

IDIQ CONTRACT FOR BRIDGE LOAD RATING SERVICES STATEWIDE

Contract Numbers: 4400036211, 4400036212, 4400036213, AND 4400036214



DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised August 1, 2026)

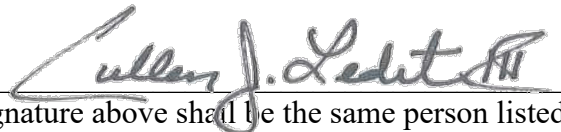
Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

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

1. Contract Name as shown in the advertisement	IDIQ Contracts for Bridge Load Rating Services
2. Contract Number(s) as shown in the advertisement	4400036211, 4400036212, 4400036213, and 4400036214
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	Modjeski and Masters, Inc. 
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0000570
6. Prime consultant mailing address	1100 Poydras Street, Suite 900, New Orleans, LA 70163
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	1100 Poydras Street, Suite 900, New Orleans, LA 70163
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Cullen J. Ledet, PE Vice President 504-524-4344 CJLedet@modjeski.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Cullen J. Ledet, PE Vice President 504-524-4344 CJLedet@modjeski.com

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

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



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

Date: August 25, 2026

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

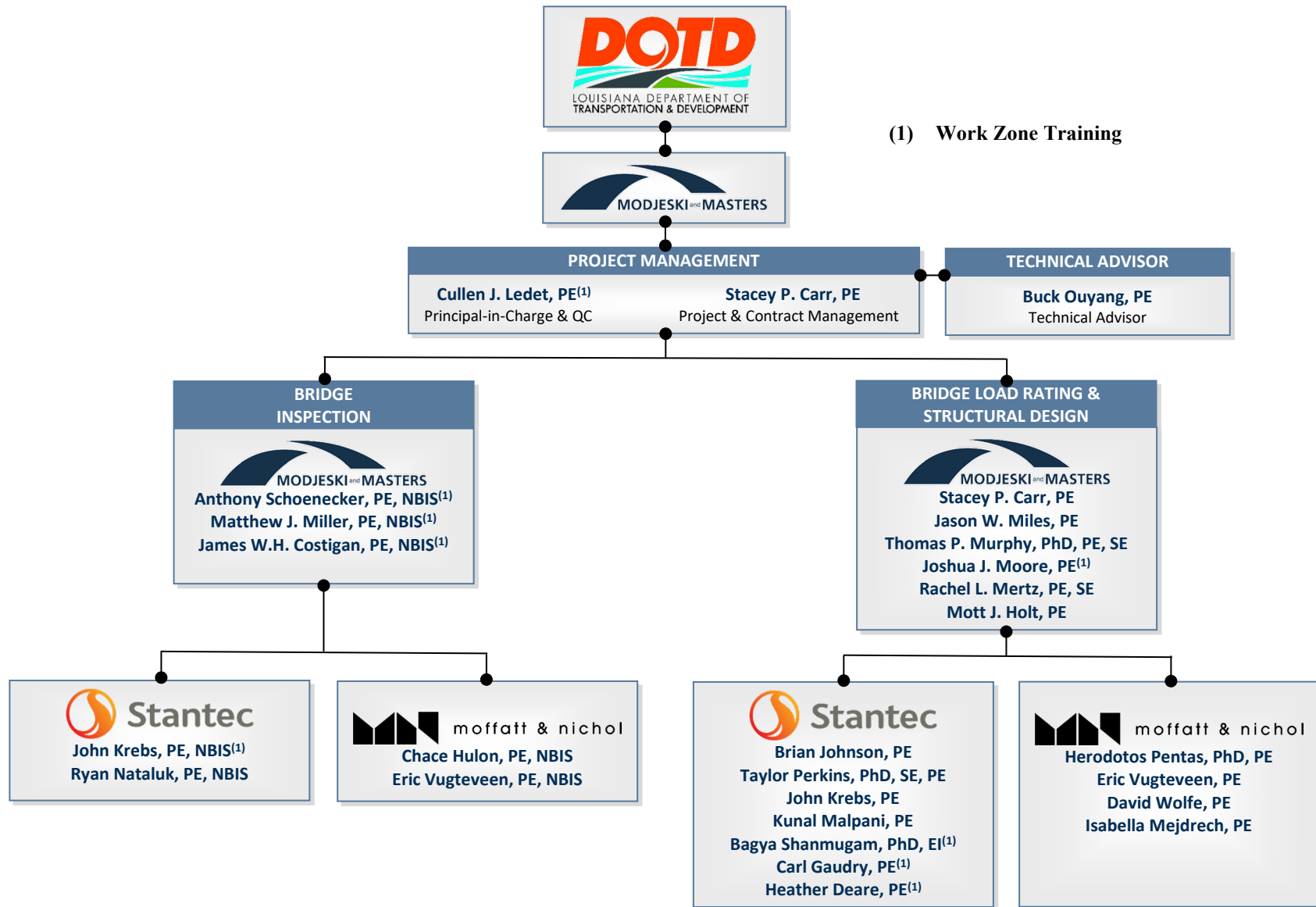
Firm(s):
N/A

Firm(s)' %:

12. Discipline Table:					
Discipline(s)	% of Overall Contract				Each Discipline must total to 100%
Bridge	100%	60%	25%	15%	100%
Identify the percentage of work for the <u>overall contract</u> to be performed by the prime consultant and each sub-consultant.					
Percent of Contract	100%	60%	25%	15%	100%

13. Team Size:			
Firm name	DOTD Job Classification	Number of personnel committed to this contract *	Total number of personnel available in this DOTD Job Classification (if needed)
	Principal	2	8
	Supervisor - Eng	6	11
	Supervisor - Other	1	3
	Engineer	6	13
	Engineer - Other	3	9
	Engineer Intern	6	11
	Professional	0	2
	Senior Technician	1	2
	Technician	1	2
	CADD Technician	1	5
	CADD Operator	1	1
	Clerical	0	2
	Principal	1	2
	Engineer	4	9
	Engineer Intern	3	10
	Technician	1	3
	Inspector - Bridge	3	10
	Principal	2	18
	Administrative	1	5
	CADD Technician	3	10
	Engineer Intern	3	72
	Engineer	4	37
	Supervisor - Eng	2	30

14. Organizational Chart:



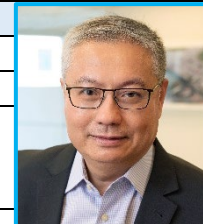
15. Minimum Personnel Requirements:					
MPR No.	Personnel being used to meet the MPR	Firm employed by Modjeski and Masters, Inc.	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Cullen J. Ledet, III, PE	Modjeski and Masters, Inc.	PE #33222 – Civil	LA	09/30/2027
2	Cullen J. Ledet, III, PE	Modjeski and Masters, Inc.	PE #33222 – Civil	LA	09/30/2027
3	Yu “Buck” Ouyang, PE	Modjeski and Masters, Inc.	PE #26117 – Civil	LA	09/30/2027
4	Stacey P. Carr, PE	Modjeski and Masters, Inc.	PE #26796 – Civil	LA	09/30/2026
	Jason W. Miles, PE	Modjeski and Masters, Inc.	PE #37773 – Civil	LA	09/30/2027
	Taylor Perkins, PhD, SE, PE	Stantec Consulting Services Inc.	PE #47449 – Civil	LA	09/30/2027
	Brian Johnson, PE	Stantec Consulting Services Inc.	PE #31273 – Civil	LA	09/30/2026
	Eric Vugteveen, PE	Moffatt & Nichol Inc.	PE #38667 – Civil	LA	09/30/2028
5	Mott J. Holt, PE	Modjeski and Masters, Inc.	PE #45908 – Civil	LA	03/31/2028
	Kunal Malpani, PE	Stantec Consulting Services Inc.	PE #43016 – Civil	LA	03/31/2027
	John Krebs, PE	Stantec Consulting Services Inc.	PE #37259 – Civil	LA	09/30/2026
	Herodotos Pentas, PhD, PE	Moffatt & Nichol Inc.	PE #24660 – Civil	LA	09/30/2028
	Isabella Mejdrech, PE	Moffatt & Nichol Inc.	PE #48259 – Civil	LA	03/31/2028

