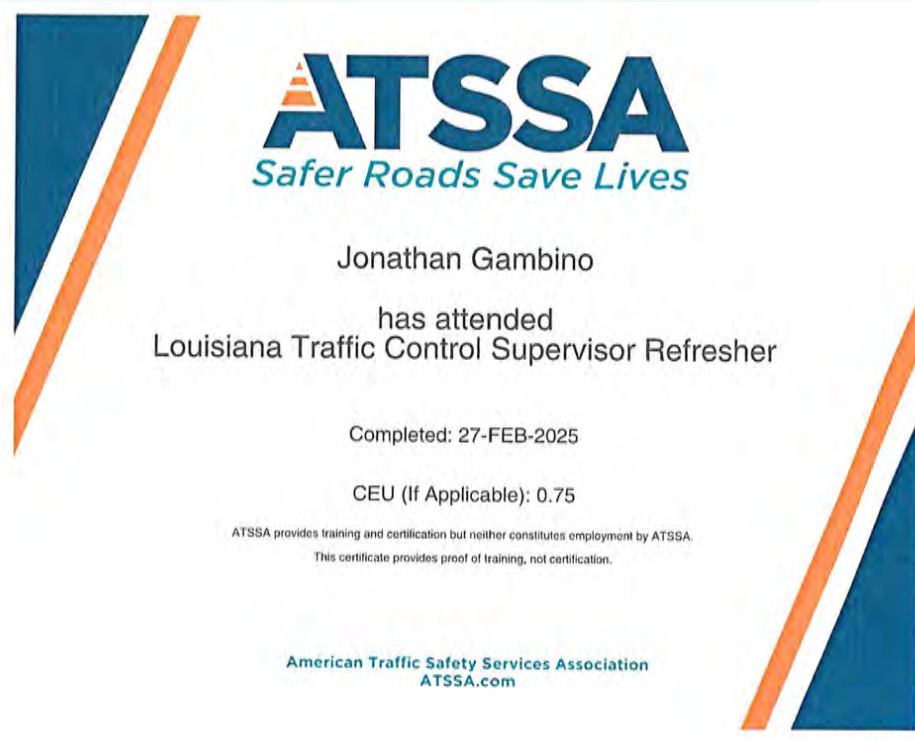


**ATSSA** American Traffic Safety  
Safer Roads Save Lives Services Association

This is to affirm that  
**JONATHAN GAMBINO**  
has satisfied the requirements to be designated as a  
**CERTIFIED FLAGGER**

Issue Date 3/26/2025 Instructor Name Debbie Purcella  
Exp. Date 3/26/2029 Instructor Signature *[Signature]*  
State Issued LA  
V0000306464 Verify at [Flagger.com](http://Flagger.com)

# Jonathan Gambino, PE, PTOE, RSP1



## Transportation Professional Certification Board, Inc.

*certifies that*

**Jonathan M. Gambino**

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

**Road Safety Professional**

*unless withdrawn by the Certification Board and subject to the provisions for renewal.  
Certificate number 587 issued in Washington, D.C, U.S.A.*

*4/5/2021*

*Deborah S. Snyder*  
Deborah S. Snyder  
Chair



*Jeffrey F. Danisi*  
Jeffrey F. Danisi  
Executive Director

## Transportation Professional Certification Board, Inc.

*certifies that*

**Jonathan Michael Gambino**

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

**Professional Traffic Operations Engineer**

*unless withdrawn by the Certification Board and subject to the provisions for renewal.  
Certificate number 1133 issued in Washington, D.C, U.S.A.*

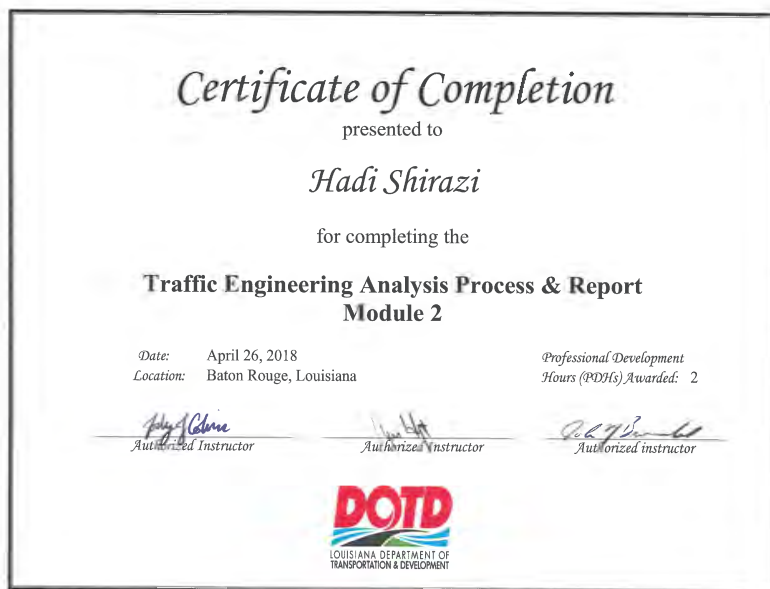
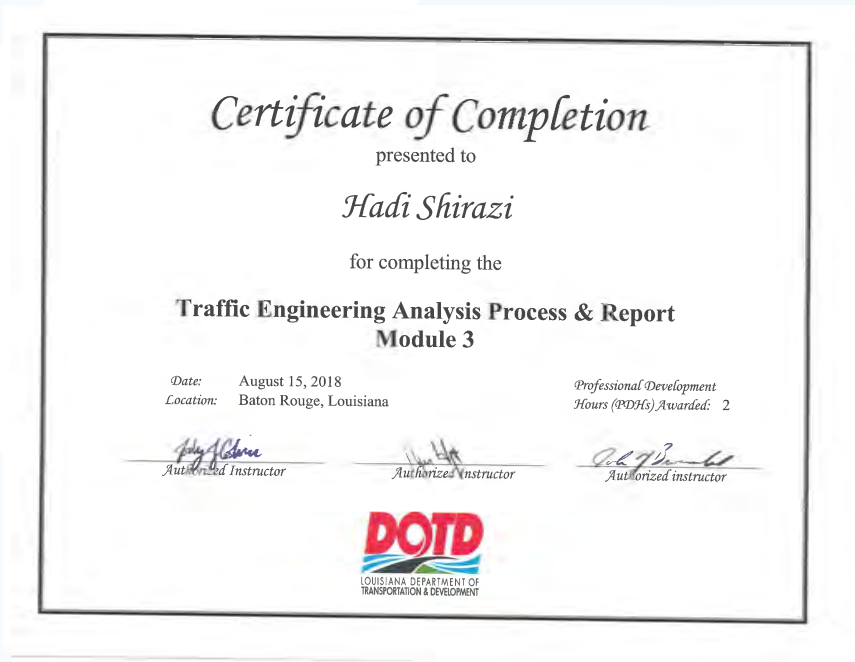
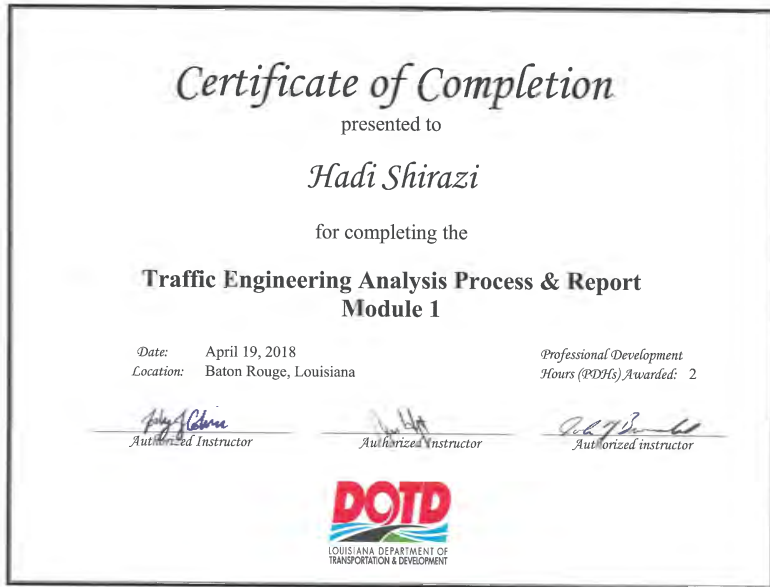
*3/18/18*