16. Staff Experience:				
Firm employed by Modjeski and Masters, Inc.				
Name	Cullen J. Ledet, PE		Years of relevant experience with this employer	24
Title	Vice President & Louisiana Regional Director		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS 2000 Civil Engineering		
Active registration number / state / expiration date		PE.0033222 LA 09/30/2027		
Year registered	2007	Discipline	Civil	
Contract role(s) / brief description of responsibilities: Mr. Ledet has been employed in the New Orleans office of Modjeski and Masters, Inc. since 2002, after having interned two summers with the firm. During this period he has been engaged in the design of both fixed and movable highway and railroad bridges. Mr. Ledet has prepared designs, plans, and specifications for a number of projects both for improvements as well as complex projects. Mr. Ledet fulfills MPR Nos. 1 and 2 and will serve as Principal-in-Charge and Quality Assurance Officer for this Contract. Mr. Ledet is Work Zone Training Compliant.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
3/17 - ongoing	LA 1 – Port Allen Bridge Replacement. Port Allen, LA LADOTD The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. Mr. Ledet serves as Deputy Project Manager for this project and is developing the General Plan and Elevation drawings while identifying any potential conflicts with utilities and existing structures.			
12/20 – 03/22	Cline Ave Bridge. East Chicago, Indiana United Bridge Partners Mr. Ledet served as project manager for several post construction design tasks. Performed an independent technical review (ITR) of final roadway signing and striping plans prepared by others to determine conformance with AASHTO, IDOT, and IMUTCD design criteria and guidelines. 23 non-conformance Items were identified and documented in M&M's NCR Report. Also provided the Client with 17 additional recommendations to improve the operation and safety of the Cline Ave. Bridge facility. Subsequently, prepared final construction plans to address the NCR items and recommendations. Final plans included signing and striping layouts along with sign structure details. Also prepared final plans for the installation of Guide (Attraction) signs along Indiana SR 912 and I-90 in Indiana and Illinois. Plans were prepared in accordance with IMUTCD, MUTCD and Illinois and Indiana sign guidelines. Also Served as lead engineer developing conceptual geometric layouts for two (2) proposed new partial and fully directional interchanges. at Riley Road and Cline Ave. Bridge (SR-912) (CAB). Five (5) conceptual interchange layouts were developed for the proposed Riley Rd./CAB Interchange and Three (3) conceptual interchange layouts were developed for the proposed Riley Rd./CAB Interchange and presented in a feasibility report. Conceptual roundabout layouts were developed for the ramp intersections. Developed design criteria for the proposed ramps in accordance with AASHTO and IDOT Interchange guidelines.			



12/15-02/17	US 90 from Albertson Pkwy to Ambassador Caffrey Pkwy – BNSF Frontage Road Bridges. Lafayette Parish, LA LADOTD Mr. Ledet performed the review of the structural plans and details at every submittal milestone. M&M provided an independent QC review of the frontage road bridges over the BNSF Railroad. The bridges included construction of various continuous precast prestressed concrete girder spans supported on bent columns and pile footing foundations.
6/12 –12/16	S.P. H.009933: MacArthur Drive Interchange. Harvey, Louisiana LADOTD Mr. Ledet detailed the flared reinforced concrete columns and provided construction related engineering services for this project. The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services. Mr. Ledet provided peer review services of the original design.
01/14-06/15	US 90 (Future I-49) from Albertsons Pkwy to Ambassador Caffrey Pkwy, Lafayette Parish, LA LADOTD Mr. Ledet performed the review of the structural plans and details at every submittal milestone. As a member of the Design-Build team with C.H. Fenstermaker & Associates, M&M provided an independent QC review of the structures over the BNSF Railroad and Albertsons Parkway. Both bridges included construction of various continuous precast prestressed concrete girder Spans supported on bent columns and pile footing foundations. The structures over the BNSF Railroad included a phased sequence of construction.
09/08-02/11	S. P. 701-65-1098 Replacement of LA3249 (Well Road) over I-20. Monroe, LA LADOTD Mr. Ledet was the point of contact for Modjeski and Masters, Inc. He designed and detailed deck drainage; calculated quantities and generated construction cost estimate; construction services. This Project was the replacement of the Well Road Overpass using accelerated construction methods to construct replacement spans within the interchange R/W and over a weekend remove existing spans and install new spans.
06/01-08/14	S.P. 700-18-0014 Huey P. Long Bridge Widening at New Orleans, LA LADOTD Mr. Ledet assisted in the design and detail of the main river pier widening; designed and detailed plans and generated specifications for various components of the superstructure and substructure of the approaches, including steel and prestressed concrete girders; provided construction engineering support services for approaches contract. This Project widens the existing bridge roadways through the widening of river piers using conventional and post-tension concrete, two new truss lines and 43' roadways to replace existing 18' roadways. The Project construction cost is \$1.2B. This Project was a major complex design involving adding truss lines while maintaining existing traffic.
2007; 6/10 – 11/11	White River Bridge Replacement. Clarendon, Arkansas Arkansas Highway and Transportation Department Mr. Ledet detailed various substructure components (r.c. columns and footings) for this project. The White River Bridge consists of a 9,500', two-lane vehicular bridge crossing the White River, a 2,500' trestle bridge over Roc Roe Bayou and a 1,550' relief structure over the White River floodplain, with the main river crossing consisting of a four-span continuous steel I-girder unit with a 350' maximum span. Total project length is 5.1 miles. Project also consisted of geometric study and subsequent design for the 3- steel girder spans (114'-158'-114') for the UPRR ramp overpass. M&M was engaged to perform vessel collision analysis, develop hydrograph and boring logs, and develop project survey controls. Additional aspects of the project include design and detail of horizontal and vertical project geometry, typical sections, superelevation, intersection design, and the bridge layout plan and profiles for two alternates. M&M provided preliminary and final bridge design and preliminary roadway design services for this project.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Yu Ouyang, PE	Years of relevant experience with this employer	36
Title	Senior Vice President	Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization	MS 1990 Civil Engineering, MS 1985 Structural Engineering BS 1982 Civil Engineering		
Active registration number / state / expiration date	26117 LA 9/30/2027		
Year registered	1994	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Ouyang has been with Modjeski and Masters, Inc. since 1991, and has vast bridge engineering experience, ranging from conventional designs to special projects of high complexity, and from feasibility studies to construction services. He specializes in the design of fixed and movable highway and railroad bridges, and the rating and rehabilitation of existing bridges. His expertise also extends to the Louisiana Standard Specifications for Roads and Bridges, the Louisiana DOTD Bridge Manuals, and AASHTO The Manual for Bridge Evaluation as showcased in the projects below. He brings extensive experience in managing engineering and design efforts of varying sizes and difficulties, and in leading, coordinating and managing technical teams and subconsultants. His hands-on project management has led to successful and on-time completion of large and highly technical projects. Mr. Ouyang will fulfill MPR No. 3 for this contract.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
3/17 - ongoing	LA 1 – Port Allen Bridge Replacement, Port Allen, LA LADOTD Mr. Ouyang serves as Project Manager for this project. The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway. The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. Bridge Load Rating Analysis for each bridge was performed during this project. LSSRB, LADOTD BDEM and the Manual for Bridge Evaluation were followed throughout this project.		
09/17 – 09/21	LA 16 over Tangipahoa River, Tangipahoa Parish, LA LADOTD Mr. Ouyang served as the Project Manager for this project. M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 16, between LA 51 and LA 1054, in Amite City, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that traffic shall be maintained during construction with an on-site diversion roadway and bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.		
09/17 – 03/21	US 61 at Thompson Creek, West Feliciana Parish, LA LADOTD Mr. Ouyang served as the Project Manager for this project. M&M provided all necessary preliminary and final plans for the rehabilitation of the northbound bridge and replacement of the southbound bridge on US 61 over Thompson Creek, between LA 10 and LA 964, near St. Francisville, LA. It was anticipated that traffic would be maintained during the construction of the new southbound bridge with temporary		



	two-way traffic on the rehabilitated northbound bridge. The project also included the design and detailing of adding a helper bent to the northbound bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.
09/17 – 02/20	LA 1064 at Little Natalbany River, Livingston Parish, LA LADOTD Mr. Ouyang served as the Project Manager for this project. M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 1064, near LA 43 and Hoover Road. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that the roadway would be closed during construction and a detour route was detailed. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, DOTD Hydraulics Manual, and DOTD Location and Survey Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was also provided.
6/12 – 12/16	S.P. H.009933: MacArthur Drive Interchange. Harvey, Louisiana LADOTD Mr. Ouyang was Principal-In-Charge for this project. The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services.
02/01-08/14	S.P. 700-18-0014 – Huey P. Long Bridge Widening, New Orleans, LA LADOTD Mr. Ouyang served as the principal analyst and lead design engineer as well as the primary reviewer of erection methods, sequences, and procedures. He provided analysis of the truss under numerous loading conditions and stages of construction. M&M was called upon to design one of the largest and most ambitious corridor widening projects ever, providing design services for the innovative \$1.2B widening of the main bridge, new approaches, and improved interchanges at each end of the crossing. The original Huey P. Long Bridge was a high-level combined railroad and highway bridge completed in 1935, crossing the Mississippi River. The main span unit is a 3-span, cantilever truss structure with a main span of 790'. The bridge carries two railroad tracks within a through truss and two, 2-lane, 18' wide roadways. The project provided for widening the roadways from 18' to 43' by the addition of two new cantilever trusses, one upstream and one downstream so as to form a "three barrel" structure. Existing floorbeams will be extended to frame the new roadway deck. In addition, M&M has routinely performed yearly bridge inspections—over 75 total—and maintenance since its opening.
08/09-12/11	S.P. 700-08-0109: LA 160 Bridges – Caney Creek and Bodcau Bayou LADOTD Mr. Ouyang served as the project manager and supervised a team of engineers that performed the LUSAS analysis, bridge design and detailing, and construction services. M&M developed final plans, permit drawings, construction cost estimate and special provisions for a new integral bridge design and analysis developed for the LADOTD. The two subject bridge sites that cross Caney Creek and Bodcau Bayou in Bossier Parish, LA were the first two fully integral bridges in the state. Strain gauge and other testing was conducted to follow the behavior of the bridge design over a period of time.
2000 - 2007	White River Bridge Replacement at Clarendon. Clarendon, AR Arkansas Department of Transportation (2000-2007) Mr. Ouyang served as the project manager for this project, which was completed on time and is currently under construction. The White River Bridge consists of a 9,500', two-lane vehicular bridge crossing the White River at Clarendon, Arkansas, a 2,500' trestle bridge over Roc Roe Bayou and a 1,550' relief structure over the White River floodplain, with the main river crossing consisting of a four-span continuous steel I-girder unit with a 350' maximum span. Total project length is 5.1 miles. M&M was engaged to perform vessel collision analysis, develop hydrograph and boring logs, and develop project survey controls. Additional aspects of the project include design and detail of horizontal and vertical project geometry, typical sections, superelevation, intersection design, and the bridge layout plan and profiles for two alternates. M&M provided preliminary and final bridge design and preliminary roadway design services for this project.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Stacey P. Carr, PE	Years of relevant experience with this employer	35
Title	Senior Project Manager - Structures	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization	MS 2004 Structural BS 1990 Civil		
Active registration number / state / expiration date	26796 LA 9/30/2026		
Year registered	1996	Discipline	Civil
Contract role(s) / brief description of responsibilities: Ms. Carr has extensive experience in rating, strengthening and design of highway, railroad, and combined highway/railroad structures, including large cantilever spans and movable bridges. Ms. Carr has overseen the gamut for rating bridges from small concrete slab spans to complex steel structures, movable bridges and gusset plates, as featured below. She is well experienced with AASHTOWare Bridge Rate (BrR) and is knowledgeable of both LFR and LRFR rating requirements. Special Training: NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures. Ms. Carr will fulfill MPR No. 4 for this contract.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/25 – Ongoing	H.009859.5 Load Rating of 10 Movable Bridges. Statewide, LA LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of ten movable bridges, including bascule, vertical lifts and swing spans. Substructure components are being rated if deemed to be in poor condition. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr is the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges.		
02/23 – 08/24	H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr is the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges.		
11/19 – 06/21	H.009859.5: Load Rating of Fourteen Complex Bridges LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges.		
03/21 – 09/21	H.009859.5 Two Bridges Load Rating. Caddo and St. Tammany Parishes, Louisiana LADOTD		



	Modjeski and Masters, Inc. performed plan and document retrieval, bridge analysis, and load and resistance factor rating of two bridge structures. AASHTOWare BrR was used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr was the Project Manager who oversaw and performs primary QA/QC for the load rating of the bridges.
07/19 – 05/21	H.012485.1: Load Rating of 354 Off System Bridges LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges.
1/17 - 08/18	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr was the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges.
02/16 - 10/17	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr was Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges.
09/14-12/16	H.009859.5 (A): Rating and Posting of On-System State Bridges. Louisiana LADOTD M&M performed load rating analyses for 110 existing bridge structures using the Load and Resistance Factor Rating Method. Elements to be rated include superstructure and substructure components. Provisions in the AASHTO Manual for Bridge Evaluation as well as LADOTD Policies and Guidelines for Bridge Rating and Evaluation were followed. Ms. Carr was group leader, oversaw, and performed primary QA/QC for the load rating of the structures which included reinforced concrete, prestressed concrete and steel plate girder bridges.
02/13-02/15	H.009859.5: Crescent City Connection, Bridge No. 1, New Orleans, LA LADOTD M&M performed an inspection and LRFR load rating of the Greater New Orleans Bridge #1, a 13,428 foot truss bridge with a main span of 1,575 feet. The rating included the superstructure, including gusset plates and deck, and selected substructure elements. Ms. Carr oversaw and performed primary QA/QC for the load rating of the bridge.
04/10-12/12	T.O. 701-65-1460 & H.005710: US 190 Miss. River Bridge, Baton Rouge, LA LADOTD The US 190 Mississippi River Bridge carries one railroad track between the main bridge trusses and has two-lane highways brackets either side of the main cantilever truss bridge. This Task Order and Supplements were for the rating of the railroad portions per AREMA requirements and rating of the vehicular portions per AASHTO LRFR requirements. Ms. Carr oversaw and participated in the rating of the bridge.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Jason W. Miles, PE		Years of relevant experience with this employer
Title	Senior Project Manager - Structures		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS 2008 Civil	
Active registration number / state / expiration date		37773 LA 09/30/2027	
Year registered	2013	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Miles has been employed as a Design Engineer in the New Orleans office of Modjeski and Masters, Inc. since 2009. During this period, he has been engaged in multiple complex projects. The majority of his time has been spent in complex structural analysis, 3-D structural modeling, steel member shop drawing review, assessment of steel fabricator quality control reports, and in performing finite element analysis using both the LUSAS and Florida Pier programs. Mr. Miles attended the AASHTOWare Bridge Rate (BrR) meeting titled “AASHTOWare Bridge Design and Rating Software User Group Meeting” in August 2014 and 2016. He also completed NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures and NHI Course No. 130081, LRFD for Highway Bridge Superstructures. Mr. Miles also has experience with finite element analysis, in particular through the use of Lusas software to check AASHTOWare BrR results. Mr. Miles will fulfill MPR No. 4 for this contract.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/23 – 01/24	H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD Modjeski and Masters is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Miles provides technical guidance to bridge raters involved in a variety of bridge types, including steel trusses and movable spans. Ratings are being performed using AASHTOWare BrR with refinements done in Excel when needed. Mr. Miles is also performing general QA/QC and rating report review.		
06/20 - Ongoing	H.010603.6 I-20 Mississippi River Bridge at Vicksburg Monitoring LADOTD Piers E-2 and E-1 of the I-20 Bridge in Vicksburg have been experiencing movements and have been under a monitoring program since 2002. The objective of this project is to capture both longitudinal and transverse displacements and tilts of the piers and provide system redundancy through the installation of jointmeter/tiltmeters and GPS instrumentation systems. Replacement vibrating wire jointmeters will be installed at five locations to determine the magnitudes of displacement over time. Replacement biaxial tiltmeters will be installed at four locations to determine the changes in tilt occurring over time at the bridge piers. All measurements will be reported wirelessly to a data logger connected to a cellular modem. Mr. Miles serves as the project manager and will be analyzing and monitoring data to provide advance warning of pier and bridge longitudinal movement and pier tilt.		
03/21 - 10/21	H.009859.5 I-210 Bridge over Prien Lake Structural Rating, Calcasieu Parish LADOTD Modjeski and Masters performed the as-is/as-repaired Load and Resistance Factor Rating (LRFR) of Prien Lake Eastbound and Westbound Main Bridge and Approaches for a total length of over 17,000 feet. Analysis included LUSAS FEM models, AASHTOWare BrR models of continuous span girders and ratable superstructure components, analysis of girder splices for rating and use of the AISC moment Gradient Modified Cb as needed. The “Girder System Superstructure” definition was used for the girder spans, and the “Floor System Superstructure” definition was used to model the continuous stringer units and floorbeams without crossframes. The steel plate girders were modeled separately from the multi-span continuous stringer floor system because of the pin and hanger arrangements. All BrR-models utilized a line girder analysis. Design and legal load capacity ratings were calculated for the girders and link joint connections of the steel plate girder		