*Michael K. Park*  
Michael K. Park  
Chair



*Jeffrey F. Danisi*  
Jeffrey F. Danisi  
Executive Director

# Hadi Shirazi, PE, PTOE



*Certificate of Completion*

presented to

*Angelo "Trey" Pecoraro*

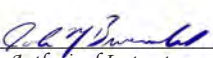
for completing the

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

*Date:* July 10 – 11, 2024  
*Location:* Baton Rouge, Louisiana

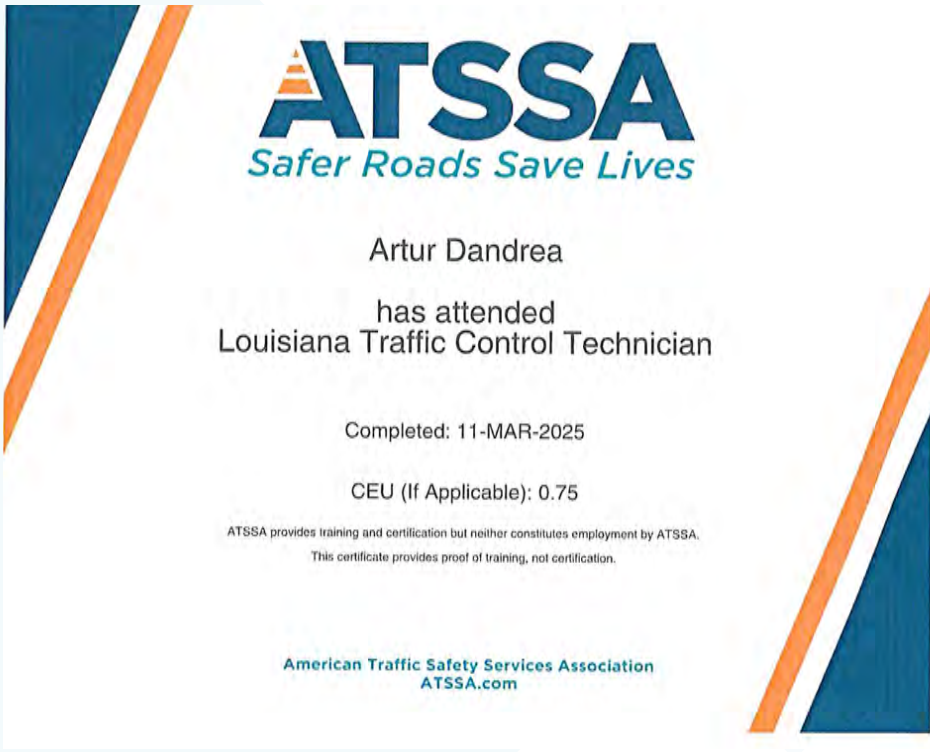
*Professional Development  
Hours (PDHs) Awarded:* 8.50

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


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



# Artur D' Andrea



# Steven Armstrong, PE



Steven Armstrong  
has attended  
Louisiana Traffic Control Supervisor

Completed: 10-JUL-2025

CEU (If Applicable): 1.5

ATSSA provides training and certification but neither constitutes employment by ATSSA.  
This certificate provides proof of training, not certification.

American Traffic Safety Services Association  
ATSSA.com



*This is to affirm that*

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

Issue Date 7/28/2023 ATSSA  
Exp. Date 7/27/2027  
State Issued LA

Instructor Name  
*Wanda M. Clark*  
Instructor Signature

A1000129240 Verify at [Flagger.com](http://Flagger.com)

Association of Diving Contractors  
International



Cert. # 62023  
Expires 11/18/2025



**SURFACE-SUPPLIED AIR DIVER**  
STEVEN ARMSTRONG I.D. 4740  
Commercial Diver Certification Card

**Certified Bridge Inspector**

Whereas **Steven B. Armstrong** has shown competency and fitness to conduct bridge inspection as set forth in the National Bridge Inspection Standards and Florida Statute 335.074 Bridge Inspection Standards,

Therefore, under the authority granted by Chapter 14-48 Florida Administrative Code, the State of Florida Department of Transportation hereby issues this certificate numbered **00587** as provided by law and object to the powers or revocation vested in said Department on this **1st** day of **May 2019**, A.D.