	spans, and for the caps of the pile bents. Ratings for the superstructure and substructure were calculated using Load and Resistance Factor Rating (LRFR) methodology. Mr. Miles provided QA/QC, including calculation checking and report review
11/19 – 05/21	H.009859.5: Load Rating of Fourteen Complex Bridges LADOTD Modjeski and Masters performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. Bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. M&M also developed influence lines and COMPSTIL2 input files for complex substructures including hammerheads and inverted-T pier caps. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Miles operated as a co-manager overseeing the technical aspects of the complex bridge ratings. Mr. Miles provided QA/QC, including calculation checking and report review.
07/19 – 05/21	H.000303.6: Danziger Bridge Repair and Rating LADOTD Modjeski and Masters performed repair and load rating services for the Danziger Bridge, a steel vertical lift structure with a steel girder superstructure supported by reinforced concrete piers, and the flanking prestressed concrete approach structures. AASHTOWare Bridge Rating BrR software was used to perform load rating based on the present condition, capacity and loading of the bridge. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Miles performed analysis of the span using a 3D FEM model in LUSAS. Analysis included investigating thermal gradient effects, validating data from bridge monitoring systems, and an LRFR load rating.
07/19 – 04/21	H.012485.1: Load Rating of 354 Off System Bridges LADOTD Modjeski and Masters performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For analysis and load rating, M&M generated a system structural model and performed an analysis of each bridge to determine dead and live load forces in the members. For bridge superstructures, AASHTOWare BrR software was used. For complex bridges, a three-dimensional structural model was needed. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Miles provided technical guidance to bridge raters involved in a variety of bridge types, including slab spans, prestressed girder spans, and grid deck on steel beam spans. He provided specific guidance on ratings of timber substructure elements. Ratings were performed using AASHTOWare BrR with refinements done in Excel when needed. He also performed general QA/QC and rating report review.
02/17-08/18	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Miles participated in the load rating analysis and reporting for this project.
03/16-10/17	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Miles participated in the load rating analysis and reporting for this project.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Mott J. Holt, PE		Years of relevant experience with this employer
Title	Senior Engineer - Structures		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	BS 2016 Civil		
Active registration number / state / expiration date	45908 LA 03/31/2028		
Year registered	2021	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Holt has been employed in the New Orleans office of Modjeski and Masters, Inc. since January 2017. He is assigned to the firm's Structural Design Section and has been primarily involved in a variety of bridge rating projects, including large truss, movable, and cantilevered structures. He has also been involved in scour analysis projects to assess the structural stability of existing deep foundation caissons and piers located at large river crossings. Mr. Holt will fulfill MPR No. 5 for this contract.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/25 – Ongoing	H.009859.5 Load Rating of 10 Movable Bridges. Statewide, LA LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of ten movable bridges, including bascule, vertical lifts and swing spans. Substructure components are being rated if deemed to be in poor condition. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Holt is performing rating analysis of superstructure and substructure elements of various bridge types. Elements rated included swing spans, bascule spans, vertical lifts spans, gusset plates, and steel substructures. Mr. Holt utilizes AASHTOWare, AutoCAD, Excel and LEAP Bridge Concrete software in the ratings. Mr. Holt assists in project management and bridge assignments.		
03/23 – 06/26	H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Holt is performing rating analysis of superstructure and substructure elements of various bridge types. Elements rated included cast-in-place concrete slabs, precast concrete panels, prestressed concrete girders, concrete bent caps, timber bent caps and timber piles. Mr. Holt utilizes AASHTOWare, AutoCAD, Excel and LEAP Bridge Concrete software in the ratings. Mr. Holt assists in project management and bridge assignments.		
04/19 - 05/21	H.009859.5: Load Rating of Fourteen Complex Bridges LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Holt performed rating analysis of superstructure elements of a steel swing truss bridge. Elements rated included main truss members, floorbeams, stringers,		



	gussets and chord splices. Mr. Holt utilized AASHTOWare, AutoCAD, Excel and LUSAS software in the ratings. Mr. Holt utilized LUSAS software to model 3D load distribution effects resulting from a missing wedge support at one of the rest piers of the swing truss.
07/19 - 05/21	H.000303.6: Danziger Bridge Repair and Rating LADOTD Modjeski and Masters, Inc. performed repair and load rating services for the Danziger Bridge, a steel vertical lift structure with a steel girder superstructure supported by reinforced concrete piers, and the flanking prestressed concrete approach structures. AASHTOWare Bridge Rating BrR software was used to perform load rating based on the present condition, capacity and loading of the bridge. All load rating analysis followed AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Holt performed rating analysis of superstructure and substructure elements of the approach spans. Elements rated included slab spans, prestressed concrete girders, and concrete bent caps. Mr. Holt utilized AASHTOWare, AutoCAD, Excel and LEAP Bridge Concrete software in the ratings.
07/19 - 05/21	H.012485.1: Load Rating of 354 Off System Bridges LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Holt performed rating analysis of superstructure and substructure elements of various bridge types. Elements rated included cast-in-place concrete slabs, precast concrete panels, prestressed concrete girders, concrete bent caps, timber bent caps and timber piles. Mr. Holt utilized AASHTOWare, AutoCAD, Excel and LEAP Bridge Concrete software in the ratings. Mr. Holt assisted in project management and bridge assignments.
01/17 - 06/17	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Elements rated included concrete slab spans, concrete girders, steel girders, floorbeams, stringers and concrete bent caps. Mr. Holt utilized AASHTOWare, AutoCAD, Excel and LEAP Bridge Concrete software in the ratings. Mr. Holt also assisted in the analyzing and rating of makeshift field supports, which had been installed outside of the originally designed bearing locations of a swing span.
03/17 - 06/17	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Holt performed rating analysis of superstructure elements of a steel cantilevered truss bridge and a steel vertical lift bridge. Elements rated included main truss members and floorbeams. Mr. Holt utilized AASHTOWare, AutoCAD and Excel software in the ratings.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Thomas P. Murphy, PhD, PE, SE		Years of relevant experience with this employer
Title	Senior Vice President		26
Degree(s) / Years / Specialization		Years of relevant experience with other employer(s)	
PhD 2000 Civil Engineering		5	
MS 1995 Civil Engineering			
BS 1994 Civil Engineering			
Active registration number / state / expiration date		45353 LA 9/30/2027	
Year registered	2021	Discipline	Civil
Contract role(s) / brief description of responsibilities			
Dr. Murphy's professional experience includes the analysis, design, detailing, and rehabilitation of a variety of bridges including cable-stayed, suspension, arch, truss, and girder bridges with special emphasis on seismic analysis and design. Dr. Murphy is involved in all aspects of bridge engineering, from the development of design specifications and leading research projects to the completion of conceptual studies for specific crossings, preliminary and final design, and construction stage issues. Dr. Murphy has led several major bridge design efforts, as well as collapse investigations, research projects, and peer reviews.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/11 – 09/23	I-476 Hawk Falls Bridge Replacement. Pennsylvania Pennsylvania Turnpike Commission Dr. Murphy is the Project Manager and is the technical advisor for the arch design for this \$65M (estimated) project. Dr. Murphy's tasks included initial structural arrangement and span layout evaluations, preliminary stability and moment magnification studies, and constructability reviews. He is also facilitating coordination with multiple agencies and stakeholders. The existing Hawk Falls Bridge on the Pennsylvania Turnpike is a 738'-long, three-span deck truss bridge with a deck I-beam approach span. Another bridge located directly to the north of the Hawk Falls Bridge, is a 111'-long three-span overpass bridge crossing PA State Route 534. Both are located within Hickory Run State Park. The Turnpike desired to have both bridges widened and upgraded to allow for future widening to a six-lane mainline section. To accomplish this, M&M determined that replacing both structures was the most cost-effective and efficient option. A new three rib, 480'-long span steel arch and a new 151'-long, single span bridge is currently in Final Design, which will replace the existing structures. In addition to innovative structural details to simplify construction and future inspections, the project also involves significant efforts to convert state park land for the new alignment.		
10/18 - 09/20	Chirajara Cable-Stayed Bridge Replacement Peer Review. Colombia Coviandes SAS Dr. Murphy served as M&M's Project Manager for the in-depth review of the Chirajara Cable-Stayed Bridge Replacement design. Tasks include the development of analytical models, verification of loadings, construction stage analysis, capacity calculations, review of construction alterations, load testing reviews, shop drawing reviews, evaluation of erection plans, and reviews of contractor QC reports for the 1000' span cable stayed structure.		
08/09 - 04/23	I-74 Mississippi River Arch Bridge. Iowa Iowa DOT Dr. Murphy was the Engineer of Record for the arch superstructures and has been involved in all aspects of the design including stability evaluations, aerodynamic mitigation measures, security studies, erection analysis, and criteria development. The I-74 corridor in the Quad Cities is approximately seven miles long and crosses the Mississippi River between Bettendorf, Iowa and		



	Moline, Illinois. Twin, 800' span basket handle true arch bridges will be constructed to replace the existing crossing. M&M, as part of the project team, designed the twin arch superstructures.
11/04 - 07/16	Monongahela River Bridge. Pennsylvania Pennsylvania Turnpike Commission Dr. Murphy, served as a Project Manager, led the management, design, and complex analysis for all structural aspects of the project (span layout studies, bridge type studies, TS&L preparation, and final design). His responsibilities also included monitoring of scope, schedule, budget, and subconsultant coordination. This new bridge design project is part of the 24-mile-long Mon/Fayette Allegheny Expressway. The Monongahela River Bridge is a mainline structure which will span the former U.S. Steel Duquesne Works, several railroad tracks, and the Monongahela River. The new \$215M (estimated) bridge is expected to be a three-span, cable-stayed structure with a main span of approximately 1,100' and back spans of approximately 600.'
05/05-01/07	St. Croix River Bridge Visual Quality Manual. Minnesota Jacobs (formerly Edwards & Kelcey, Inc.) Dr. Murphy, serving as senior engineer, was responsible for the preliminary analyses and design of a variety of extradosed cable bridge concepts. He participated in the public involvement process, representing the structural engineers at the stakeholder meetings. The new St. Croix River Bridge will be an extradosed bridge, consisting of 3,400 feet of bridge with maximum spans of 470 feet, located in the environmentally sensitive St. Croix River Valley. M&M participated in the bridge type study which led to a visual quality manual. Several extradosed bridge types were analyzed in the preliminary stages of the project. This will be the first extradosed bridge in the United States upon completion.
09/01-01/05	I-70 Mississippi River Cable-Stayed Bridge. Missouri Illinois DOT Dr. Murphy's contributions included: performing the initial bridge type study, which involved conceptual design and cost analysis of a variety of bridge types; development of project-wide site-specific seismic design criteria; processing preliminary seismic analysis and design; and facilitation of the public involvement process. In final design, Dr. Murphy performed analyses of the global bridge structure for traffic and seismic loadings, as well as one of the first three-dimensional nonlinear construction stage analyses ever performed on a bridge of this size. He also performed detailed finite element modeling of various critical details including those details required for structural hardening to enhance bridge security. The proposed bridge consisted of a cable-stayed structure with three planes of cables and two single-pylon towers inclined nine degrees from the river and soaring 435' above the roadway. The structure would have carried relocated I-70 and I-64 and provided four traffic lanes plus two full shoulders in each direction, making it one of the widest bridges ever built across the Mississippi River at 222'. The overall length of the structure would have been 3,150', with a 2,000' main channel span (which would have completely spanned the river).

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Joshua J. Moore, PE		Years of relevant experience with this employer
Title	Project Manager – Field Services		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	BS	2006Civil	
Active registration number / state / expiration date	36342	LA	09/30/2027
Year registered	2011	Discipline	Civil
 Mr. Moore has over 20 years of bridge design, analysis, rating, and rehabilitation experience coupled with over 15 years of bridge inspection experience. He has been involved in a variety of projects including design, analysis, evaluation, and retrofit; routine, emergency, and forensic inspection; and construction and project management of complex steel and concrete structures. As a capable and experienced design engineer who is also a fully-trained and experienced NBIS field inspector, team leader, and SPRAT Level III rope access supervisor, Mr. Moore has served as an inspection team leader, rating engineer, and repair design engineer for multiple complex structures. His certifications include: NBIS 130055, 130053 (under new SNBI rules), Level II Liquid Penetrant and Magnetic Particle Inspection; SPRAT Level III Certified. Mr. Moore will serve as an Inspection Team leader and a lead engineer for load ratings on this project.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/2022 - Ongoing	Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS OSARC Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Moore is a Lead Bridge Inspector and also leads the bridge load rating team for this project.		
05/2023 - 10/2023	Stay Cable Inspection and Evaluation. Quincy and Alton, IL Illinois Department of Transportation This project requires engineering services for the in-depth inspection of the stay cables and anchorages on the Quincy Bayview Bridge carrying US 24 Westbound over the Mississippi River at Quincy, and the Clark Bridge carrying US 67 over the Mississippi River at Alton. The contract also calls for the structural evaluation of the cables, based on the findings of the in-depth inspection, and development of cable repair or replacement concepts and recommendations, as appropriate, including life cycle cost analyses. Mr. Moore participated in the structural inspection and supervised the rope access inspection team		
11/2019 – 05/2021	Load Rating of Fourteen Complex Bridges. Statewide Louisiana LADOTD Modjeski and Masters, Inc. performed bridge inspection, analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Moore assisted in the management of the project and provided guidance to the rating team. Mr. Moore performed structural analysis, evaluation, and quality control.		
07/2019 – 05/2021	Load Rating of 354 Off System Bridges. Statewide Louisiana LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. For the complex bridges, a three-dimensional structural model is needed. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and		