*Richard Kern*  
BRIDGE MANAGEMENT INSPECTION ENGINEER

*Jeffrey A. Poulotte*  
STATE STRUCTURES MAINTENANCE ENGINEER

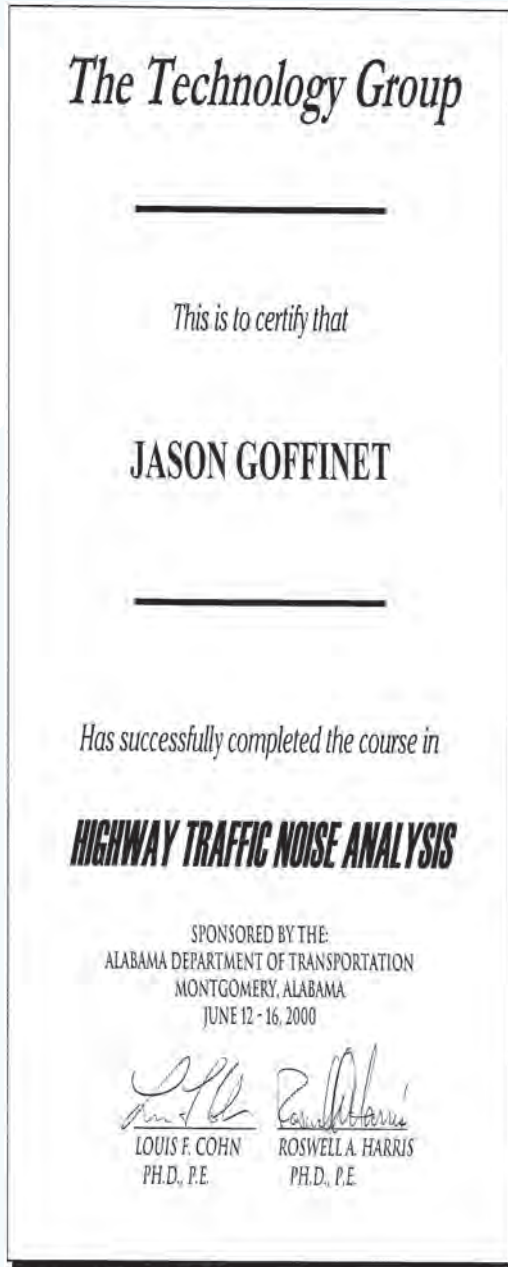
# Gabriel Rice, EI



# Jason Goffinet, REPA



# Jason Goffinet, REPA



## Certificate of Continuing Education

This is to certify that

**Jason C. Goffinet**

has satisfactorily completed

## HWA Traffic Noise Model (TNM) 1.0<sup>0</sup> Training Course

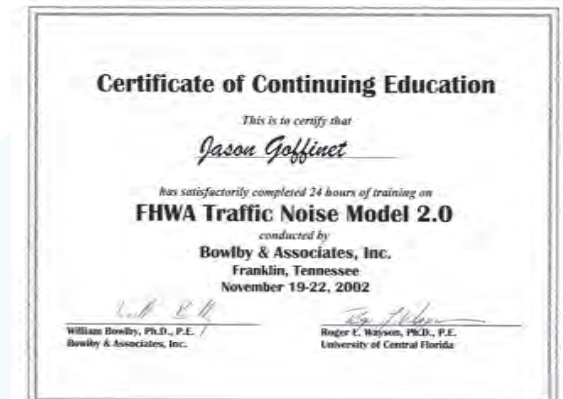
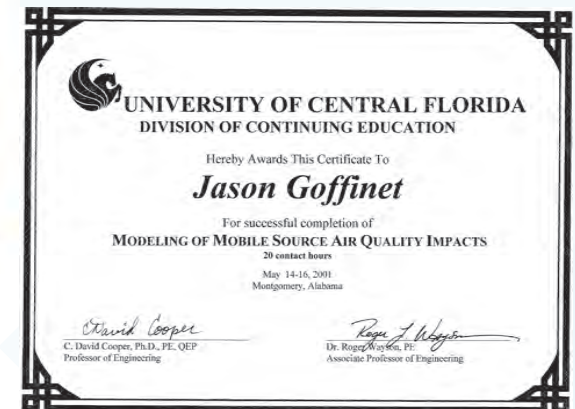
conducted by Bowlby & Associates, Inc.

Brentwood, Tennessee

November 14-19, 1999

*William Bowlby*  
William Bowlby, Ph.D., P.E.

*Roger E. Wayson*  
Roger E. Wayson, Ph.D., P.E.



# Paige Felts, CPESC



# Emergency Management Institute



## FEMA

This Certificate of Achievement is to acknowledge that

**PAIGE C FELTS**

has reaffirmed a dedication to serve in times of crisis through continued professional development and completion of the independent study course:

**IS-00393.a**

**Introduction to Hazard Mitigation**

Issued this 8th Day of April, 2011



*Vilma Schifano Milmo*  
Vilma Schifano Milmo  
Superintendent (Acting)  
Emergency Management Institute

1.0 IACET CEU



# Trent Farris, PWS, CWB, ESA-C



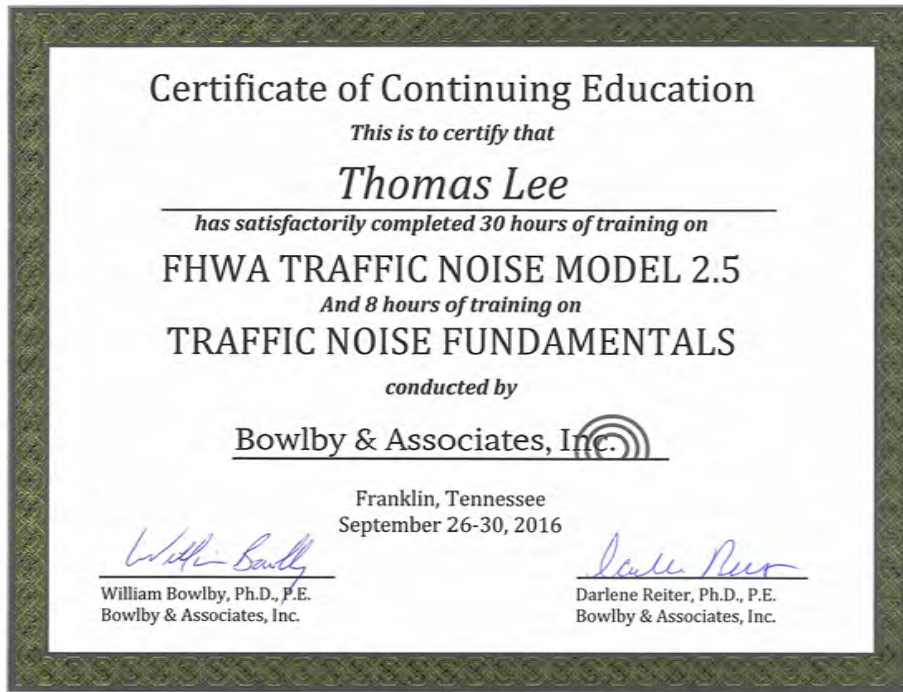
# Trent Farris, PWS, CWB, ESA-C



# Evan Reid, CPESC



# Thomas Lee





**CERTIFICATE OF  
ACCREDITATION**



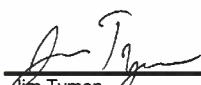
**Ardaman & Associates, Inc.**


in

**Baton Rouge, Louisiana, USA**

has demonstrated proficiency for the testing of construction materials and has conformed to the requirements established in AASHTO R 18 and the AASHTO Accreditation policies established by the AASHTO Committee on Materials and Pavements.

The scope of accreditation can be viewed on the Directory of AASHTO Accredited Laboratories ([aashtoresource.org](http://aashtoresource.org)).

  
\_\_\_\_\_  
Jim Tymon,  
AASHTO Executive Director

  
\_\_\_\_\_  
Matt Linneman,  
AASHTO COMP Chair

This certificate was generated on 08/14/2025 at 3:48 PM Eastern Time. Please confirm the current accreditation status of this laboratory at [aashtoresource.org/aap/accreditation-directory](http://aashtoresource.org/aap/accreditation-directory)



**SCOPE OF AASHTO ACCREDITATION FOR:**  
**Ardaman & Associates, Inc.**  
**in Baton Rouge, Louisiana, USA**

**Quality Management System**

<b>Standard:</b>	<b>Accredited Since:</b>
R18 Establishing and Implementing a Quality System for Construction Materials Testing Laboratories	11/09/2009
C1077 (Aggregate) Laboratories Testing Concrete and Concrete Aggregates	09/17/2021
C1077 (Concrete) Laboratories Testing Concrete and Concrete Aggregates	09/17/2021
D3740 (Soil) Minimum Requirements for Agencies Engaged in Testing and/or Inspection of Soil and Rock as Used in Engineering Design and Construction	12/26/2013

<b>Standard:</b>	<b>Accredited Since:</b>
T288 Minimum Soil Resistivity	01/31/2019
D421 Dry Preparation of Disturbed Soil and Soil Aggregate Samples for Test	11/09/2009
D422 Particle Size Analysis of Soils by Hydrometer	11/09/2009
D698 The Moisture-Density Relations of Soils Using a 5.5 lb [2.5 kg] Rammer and a 12 in. [305 mm] Drop	06/16/2016
D854 Specific Gravity of Soils	02/14/2012
D1140 Amount of Material in Soils Finer than the No. 200 (75-µm) Sieve	02/14/2012
D1557 Moisture-Density Relations of Soils Using a 10 lb [4.54 kg] Rammer and an 18 in. [457 mm] Drop	06/16/2016
D2166 Unconfined Compressive Strength of Cohesive Soil	06/16/2016
D2216 Laboratory Determination of Moisture Content of Soils	11/09/2009
D2434 Permeability of Granular Soils (Constant Head)	04/27/2022
D2435 One-Dimensional Consolidation Properties of Soils Using Incremental Loading	02/14/2012
D2487 Classification of Soils for Engineering Purposes (Unified Soil Classification System)	12/26/2013
D2488 Description and Identification of Soils (Visual-Manual Procedure)	12/26/2013
D2850 Unconsolidated, Undrained Compressive Strength of Cohesive Soils in Triaxial Compression	02/14/2012
D2937 Density of Soil in Place by the Drive-Cylinder Method	01/31/2019
D2974 Determination of Organic Content in Soils by Loss on Ignition	02/14/2012
D4318 Determining the Liquid Limit of Soils (Atterberg Limits)	11/09/2009
D4318 Plastic Limit of Soils (Atterberg Limits)	11/09/2009
D4643 Determination of Water (Moisture) Content of Soil by Microwave Oven Heating	01/31/2019
D4972 pH Testing of Soils	12/26/2013
D5084 Hydraulic Conductivity of Saturated Porous Materials Using a Flexible Wall Permeameter	12/26/2013
D6913 Particle-Size Distribution (Gradation) of Soils Using Sieve Analysis	04/27/2022
D6938 In-Place Density and Moisture Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)	01/31/2019