	AASHTO LRFD Bridge Design Specifications. Mr. Moore assisted in the management of the project and provided guidance to the rating team. Mr. Moore performed structural analysis, evaluation, and quality control.
11/2018 - Ongoing	Hale Boggs Bridge - Latent Defects Review. Luling, Louisiana LADOTD Mr. Moore serves as an Inspection Team Leader for this investigation of latent defects in the Hale Boggs Bridge Stay Cable system. Specific tasks includes review and evaluation of existing project documentation, performance of an on-site investigation of the stay cables and anchorages and developing a report of the findings and associated recommendations.
10/2017 - 08/2018	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Moore assisted in the management of the project and provided guidance to the rating team. Mr. Moore performed structural analysis, evaluation, and quality control. Mr. Moore also participated in several of the bridge inspections
02/2016-10/2017	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Moore assisted in the management of the project and provided guidance to the rating team, performed structural analysis, evaluation, and quality control, and participated in the bridge inspections.
09/2014 - 12/2016	H.009859.5 (A): Rating and Posting of On-System State Bridges. Louisiana LADOTD M&M performed load rating analyses for 110 existing bridge structures using the Load and Resistance Factor Rating Method. Elements to be rated include superstructure and substructure components. Provisions in the AASHTO Manual for Bridge Evaluation as well as LADOTD Policies and Guidelines for Bridge Rating and Evaluation were followed. Mr. Moore participated in the load rating of the bridges and performed structural analysis, evaluation, and quality control.
04/2013 - 02/2014	Crescent City Connection Bridge No. 1. New Orleans, Louisiana LADOTD This Task Order consists of inspection and LRFR load rating for the Greater New Orleans Bridge No. – a complex steel cantilever through truss bridge. The rating is to include the superstructure, selected substructure elements and piers. Mr. Moore developed and carried out photogrammetric methods to verify gusset plate geometry as part of the gusset plate evaluation. He also led the technical access team.
10/2008-Ongoing	Huey P. Long Bridge Inspection. New Orleans, Louisiana Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Moore has been a member of the TA inspection team since 2008. During the 2012 and 2013 inspections, Mr. Moore served as team leader. Since 2013, Mr. Moore has supervised the technical access inspection team.
11/2013 – 02/2014	Gramercy Mississippi River Bridge Inspection. Gramercy, Louisiana LADOTD Mr. Moore was an inspection team member, load capacity rating team member, and supervised the technical access inspection team. M&M performed the inspection on selected areas of the main 3,101-foot cantilevered trusses. M&M also performed a coating inspection and evaluation of the entire main span of the structure. Technical access was used to assist in the inspection of the top 83 feet of the structure.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Rachel L. Mertz, PE, SE	Years of relevant experience with this employer	28
Title	Senior Project Manager	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	MS 2004 Civil BS 1998 Civil		
Active registration number / state / expiration date	39765 LA 9/30/2027		
Year registered	2015	Discipline	Civil
Contract role(s) / brief description of responsibilities Ms. Mertz has experience in the inspection, analysis, load capacity rating, preliminary and final design, and rehabilitation for highway, railroad, and pedestrian bridges of various sizes and complexities. She has also served as Team Leader for routine bridge inspections and has directed the preparation of hydraulic reports for typical waterways. She is well experienced with AASHTOWare Bridge Rate (BrR) and LFR/LRFR.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/20–06/20	Gateway Bridge over the Mississippi River Tower Evaluation. Clinton, Iowa Illinois DOT M&M performed a special inspection and evaluation of the tower legs of the Gateway Bridge. The 30-span structure consists of two units of three-span continuous beam spans and three units of three-span continuous two-girder system spans on the Iowa approach, a suspension span, and 15 continuous two-girder system spans with four hinges on the Illinois approach. IDOT requested a special inspection due to the significant deterioration at the base of the main span steel towers. The load capacity rating of each tower leg was then updated based on the measured section loss. The tower legs were rated for AASHTO HS loading at inventory and operating levels. When the HS20 inventory rating factor was less than 1.0 for a tower leg, that leg was also rated at operating level for the Illinois posting and routine permit vehicles and the FHWA emergency vehicles. Due to the rating results, repair recommendations were also provided. Ms. Mertz served as the Project Manager.		
09/18-03/19	Joe Page Bridge (IL 16/100) over the Illinois River. Hardin, Illinois Illinois DOT M&M was tasked with updating as-inspected load capacity ratings for the Joe Page. Load capacity ratings were updated for new/changed defects from the 2017 NBIS Inspection; only new/changed defects requiring a detail sketch in the NBIS report were rated. Load capacity ratings were also updated for several other members that did not have new/changed deterioration; these additional members are identified in the following sections. Load capacity ratings for the superstructure members (excluding gusset plates) were performed utilizing AASHTOWare Bridge Rating (BrR), Version 6.8.2. A pre-existing BrR model provided by IDOT was modified for detailed deterioration shown in the inspection report. Load capacity rating analyses were performed in accordance with the AASHTO Load Factor Rating Method. As directed by IDOT, truss member deterioration was modeled utilizing the capacity override feature in BrR which is a change in the way deterioration was previously input for truss members in the pre-existing BrR model. To be consistent within the model, previously entered truss deterioration was removed and modeled using the capacity override feature. The model was also updated for the rehabilitation project that was completed in 2017. Ms. Mertz was the Project Manager.		
01/16-07/17	Illinois DOT Legal Loads Parametric Evaluation. Statewide, Illinois Illinois DOT The Illinois DOT was notified by the FHWA that a parametric study was required to verify whether the State’s load rating procedures were in compliance with FHWA mandates in order to continue the practice of assigning load ratings. M&M performed the parametric study, identified areas in load rating procedures that did not meet federal mandates, and recommended		



	policy changes which included modifications to existing posting/permit vehicles and the introduction of new posting/permit vehicles. The implementation of these recommendations allowed IDOT to continue assigning load ratings and improved the accuracy of IDOT's rating evaluations. As part of this study, M&M analyzed 280 structure configurations and calculated over 2000 force effects for each study vehicle. Ms. Mertz was the Project Manager.
06/13-08/14	Murray Baker Bridge Load Ratings. Peoria, Illinois Illinois DOT M&M calculated the as-inspected load capacity ratings for the Murray Baker Bridge over the Illinois River. The bridge consists of a three-span continuous girder unit on the north approach, a five-span cantilevered through truss with a suspended middle span, a four-span continuous girder unit and one simply supported girder span on the south approach. The superstructure, including notable deterioration, was modeled and rated using AASHTOWare Bridge Rating. The gusset plates, truss pins, and coped stringer ends were also rated as part of this project. An all-inclusive load ratings report was prepared and posting recommendations were provided. As part of this work, M&M also identified critically deteriorated members that need to be repaired ahead of a planned rehabilitation project and calculated ballpark cost estimates for these immediate repairs. Ms. Mertz was the Project Manager for this work.
09/11-2/12 and 11/12-06/13	IL Route 18 Bridge over the Illinois River Load Ratings. Henry, Illinois Illinois DOT The Illinois Route 18 Bridge consists of a two-span continuous girder unit, six simple span through trusses, and two three-span continuous girder units. As-built and as-inspected load capacity ratings were developed for the approach spans and main spans (including gusset plates). The structure was modeled and rated using Virtis in accordance with the AASHTO Load Factor Rating Method. Members were rated for AASHTO HS loading, as well as Illinois' special rating and permit vehicles. The as-built and as-inspected load capacity ratings for the simple span through-truss gusset plates were performed in accordance with the 2009 FHWA Load Rating Guidance for Bolted and Riveted Gusset Plates in Truss Bridges, as supplemented by the IDOT BBS gusset plate rating guidelines. A proprietary M&M developed gusset plate analysis spreadsheet was utilized for rating typical top and bottom chord gusset plates. For both through-trusses, as-built load capacity ratings for the lower pin at L0 was performed in accordance with the AASHTO Load Factor Rating Method. Pin ratings were based on live load forces from the Virtis analyses. Ms. Mertz was the Project Manager for this work.
05/10-04/11	Martin Luther King Bridge Load Ratings. East St. Louis, Illinois Illinois DOT The Martin Luther King Bridge carries three lanes of FAP Route 799 over the Mississippi River. The Illinois Approach, consisting of 21 spans, and the Missouri Approach, consisting of 10 spans, are composed of a variety of superstructure types, including continuous multi-beam spans, simple multi-beam spans, and deck truss spans. The main span is a three-span cantilevered through truss. The total length of the structure is approximately 4,010 feet. As-built and as-inspected load capacity ratings were performed for the superstructure elements of the approach and main spans, including the substructure elements of the steel bents. The superstructure was modeled and rated using AASHTOWare Bridge Rating, in accordance with the AASHTO Load Factor Rating Method (LFR). The substructure was rated using hand calculations which included p-delta effects due to the measured lean of the bents. Members were rated for AASHTO HS loading, as well as Illinois legal and permit vehicles. Ms. Mertz was the Project Engineer for the development of load capacity ratings.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Anthony E. Schoenecker, PE		Years of relevant experience with this employer
Title	Vice President & Assistant Director – Field Svcs.		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS 2005 Civil Engineering	
Active registration number / state / expiration date		35786 LA 03/31/2027 NBIS Certified Inspector / SPRAT Level III / Workzone Compliant	
Year registered	2010	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Schoenecker has 17 years of experience in the structural inspection, evaluation, and rehabilitation of highway and railroad bridges, with significant experience in complex bridges, major river crossings (suspension, tied-arch, truss, and cable stayed bridges), and movable bridges. He has served as project manager and inspection team leader, leading multi-discipline teams on a variety of projects, and has inspected structures in 22 US states and 4 Countries. His certifications include: NBIS 130055, 130053 (under new SNBI rules), 130078, and 130110, Level II Liquid Penetrant and Magnetic Particle Inspection; SPRAT Level III Certified, ATSSA TCT and TCS, and FAA Part 107 (UAV/Drone) certification.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/2022 – Ongoing	Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS OSARC Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Schoenecker is the Project Manager for this contract, leading all efforts while providing Contract Administration and Quality Control/Quality Assurance.		
08/2020 - 08/2024	Statewide Complex Bridge and Tunnel Inspections – Texas Department of Transportation Mr. Schoenecker serves as an inspection team leader and the M&M Project Manager for the inspection of non-redundant steel tension member bridges (NSTM/FCM) throughout the State. Proper hands-on access was achieved using a combination of aerial lift equipment, technical climbing, and rope access.		
03/2017 – 01/2018 09/2016 – 11/2016 12/2014 – 08/2015 11/2013 – 02/2014	44-2687 In-Depth Inspection of Complex Structures Retainer – Various Bridges, Statewide LADOTD As a member of a multi-firm team, Modjeski and Masters provided Structural, Mechanical, Electrical, and Coatings inspection services for multiple routine, in-depth, and fracture critical bridge inspections throughout Louisiana. The list of bridges in this contract included the Gramercy Bridge over the Mississippi River, the I-210 Bridge over Prien Lake, Louisa Bridge over the Intracoastal Canal, and the LA 47 Bridge over the Mississippi River Gulf Outlet. The inspections were performed using technical rope access and rappelling, aerial work platforms, and standard climbing techniques. Bridge conditions, including specific defects, were documented and presented in an inspection report and PONTIS/Inspect-Tech forms, along with repair recommendations and a full coatings evaluation report. Mr. Schoenecker participated as Team Leader in the inspection of five bridges and was Project Manager for two bridges under this contract. Mr. Schoenecker additionally served as office support for two bridges under this contract.		
09/2019 – 08/2024 10/2017 – 04/2018 10/2016 – 03/2017 11/2015 – 03/2016 10/2014 – 01/2015	Huey P. Long Bridge Annual Inspection New Orleans Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Schoenecker was an inspection team member from 2009-2012 and inspection team leader from 2013-2018 for this annual inspection which included a		