## Aggregate

<b>Standard:</b>	<b>Accredited Since:</b>
C117 Materials Finer Than 75- $\mu$ m (No. 200) Sieve in Mineral Aggregates by Washing	01/31/2019
C127 Specific Gravity and Absorption of Coarse Aggregate	09/17/2021
C128 Specific Gravity (Relative Density) and Absorption of Fine Aggregate	09/17/2021
C136 Sieve Analysis of Fine and Coarse Aggregates	01/31/2019
C566 Total Moisture Content of Aggregate by Drying	01/31/2019
C702 Reducing Samples of Aggregate to Testing Size	01/31/2019
D75 Sampling Aggregate	01/31/2019

## Concrete

<b>Standard:</b>	<b>Accredited Since:</b>
C31 (Cylinders) Making and Curing Concrete Test Specimens in the Field	09/17/2021
C39 Compressive Strength of Cylindrical Concrete Specimens	09/17/2021
C138 Density (Unit Weight), Yield, and Air Content of Concrete	09/17/2021
C143 Slump of Hydraulic Cement Concrete	09/17/2021
C172 Sampling Freshly Mixed Concrete	09/17/2021
C231 Air Content of Freshly Mixed Concrete by the Pressure Method	09/17/2021
C511 Moist Cabinets, Moist Rooms, and Water Storage Tanks Used in the testing of Hydraulic Cements and Concretes	01/12/2022
C1064 Temperature of Freshly Mixed Portland Cement Concrete	09/17/2021
C1231 (6000 psi and below) Use of Unbonded Caps in Determination of Compressive Strength of Hardened Concrete Cylinders	09/17/2021



STATE OF LOUISIANA  
DEPARTMENT OF ENVIRONMENTAL QUALITY

Effective Date: July 1, 2025

316 Highlandia Dr, Baton Rouge, Louisiana 70810-5904

Certificate Number: 02052

Ardaman & Associates Inc  
AI Number: 30726  
Activity No. ACC20250001  
Expiration Date: June 30, 2026

**Air Emissions**

Analyte	Method Name	Method Code	Type	AB
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**Non Potable Water**

Analyte	Method Name	Method Code	Type	AB
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**Solid Chemical Materials**

Analyte	Method Name	Method Code	Type	AB
1730 - Amount Of Soil Finer Than The No. 200 Sieve	ASTM D1140	3550	AASHTO	AAP
1731 - Laboratory Compaction Of Soils (Proctor Density)	ASTM D1557	3551	AASHTO	AAP
1731 - Laboratory Compaction Of Soils (Proctor Density)	ASTM D698	3561	AASHTO	AAP
1732 - Unconfined Compressive Strength Of Soil	ASTM D2166	3552	AASHTO	AAP
1734 - Classification Of Soils For Engineering Purposes (Unified Soil Classification System)	ASTM D2487	3554	AASHTO	AAP
1735 - Soil Classification Visual - Manual (Field)	ASTM D2488	3555	AASHTO	AAP
1736 - Unconsolidated, Undrained Triaxial Compression	ASTM D2850	3556	AASHTO	AAP
1738 - Particle Size Analysis Of Soils	ASTM D422 63 (7)	30030854	AASHTO	AAP
1739 - Atterberg Limits of Soils	ASTM D4318	3559	AASHTO	AAP
1740 - Liquid Limit	ASTM D4318	3559	AASHTO	AAP
1741 - Plastic Limit	ASTM D4318	3559	AASHTO	AAP
1742 - Plasticity Index	ASTM D4318	3559	AASHTO	AAP
1743 - Specific Gravity Of Soils	ASTM D854	3562	AASHTO	AAP
1744 - Hydraulic Conductivity (Flexible Wall Permeameter)	ASTM D5084	3563	AASHTO	AAP
1900 - pH	ASTM D4972	3560	AASHTO	AAP
1919 - Hydraulic Conductivity	ASTM D2434	3834	AASHTO	AAP
1954 - In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)	ASTM D6938	3854	AASHTO	AAP
2073 - Dry Preparation of Samples	ASTM D421	3972	AASHTO	AAP
2086 - One-Dimensional Consolidation Properties of Soils	ASTM D2435	3994	AASHTO	AAP
2439 - Hydraulic Conductivity (granular material)	ASTM D2434	3834	AASHTO	AAP
2464 - Particle Size Distribution	ASTM D6913	4324	AASHTO	AAP
3850 - Moisture content	ASTM D2216-10	30025106	AASHTO	AAP
7987 - Organic Content of Soil by Ignition	ASTM D2974-07A	30026450	AASHTO	AAP

Clients and Customers are urged to verify the laboratory's current certification status with the Louisiana Environmental Laboratory Accreditation Program.



**STATE OF LOUISIANA**  
DEPARTMENT OF ENVIRONMENTAL QUALITY

Is hereby granting a Louisiana Environmental Laboratory Accreditation to



**Ardaman & Associates Inc**  
316 Highlandia Dr  
Baton Rouge, Louisiana 70810-5904

Agency Interest No. 30726  
Activity No. ACC20250001

According to the Louisiana Administrative Code, Title 33, Part I, Subpart 3, LABORATORY ACCREDITATION, the State of Louisiana formally recognizes that this laboratory is technically competent to perform the environmental analyses listed on the scope of accreditation detailed in the attachment.

The laboratory agrees to perform all analyses listed on this scope of accreditation according to the Part I, Subpart 3 requirements and acknowledges that continued accreditation is dependent on successful ongoing compliance with the applicable requirements of Part I. Please contact the Department of Environmental Quality, Louisiana Environmental Laboratory Accreditation Program (LELAP) to verify the laboratory's scope of accreditation and accreditation status.

Accreditation by the State of Louisiana is not an endorsement or a guarantee of validity of the data generated by the laboratory. Accreditation of the environmental laboratory does not imply that a product, process, system, or person is approved by LELAP. To be accredited initially and maintain accreditation, the laboratory agrees to participate in two single-blind, single-concentration PT studies, where available, per year for each field of testing for which it seeks accreditation or maintains accreditation as required in LAC 33:1.4711.



Tonya Landry  
Administrator  
Public Participation and Permit Support Division

Issued Date: 6/12/2025  
Effective Date: July 1, 2025  
Expiration Date: June 30, 2026  
Certificate Number: 02052



Megan Bourgeois  
has attended  
Louisiana Traffic Control Supervisor Refresher

Completed: 21-JUN-2024

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.  
This certificate provides proof of training, not certification.

American Traffic Safety Services Association  
ATSSA.com



Megan Bourgeois  
has attended  
National Flagger Certification Training Course

Completed: 15-AUG-2024

CEU (If Applicable): 0

ATSSA provides training and certification but neither constitutes employment by ATSSA.  
This certificate provides proof of training, not certification.