10/2013 – 02/2014	100% hands-on visual inspection of all structural elements, including fatigue-sensitive and fracture-critical members, comprising the main bridge structure and approaches, for both the railroad and highway. Since 2018, he has served as the Project Manager for this inspection.
06/2013 – 09/2013	Crescent City Connection No. 1 & 2 Rating and Inspection. New Orleans, LA LADOTD Mr. Schoenecker was the inspection team leader and rope access supervisor for this project and was responsible for the coordination of the inspection and with the rating analysis team. M&M performed an inspection and LRFR load rating of both of these 13,428-foot truss bridges with main spans of apx 1,575 feet. The in-depth inspection focused on each member and the gusset plates, using technical rope access methods for access.
02/2017 – 07/2018	Nineteen Complex Bridges Load Rating and Evaluation, Statewide, LA LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Schoenecker served as an inspection team leader for the Gramercy and Crescent City Connection #2 Bridges, both Mississippi River Crossings.
03/2015 – 10/2015 04/2014 – 06/2014 04/2013 – 11/2013 10/2012 – 11/2012 05/2011 – 11/2011	NYSBA Multiple Bridge Inspections. Statewide, New York New York State Bridge Authority Mr. Schoenecker participated as a Team Member and a Team Leader over multiple years for the inspection of seven bridges (Bear Mountain, Newburgh-Beacon North and South, Rip Van Winkle, Mid-Hudson, and Kingston-Rhinecliff, and Popolopen Creek) operated by the NYSBA over the Hudson River. Bridge types include suspension, deck truss, cantilevered through truss, and combinations thereof. (3 truss bridges and 2 suspension bridges).
04/2020 - 02/2021	St. Claude Strauss Trunnion Bascule Rehabilitation. New Orleans, Louisiana Port of New Orleans This project includes mechanical and structural rehabilitation of the St. Claude Avenue Bridge over the IH-NC in New Orleans, LA. M&M is preparing bid documents and providing construction monitoring and inspection services for the repair of the 1st Link Joints, the Counterweight Links, and the Main Trunnions of the St. Claude Avenue Bridge. Mr. Schoenecker served as the Project Manager for this project.
10/2018 - 04/2019	Sunshine Bridge Emergency Inspection and Repairs. Donaldsonville, LA LADOTD In 2018, a barge mounted crane was traveling upstream in the western most channel of the river. The crane's height exceeded the vertical clearance of the span, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge immediately and began the task of investigation and repair. Modjeski and Masters, Inc. (M&M) was selected as the lead consultant for bridge repairs. After closing the bridge directly after the incident, LADOTD engaged M&M to perform an emergency hands-on inspection using technical rope access techniques. The inspection team documented the primary damaged member as well as a host of other damaged elements, including bottom laterals, stringer bearings, and gusset plates. Technical rope access was critical in locating and documenting all damaged bridge elements. M&M also provided construction engineering and inspection of the repair efforts. Mr. Schoenecker served as the Project Manager for the CE&I portion of the project.
07/2013-10/2013, 08/2014-11/2014, 08/2016-Ongoing	IH-NC Movable Bridge Inspections. New Orleans, Louisiana Port Of New Orleans This project included the inspection of four bridges owned by the Port of New Orleans over multiple years, and includes three Strauss-Trunnion bascule bridges and one vertical lift bridge, carrying highway and railway traffic across the IH-NC in New Orleans, LA. These routine and fracture critical inspections included a 100% hands-on visual inspection of all structural, electrical and mechanical elements above the water line, including fatigue-sensitive and fracture-critical members, comprising the bridges and approaches. This project also involved the lead capacity rating and UT pin inspection of several bridges. Mr. Schoenecker served as project manager, an inspection team leader, QA/QC engineer, and a bridge inspection team member for this project.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	Matthew J. Miller, PE	Years of relevant experience with this employer	16
Title	Senior Project Manager – Field Services	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS 2010 Civil Engineering		
Active registration number / state / expiration date	39534 LA 09/30/2027 NBIS Certified Inspector / Work Zone Training Compliant		
Year registered	2014	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Miller has 16 years of experience in the structural inspection, evaluation, and rehabilitation of highway and railroad bridges, with significant experience in construction inspection and engineering of complex and movable bridges. As a NBIS-certified bridge inspector, Mr. Miller has been the team leader on numerous movable, long-span, steel, and timber bridge inspection projects. Most notably, Mr. Miller led the inspection of more than 1,300 steel bridges throughout Union Pacific Railroad's entire track system, which covers 22 states west of the Mississippi River. In addition, Mr. Miller has also served as lead field engineer on railroad bridge emergency projects including structural and mechanical failure resulting from train derailments, natural disasters, marine vessel allisions, natural member deterioration, and construction errors. His certifications include: NBIS 130055, 130053, 130078, and 132070; Level II Liquid Penetrant and Magnetic Particle Inspection, and ASBI PTI Level 2 Multistrand and grouted PT.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/2019 – 04/2020 12/2018 – 02/2019 11/2015 – 01/2016 10/2014 – 01/2015 10/2013 – 11/2013	Huey P. Long Bridge Annual Inspection New Orleans Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Miller served as a bridge inspector and team leader for the inspection of this bridge.		
10/2018 – 12/2018	Sunshine Bridge Emergency Inspection and Repairs. Donaldsonville, LA LADOTD In 2018, a barge mounted crane was traveling upstream in the western most channel of the river. The crane's height exceeded the vertical clearance of the span, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge immediately and began the task of investigation and repair. Modjeski and Masters, Inc. was selected as the lead consultant for bridge repairs. After closing the bridge directly after the incident, LADOTD engaged M&M to perform an emergency hands-on inspection using technical rope access techniques. The inspection team documented the primary damaged member as well as a host of other damaged elements, including bottom laterals, stringer bearings, and gusset plates. Technical rope access was critical in locating and documenting all damaged bridge elements. M&M also provided construction engineering and inspection of the repair efforts. Mr. Miller provided emergency inspection and CE&I services.		
11/2013 – 01/2014	44-2687 In-Depth Inspection of Complex Structures Retainer – Various Bridges, Statewide LADOTD As a member of a multi-firm team, Modjeski and Masters was tasked to provide Structural, Mechanical, Electrical, and Coatings inspection services to perform multiple In-Depth Bridge Inspections for various bridges throughout the state of Louisiana, as a part of the ongoing statewide Complex Structures Inspection Retainer with the LADOTD. The list of bridges in this contract included the Gramercy Bridge over the Mississippi River, the I-210 Bridge over Prien Lake, Louisa Bridge over the Intracoastal Canal, and the LA 47 Bridge over the Mississippi River Gulf Outlet. The inspections were performed using technical rope access and rappelling, aerial work platforms, and		