American Traffic Safety Services Association  
ATSSA.com



**ATSSA** American Traffic Safety Services Association  
Safer Roads Save Lives

This is to affirm that

**ROBERT JEWELL**

has satisfied the requirements to be designated as a

**CERTIFIED FLAGGER**

Issue Date 7/31/2025 Instructor Name Debbie Purcella  
Exp. Date 7/31/2029 State Issued LA Instructor Signature Debbie Purcella  
State Issued LA Instructor Signature Debbie Purcella

V0000394058 Verify at [Flagger.com](http://Flagger.com)

**ATSSA**  
Safer Roads Save Lives

Robert Jewell  
has attended  
Louisiana Traffic Control Supervisor Refresher

Completed: 23-AUG-2024  
CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.  
This certificate provides proof of training, not certification.

American Traffic Safety Services Association  
ATSSA.com

**PDCA**  
PILE DRIVING CONTRACTORS ASSOCIATION

**PI**  
Pile Dynamics, Inc.

This documents that

Robert Edwin Jewell  
Ardaman & Assoc

has on February 17, 2011 achieved the rank of

**ADVANCED**

on the **Dynamic Measurement and Analysis Proficiency Test.**

The individual identified on this document demonstrated to the degree granted above an understanding of theory, data quality evaluation, interpretation and signal matching for high strain dynamic testing of deep foundations. *It is recommended that individuals at the Advanced level seek Master or Expert levels through additional study within four years of the date of this document.*

The ability of the individual named to provide appropriate knowledge and advice on a specific project is not implied or warranted by the Pile Driving Contractors Association or Pile Dynamics, Inc. The Pile Driving Contractors Association or Pile Dynamics, Inc. assumes no liability for foundation testing and analysis work performed by the bearer of this certificate.

Steven A. Hall  
Steven A. Hall, Executive Director  
Pile Driving Contractors Association

Garland Likins  
Garland Likins, President  
Pile Dynamics, Inc.



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

This is to affirm that

**CASEY FLOYD**

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

Issue Date 6/4/2024 Instructor Name Debbie Purcella  
Exp. Date 6/4/2028 Instructor Signature *Debbie Purcella*  
State Issued LA Instructor Signature

V0000258342 Verify at [Flagger.com](http://Flagger.com)

**ATSSA TRAINED**

**PROOF OF TRAINING**

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Casey Floyd**  
has attended  
**Louisiana Traffic Control Supervisor**  
Training Course

9/6/2023 to 9/6/2027  
Training Valid Through

Baton Rouge, LA  
Location

*Debra H. Clark*  
Vice President of Education and Technical Services

*Alan Fischer*  
President, CEO

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

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



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

This is to affirm that  
**JARMON KING**

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

Issue Date 5/29/2024 Instructor Name Debbie Purcella  
Exp. Date 5/29/2028 *Debbie Purcella*  
State Issued LA Instructor Signature  
V0000258173 Verify at [Flagger.com](http://Flagger.com)

**ATSSA TRAINED**

**PROOF OF TRAINING**  
THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Jarmon King**  
has attended  
**Louisiana Traffic Control Supervisor**  
Training Course

11/8/2023 to 11/8/2027  
Training Valid Through

Baton Rouge, LA  
Location

*Don H. Cole*  
Vice President of Education and Technical Services  
*Allen Tucker*  
President, CEO

ATSSA provides training and certification for neither construction performed by ATSSA.

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

**PDCA** PILE DRIVING CONTRACTORS ASSOCIATION

This documents that  
**Jarmon E. King**  
**Ardaman and Associates, Inc.**

has on March 15, 2019 achieved the rank of  
**BASIC**  
on the **Dynamic Measurement and Analysis Proficiency Test.**

The individual identified on this document demonstrated to the degree granted above an understanding of theory, data quality evaluation, interpretation and signal matching for high strain dynamic testing of deep foundations. *It is recommended that individuals at the Basic level seek Intermediate, Advanced, Master or Expert levels through additional study within two years of the date of this document*

The ability of the individual named to provide appropriate knowledge and advice on a specific project is not implied or warranted by the Pile Driving Contractors Association or Pile Dynamics, Inc. The Pile Driving Contractors Association or Pile Dynamics, Inc. assumes no liability for foundation testing and analysis work performed by the bearer of this certificate. This certificate can be verified at [www.PDAproficiencytest.com](http://www.PDAproficiencytest.com).

*Frank T. Peters*  
Frank T. Peters, Executive Director  
Pile Driving Contractors Association

*Garland Likins*  
Garland Likins, Senior Partner  
Pile Dynamics, Inc.

No. 2891

# SECTION 21 | QA/QC PLAN AND/OR WORK PLAN



*Bookmarks added to pdf for ease of review.*

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

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

Please see the following pages for Volkert's QA/QC Plan.



## QUALITY ASSURANCE / QUALITY CONTROL PLAN

DOCUMENTATION MANUAL FOR PROJECT DELIVERY

US 11 NORFOLK SOUTHERN RR OVERPASS (HBI)

ROUTE: US 11

ST. TAMMANY PARISH

CONTRACT NO. 4400032800

STATE PROJECT NO. H.000688.5

FEDERAL AID PROJECT NO. H000688

Prepared By:

**VOLKERT**

9448 Brookline Ave  
Baton Rouge, LA 70809

225.218.9440

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# **US 11 NORFOLK SOUTHERN RR OVERPASS (HBI), ROUTE: US 11-ST. TAMMANY PARISH**

**CONTRACT NO. 4400032800  
STATE PROJECT NO. H.000688.5  
FEDERAL AID PROJECT NO. H000688**

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## **Quality Assurance / Quality Control Plan** DOCUMENTATION MANUAL FOR PROJECT DELIVERY

Prepared By:

**VOLKERT**

9448 Brookline Ave  
Baton Rouge, LA 70809

225.218.9440



September 09, 2025

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## Bridge Design QC/QA Plan

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

Volkert's goal for this project is to contribute to a quality set of preliminary bridge construction plans and documents for the Louisiana Department of Transportation and Development (LA DOTD) and when supplemented at the discretion of LA DOTD for preparing the final bridge construction plans and related specifications with descriptions of nonstandard pay items when required.

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

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

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

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

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

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

**Quality Control (QC):** The procedures of checking the accuracy of the calculations and consistency of the drawings, detecting and correcting design omissions and errors before the design plans are finalized.

**Quality Assurance (QA):** The procedures of reviewing the work to ensure the quality controls are in place and effective in preventing mistakes, and consistency in the development of design plans and specifications.

Design documentation procedures will be submitted to LA DOTD, in a Design Documentation Booklet format. The design documentation is stored in a central location, accessible by all project team members. Maintenance of all records and documenting decisions regarding bridges Type, Size, and Location is essential to the quality control process. Design documentation and the organizational structure should be such that someone totally unfamiliar with the project could follow the decision made on the project by reviewing the documentation.

### **C. Responsibilities of Designers, Checkers, and Engineer of Record**

To accomplish effective Quality Control and Quality Assurance, for the five (5) bridge structures specifies in the RFP, there are key personnel responsibilities as described below.

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

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

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

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

**Checker:** An individual responsible for performing a full technical review of the design calculations, drawings, specifications, and contract documents. An individual with a Louisiana Professional Civil Engineer License is desired. Checkers may have prepared a portion of the product, but not the portion they are reviewing. Checkers must however be from the area of expertise of the area they are checking. For example, a traffic engineer would not check the bridge plans no matter that he may be a licensed engineer.

**Reviewer / Quality Assurance Manager:** An engineer or manager with general experience in design whose primary responsibility is to approve the initial Project Quality Control Plan and periodically performs unannounced QA reviews to ensure the plan is being adhered to, and to document deficiencies

and recommend improvements to the Project Manager, Engineer of Record, or the Designers, as appropriate.

### **Control of Sub-consultants**

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

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

#### Our Quality Control Review Process and Procedures

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

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

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

#### Calculations

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

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

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

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

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

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

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

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

### **Drawings**

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

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

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

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

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

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

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

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

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

### **Reports (if needed)**

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

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

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

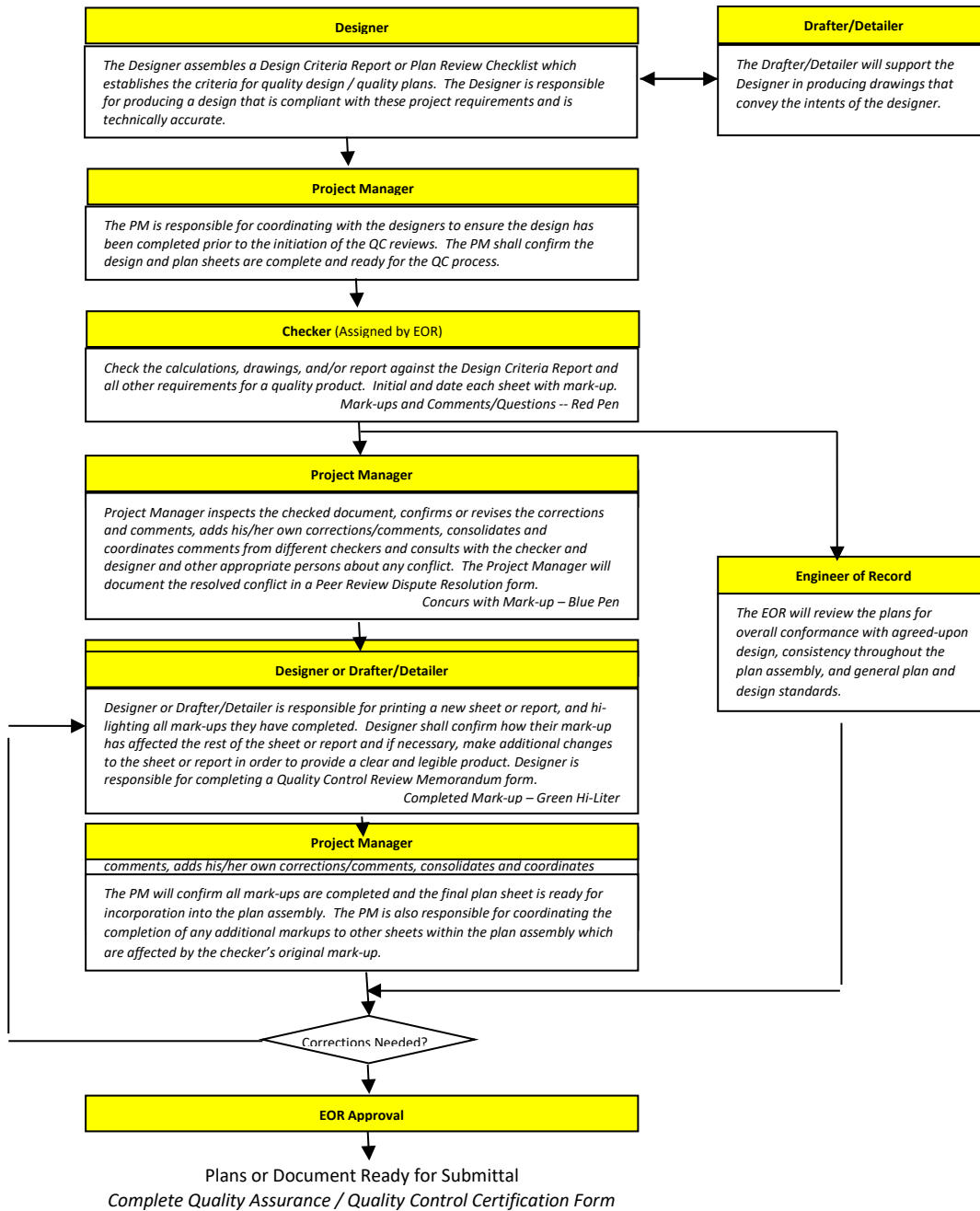
In addition to the project submittal reviews described above, there are many more good practices that should be followed to produce a quality product in a professional manner. These guidelines should be addressed and required reviews should be completed on an as-needed basis.

### **Correspondence (if needed)**

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

### **Constructability Reviews**

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



**Fig. 1: Quality Control Process Flowchart**

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

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

The Department recently adopted another platform called InspectX therefore we should replace Assetwise with InspectX.

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

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

### **Meetings**

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

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

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

## **Project Coordination**

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

## **Disposition of Comments**

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

## **Special Provisions**

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

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

### Quality Assurance Reviews Process and Procedures

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

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

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

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

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

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

Jacob Parker, PE, a former LADOTD bridge engineer with more than 26 years of experience designing simple and complex bridges will be the Project Manager for this project. His complete understanding of LADOTD Bridge Design Policies and Procedures, AASHTO and AREMA provides value to our team of designers and technicians.

Hossein Ghara, PE, MBA, former LADOTD Bridge Design Engineer, with 45 years of bridge design experience, will provide QC and QA reviews over the bridge design, plans and Construction Services process.

Ahmed Rageh, PE, PhD, with over 17 years of bridge design experience is a steel structure expert and has many years of experience working on LADOTD projects.

Artur D'Andea, with over 45 years of experience with Louisiana bridge design, and construction has ample experience with the design of railroad overpass bridges.

Ashley Beckendorf, PE, our road design engineer has over 15 years of road design experience, with several LADOTD projects.

<b>Table 1: QC/QA Personnel Initial Areas of Responsibility Assignment</b>				
<b>Discipline</b>	<b>Designer</b>	<b>Checker (QC)</b>	<b>Reviewer (QA)</b>	<b>EOR</b>
<b>Line and Grade</b>	Ryan Ordeneaux, PE	Ashley Beckendorf, PE	Jacob Parker, PE	Ryan Ordeneaux, PE
<b>Bridge Studies</b>	Jacob Parker, PE	Steven Armstrong, PE	Artur D'andrea, PE	Jacob Parker, PE
<b>Environmental</b>	Paige Felts, CPESC	Trent Farris, PWS, CWB, ESA-C	Jason Goffinet, REPA	Paige Felts, CPESC
<b>Geotechnical</b>	Megan Bourgeois, PE	Mark Woodward, PE	Robert Jewell, PE	Megan Bourgeois, PE

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

**II. Typical Phase Review Guidelines**

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

# Consultant Submittal Review Checklist

Consultant Submittal Review Checklist

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

**Legends:**

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

## **G. Typical Final Calculation Book Checklist (Final Design Only)**

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

\_\_\_ **Cover Sheet**

The following information must be included on the cover sheet:

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

\_\_\_ **Final Calculation Book Check List**

\_\_\_ **QC/QA Certifications**

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

\_\_\_ **Design Criteria**

\_\_\_ **Final Hydraulic Analysis Report from Hydraulic Engineer**

\_\_\_ **Final Geotechnical Analysis Report from Geotechnical Engineer**

\_\_\_ **Superstructure Design Calculations**

\_\_\_ **Substructure Design Calculations**

\_\_\_ **Quantity Calculations**

\_\_\_ **Special Provisions/NS-Items**

\_\_\_ **Construction Cost Estimate**

\_\_\_ **As-Designed Rating Report**

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

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

\_\_\_ **A PDF File of the Calculation Book**

\_\_\_ **All Electronic Design Files**

\_\_\_ **Line and Grade Report**

**Preliminary Cost Estimates for both L&G options**

Purpose	No. Of Sets	For	Sheets Needed	Remarks
Project Initiation 15%	1	HQ Utility Section	Title Sheet, Plan & Profile	Parish Map & copies of field roll can be used for high priority projects
	1	Project Engineer		
	1	District Utility Representative		
	3	Real Estate Section		
	1	Road Design Section		
	3	Environmental Section		
Typical Section 30%	1	Geotechnical Engineer	Title Sheet, Proposed Typical Section, & Soil Survey	if soil survey has not been made, then proposed grade should be furnished
Utility 30%	2	HQ Utility Section	Title Sheet & P/P	for review w/ utility companies and municipalities
		District Utility Representative		
Bridge 60%	1	Bridge Design Section	Title Sheet & Specific P/P	only if bridges required
Geometric Review 60%	1	Geometric Design Engineer	Full Set	
Soil Borings, Probings, Sub-grade Soil Survey, Ph & Resistivity 60%	3	Pavement & Geotechnical Section	Title Sheet, Gen. Br. Plan, Plan/Profile Shts.	
Preliminary Drainage Check 60%	1	Bridge Design Section	All Information Requested	for permit determination
	1	Hydraulics Section		all projects
Preliminary R/W Maps & Property Survey, 60%	1	Location & Survey	Title Sheet, Plan Profiles	
	1	Real Estate		
Constructability Review 90%	1	District Area Engineer	Constructability review form distributed with or prior to Plan in Hand distribution	for constructability review
	1	Project Engineer		
Plan-In-Hand 90% (must be distributed 21 days prior to meeting)	1	Construction Section (Hdqtrs)	Full Set & Cross Sections	
	1	Traffic Engineering Management	Full Set	
	1	HQ Utility Section (letter only)		
	1	District Area Engineer		
	1	Project Engineer		
	1	Geotechnical Engineer		
	1	Road Design Section		
	1	District Utility Representative		contact district for # sets
	1	District Permits Specialist		
	1	District Real Estate Officer		
	1	District Design		
	1	District Traffic Operations Eng.		
	1	Envi. Sect. Fed. Permit Coord.		for permit determination
	1	Bridge Design Section		only if bridges required
	1	F.H.W.A.		NH System > \$1 million
	1	Real Estate (Hdqtrs)		
	1	Environmental Section		
	1	DOTD Landscape Unit		
	1	Consultant		if applicable
	2	Parish Or City Government		Parishes Of Jeff., Pla., EBR, Orleans, Caddo
	1	Highway Rail Safety Engineer	Title Sht., Typ Sec, P/P with R/R	only for R/R X-ings
1	Planning Section	Plan-In-Hand Report Only		

Purpose	No. Of Sets	For	Sheets Needed	Remarks	
Drainage Check 60%	1	Hydraulics Section	All Information Requested		
	1	HQ Utility Section	Title Sht., Typ. Sec., P/P	sub-surface drainage projects	
	1	District Utility Representative			
Geometric Review 60%	1	Geometric Design Engineer	Full Set		
	1	Road Design Section			
Advance Check Prints 95%	1	Project Engineer	Full Set & Cross-Sections		
	1	Construction Section (Hdqtrs)			
	1	Real Estate Section			
	1	F.H.W.A.		NH System > \$1 Million	
	1	District Construction Engineer	Full Set		
	1	District Utility Representative			
	1	District Permits Specialist			
	1	Road Design Section			
	1	Geotechnical Engineer			
	1	Traffic Engineering Management			for construction signing or signals
	1	Geometric Design Engineer			add set if permanent signing req'd
	1	Contracts & Specifications			
	1	Bridge Design Section			
	2	Environmental Section			1 for Permit Coordinator
	1	HQ Utility Section			
	1	Contracts Management	Title Sheet Only		
1	Highway Rail Safety Engineer	Title Sht., Typ. Sec., P/P with	only for R/R X-ings		
Constructability Review 95%	1	District Area Engineer	R/R		
	1	Project Engineer	review form distributed with ACP distribution	for constructability review	
National Pollution Discharge Elimination System (NPDES)	1	EPA	Notice Of Intent		
Storm Water Pollution Prevention Plan (SWPP)	1	Contracts & Specifications	Environmental Protection Special Provision		
Trainee Determination	1	Contracts & Specifications	Trainee Determination Form		
	1	Construction			
Final Plans for Signature	1 (original)	Chief Engineer	Plans and PS&E Checklist		
Final Signed Plans 100%	Singed original plan set is transmitted to General Files. Copy of the title sheet is transmitted to Project Control. The Real Estate, Location And Survey and HQ Utility sections as well as the District Administrator, District Area Engineer, Construction Engineer, Road Design Engineer and parish or governmental agency are advised by copies of the transmittal memorandum that final signed plans are sent to general files. Prints are furnished by general files on request.				
Change Order	1	HQ Utility Section	Title Sheet & Revised Sheets		
	1	Project Engineer			
	1	District Utility Representative			
	18	Construction Section (Hdqtrs)			
	1	F.H.W.A.			NH System > \$1 Million
	10	Real Estate Section	Title Sht. & Revised P/P Shts.	only if R/W changed	

**PRELIMINARY PLAN PAYMENT MILESTONES**

Payment Milestones	Task Status	Road Tasks	Bridge Tasks	Common Tasks
30 % Distribution	Completed	<ol style="list-style-type: none"> <li>1. Plan/profile sheets with existing topo</li> <li>2. Preliminary typical sections submitted for review</li> <li>3. Title sheet</li> <li>4. Typical section questionnaire distributed</li> </ol>	<ol style="list-style-type: none"> <li>1. Bridge hydraulic study and scour analysis</li> <li>2. Type, Size &amp; Location of Structure Set</li> <li>3. Deep borings</li> </ol>	<ol style="list-style-type: none"> <li>1. Predesign criteria established</li> <li>2. Horizontal &amp; vertical alignment set</li> </ol>
	In Progress	<ol style="list-style-type: none"> <li>1. Preliminary typical sections being reviewed</li> <li>2. Pavement Design</li> <li>3. Soil borings and pH/resistivity data</li> <li>4. Capacity analysis</li> <li>5. Review utilities to remain</li> </ol>	<ol style="list-style-type: none"> <li>1. Superelevation diagram</li> <li>2. Economic study (if appropriate)</li> </ol>	<ol style="list-style-type: none"> <li>1. Review utility locations and recommend those to stay in place</li> </ol>
60% Distribution	Completed	<ol style="list-style-type: none"> <li>1. Horizontal/vertical alignment on plan/profile sheets</li> <li>2. Geometric details submitted for review</li> <li>3. Hydraulic design submitted for review</li> <li>4. Cross sections</li> <li>5. Final typical section</li> <li>6. Utility relocation recommendations</li> </ol>	<ol style="list-style-type: none"> <li>1. Preliminary design of substructure &amp;</li> <li>2. Foundation analysis</li> <li>3. General Plan</li> <li>4. Typical bridge sections</li> </ol>	
	In Progress	<ol style="list-style-type: none"> <li>1. Earthwork computations</li> <li>2. Construction notes &amp; details</li> <li>3. Required right of way</li> <li>4. Utility Company Coordination</li> <li>5. Constructability Review</li> </ol>	<ol style="list-style-type: none"> <li>1. Span and bent details</li> <li>2. Foundation layout</li> </ol>	<ol style="list-style-type: none"> <li>1. Sequence of construction &amp; construction signing</li> </ol>
90% Distribution	Completed	<ol style="list-style-type: none"> <li>1. Geometric and hydraulic comments incorporated</li> <li>2. Pre-plan in hand review</li> <li>3. Required right of way</li> <li>4. Utility company comments incorporated</li> </ol>	<ol style="list-style-type: none"> <li>1. Bridge quantities and general notes</li> </ol>	<ol style="list-style-type: none"> <li>1. Assemble plans</li> <li>2. Cost estimate</li> </ol>
	In Progress			<ol style="list-style-type: none"> <li>1. Pre-plan in hand review</li> </ol>
95 % Distribution	Completed			<ol style="list-style-type: none"> <li>1. Plan in hand prints distributed</li> </ol>
100 % Distribution	Completed			<ol style="list-style-type: none"> <li>1. Plan in hand inspection and comments addressed</li> <li>2. Right of way taking lines set and transmitted to Location and Survey</li> <li>3. Permit sketches</li> <li>4. Revised cost estimate</li> </ol>

Figure 1-7 (Continued on next page)

**FINAL PLAN PAYMENT MILESTONES**

Payment Milestones	Task Status	Road Tasks	Bridge Tasks	Common Tasks
30 % Distribution	Completed	1. Submit final typical sections for review & approval	1. General plan 2. Framing plan 3. Superstructure design	
	In Progress	1. Review R/W maps 2. Finalizing hydraulic design 3. Finalizing vertical & horizontal geometry 4. Finalizing construction notes	1. Foundation layout 2. Lighting and signing design 3. Superstructure details 4. Substructure design	
60% Distribution	Completed	1. Submit for final drainage design review	1. Superstructure details 2. Substructure design 3. Foundation layout 4. Lighting and signing design	1. Submit for sequence of construction and
	In Progress	1. Summary sheets 2. Joint Layouts 3. Graphical grades	1. Substructure details 2. General notes 3. Summary of quantities	
90 % Distribution	Completed			1. Pre-ACP submitted for review prior to distribution
95 % Distribution	Completed			1. Advance Check Print distribution 2. Cost estimate
	In Progress			1. Special Provisions
98 % Distribution	Completed			1. ACP comments addressed 2. Final cost estimate 3. Entire set of original plan sheets transmitted to 4. Special provisions
100 %	Completed			1. Plans, Specifications & Estimate 2. Plans & Estimate transmitted to General Files

Figure 1-7 (Continued from previous page)

### **III. References**

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

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

### **IV. QC Documentation**

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

## Design Criteria Checklist

From LA DOTD Bridge Design Section QC/QA Policy

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

### — **Cover sheet**

The following information must be included on the cover sheet:

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

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

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

### — **Design Assumptions and Design Exceptions**

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

### — **General Information**

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

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

### — **Hydraulic Design Criteria**

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

### — **Design Factors**

The ductility factor  $\eta_D$ , redundancy factor  $\eta_R$ , and operational importance factor  $\eta_I$  shall be listed in this section.

### — **Design Loads**

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

### — **Limit States**

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

### — **Bridge Barrier**

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

### — **Guardrail**

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

— **Approach Slab**

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

— **Deck and Deck Drainage**

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

— **Bearing**

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

— **Joint**

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

— **Superstructure**

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

— **Substructure**

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

— **Piles and Drilled Shafts**

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

— **Geotechnical Design**

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

— **Mechanical Design**

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

— **Electrical/Lighting Design**

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

— **As-Designed Bridge Rating Criteria**

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

— **Software**

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

**Quality Assurance / Quality Control Certification**

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

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

# VOLKERT

Prepared By:

9448 Brookline Ave  
Baton Rouge, LA 70809  
225.218.9440



# SECTION 22 | SUBCONSULTANT INFORMATION



*Bookmarks added to pdf for ease of review.*

22. Sub-consultant information:

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

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Ardaman & Associates, Inc	316 Highlandia Drive, Baton Rouge, LA 70810	Robert Jewell, RJewell@ardaman.com	225-666-4598

## Search for Louisiana Business Filings

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

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)

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

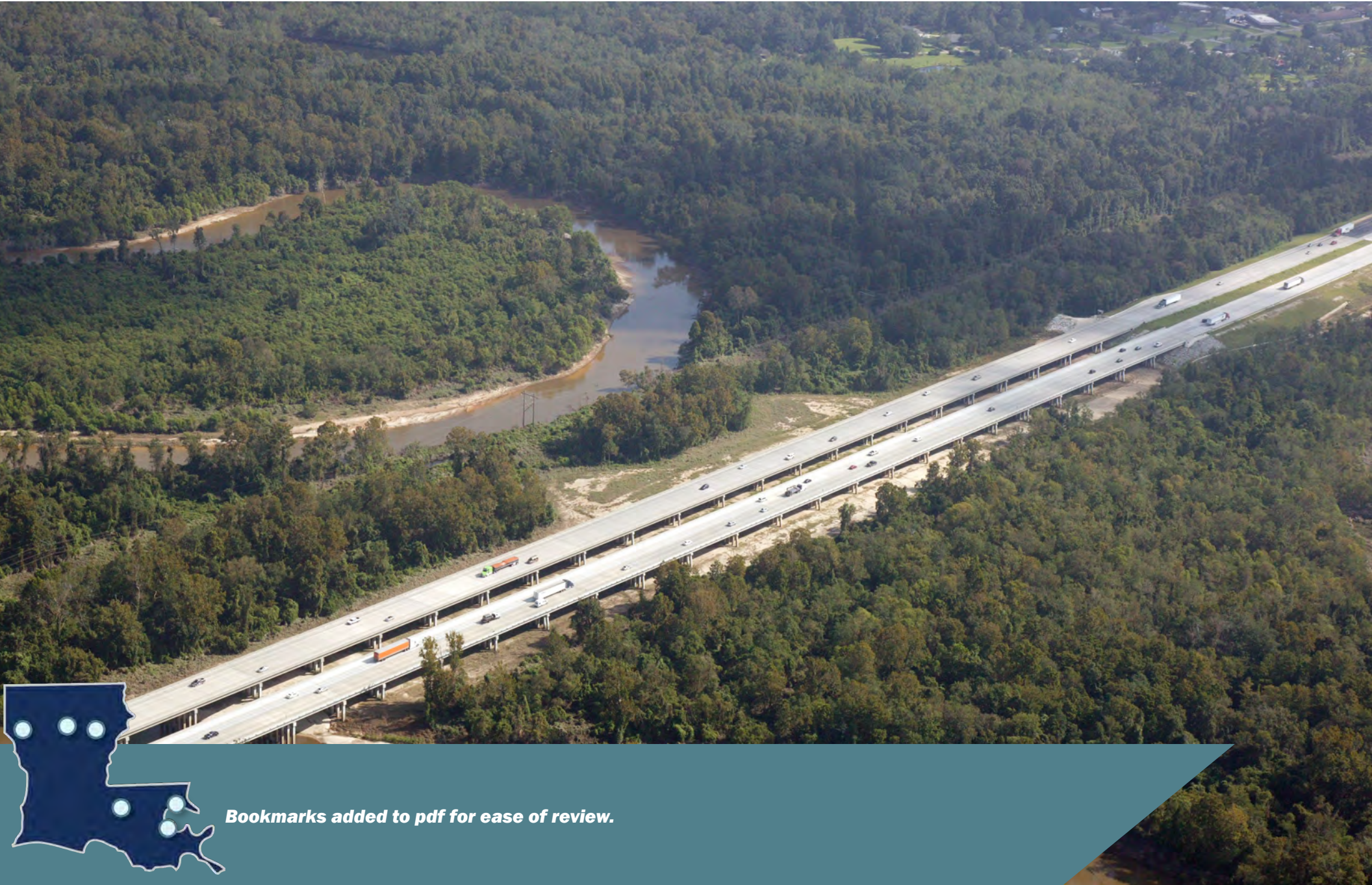
**Principal Business Establishment in Louisiana**

316 HIGHLANDIA DR.  
 BATON ROUGE, LA 70816

**Status**

**Status:** Active

# SECTION 23 | LOCATION (NOT REQUIRED)



*Bookmarks added to pdf for ease of review.*

23. Location:

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

Not Required for this Submittal.