	standard climbing techniques. Bridge conditions, including specific defects, were documented and presented in an inspection report and PONTIS/Inspect-Tech forms, along with repair recommendations and a full coatings evaluation report. Mr. Miller was an inspection team member for this project, responsible for coordination assistance with subconsultants, and preparing the inspection report.
04/2016 – 01/2018 01/2022 - Ongoing	Union Pacific Railroad System Wide Inspections UPRR Systemwide Modjeski and Masters performed a system-wide inspection of steel bridges for Union Pacific Railroad (UPRR). A total of 1,280 bridges were inspected. The types of bridges inspected include through trusses, deck trusses, through plate girders, and deck plate girders on steel towers. Also included were movable structures such as bascule, swing and vertical lift bridges. Modjeski and Masters provided uniformity throughout the entire system by identifying inconsistencies in describing levels of severity noted with deficiencies and assisted the UPRR inspectors in identifying problem areas and the causes associated with them. Mr. Miller was the inspection team leader for this project, and is currently serving as Project Manager for this project.
07/2014 - 09/2014	Belle Chasse Lift Bridge Inspection. Belle Chasse, Louisiana New Orleans & Gulf Coast Railway The New Orleans & Gulf Coast Railway selected M&M to perform an in-depth structural, mechanical and electrical inspection of the Belle Chasse Bridge over the Intracoastal Waterway. All structural members were observed at close range along with a close visual inspection of the electrical and mechanical systems. The inspection team took measurements of metalwork losses that could possibly result in reduced load carrying capacity of the structure. Mr. Miller served as inspection team leader for this bridge.
10/2014 - 09/2015	Seabrook Bridge - Roadway Removal & RR Repairs. New Orleans, Louisiana Port of New Orleans This project consisted of the removal of two 120-foot long roadways cantilevered from a single-leaf bascule bridge over the Inner Harbor Navigational Canal in New Orleans, LA. The roadways have been abandoned due to corrosion and over time have presented a safety concern. M&M performed engineering services for the design and preparation of plans, specifications and inspection services related to emergency repairs at the Seabrook Bridge, including removal of the roadways, rebalancing the movable span and railroad repairs. A full analysis of the bridge was completed to ensure structural integrity, and modifications are being made to the bridge counterweight and span to ensure balance during operation. Mr. Miller performed CE&I Inspection as well as led coordination efforts with the U.S. Coast Guard.
01/2012 - 09/2015	Lapalco Double Leaf Bascule Bridge Rehabilitation Jefferson Parish Dept of Engineering The Lapalco Boulevard Bridge over the Harvey Canal is a four-lane highway bridge. The main bridge portion of the Lapalco Boulevard Bridge is a welded plate girder, double leaf, trunnion type bascule with an open grid deck. The approach spans are comprised of steel girder spans and concrete girder spans with concrete decks, and concrete slab spans with curtain walls. Modjeski and Masters performed an in-depth inspection of structural, mechanical and electrical components and approach spans including a coatings inspection of the steel metalwork. M&M developed structural, mechanical and electrical contract documents for the rehabilitation of the bridge, including span touch-up painting, and provided Construction Engineering and Inspection services for the duration of the repairs. Mr. Miller assisted with the CE&I services and conformance with the permits.

16. Staff Experience:			
Firm employed by Modjeski and Masters, Inc.			
Name	James W.H. Costigan, PE	Years of relevant experience with this employer	11
Title	Senior Engineer – Field Services	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS 2015 Civil Engineering NBIS Certified Inspector / Work Zone Training Compliant	
Active registration number / state / expiration date		44328 LA 9/30/2026	
Year registered	2020	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Costigan joined M&M in 2015 and has worked on bridges in 20 states, four countries, and three continents and has worked on 15 bridges spanning the Mississippi River. His experience includes serving as a team leader for major river crossing and movable bridge inspection, rehabilitation design and construction engineering and inspection. His certifications include: NBIS 130055, 130053, and 130078, Level II Liquid Penetrant and Magnetic Particle Inspection; SPRAT Level II Certified, ATSSA TCT and TCS, and FAA Part 107 (UAV/Drone) certification.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/2024 – 07/2024	Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS OSARC Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Costigan was a team leader for the QA inspections on this Contract.		
12/2019 – 12/2020	Alaska Bridges Inspections – Statewide, Alaska Alaska Railroad Modjeski and Masters performed the in-depth inspection, pin ultrasonic testing, structural capacity assessment and rating, pin and gusset evaluations and fatigue analysis for three bridges in Alaska. The Hurricane Gulch Bridge is a 910’ ft deck arch bridge over the Hurricane Creek carrying a single railroad track. The main arch span is 388 feet long and flanking deck truss is 120’. The approach includes DPG spans on steel towers. The Mears Bridge is a 1300 ft bridge over the Tanana River carrying a single railroad track. The main through truss span is 700 feet long and the approach includes 118’ deck truss and several DPG span on steel towers. The Gold Creek Bridge is a 704 ft bridge over the Susitna River carrying a single railroad track. The main through truss span is 504 feet long and the approach includes several TPG span on concrete piers. Mr. Costigan assisted in the inspection of two large truss railroad bridges and was the team leader for a third railroad truss inspection. These inspections included technical access work, standard climbing, eyeball load sharing verification, and UAV drone flights. Mr. Costigan was responsible for authoring the 30 day & 90 day inspection reports for these bridges.		
10/2018-03/2019	Sunshine Bridge Collision – Emergency Response. Donaldsonville, Louisiana LADOTD The Louisiana Route 70 Sunshine Bridge is a steel cantilever through truss bridge that carries four lanes of traffic over the Mississippi River near Donaldsonville, LA. The three main truss spans are each about 800 feet in length and provide up to 133 feet in vertical clearance above high water. On October 12, 2018, a barge mounted crane was traveling upstream in the western most channel of the river. There was insufficient clearance as the barge passed underneath the bridge, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge to traffic directly after the incident and engaged Modjeski and Masters to perform an emergency hands-on inspection using technical rope access techniques. With the damage documented, work on repair concepts began. Mr. Costigan was instrumental in the inspection of the damage as well as the construction engineering and inspection of the repair efforts.		



02/2017 – 06/2017	Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly steel vertical lifts. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Costigan was responsible for inspection services and was an Inspection Team Leader
03/2016 – 07/2016	Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Costigan was responsible for special inspections and inspection documentation.
11/2015-2/2016 10/2017-4/2018	Huey P. Long Inspection. Jefferson Parish, Louisiana Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Costigan served as an inspector and serves as a Lead Bridge Inspector for this bridge.
05/2016 -07/2016	US 11 Bridge over Lake Pontchartrain, New Orleans, Louisiana LADOTD Within the US 11 Bridge, commonly known as the 5 mile bridge, are two double-leaf bascule spans (North Draw and South Draw). There was considerable damage to the bridge as a result of Hurricane Katrina. M&M was retained to determine the improvement needs structural, electrical and mechanical to extend the life by 20-30 years and to prepare rehabilitation plans. Mr. Costigan was responsible for bridge inspection and repair/ replacement design and documentation.
02/2023 – 08/2023	St. Claude Strauss Trunnion Bascule Rehabilitation. New Orleans, Louisiana Port of New Orleans This project includes mechanical and structural rehabilitation of the St. Claude Avenue Bridge over the IH-NC in New Orleans, LA. M&M prepared bid documents and providing construction monitoring and inspection services for the repair of the 2nd Link Pin of the St. Claude Avenue Bridge. Mr. Costigan was the Inspector for the St. Claude Bascule Bridge 2nd Link Joint Rehabilitation project, serving as the main point of contact between the Owner, the Contractor, and the Engineer throughout construction. Mr. Costigan oversaw construction operations, performed hands-on inspection, assisted in submittal reviews, coordinated RFI Responses, attended progress meetings, and processed project documentation including Contractor pay applications, change orders, and close-out documents.
11/2016 – 09/2018	Seabrook Bridge Floor System Replacement & Link Pin Joints Emergency. New Orleans, Louisiana Port of New Orleans. M&M prepared the plans and specifications to replace the railroad floor system between the trusses of the Seabrook Railroad Bridge as well as emergency repair plans for the 1st and 2nd link pins. M&M also developed the sequence of construction to minimize the impacts to the rail and marine traffic as well as maintain the span balance throughout construction. Mr. Costigan was the Resident Structural Engineer. During this project, Mr. Costigan monitored and oversaw construction, assisted in submittal reviews, wrote RFI Responses, attended progress meetings, wrote and reviewed punch lists, lead the project final walkdown, and reviewed project close-out documents.
10/2016-Ongoing	IH-NC Movable Bridge Inspections. New Orleans, Louisiana Port of New Orleans This project included the inspection of four bridges owned by the Port of New Orleans over multiple years, and includes three Strauss-Trunnion bascule bridges and one vertical lift bridge, carrying highway and railway traffic across the IH-NC in New Orleans, LA. These routine and fracture critical inspections included a 100% hands-on visual inspection of all structural, electrical and mechanical elements above the water line, including fatigue-sensitive and fracture-critical members, comprising the bridges and approaches. This project also involved the lead capacity rating and UT pin inspection of several bridges. Mr. Costigan served as an inspection team leader and a bridge inspection team member for this project.

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Brian Johnson, PE	Years of relevant experience with this employer	21
Title	Principal, Structural Section Manager	Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		MS 2000 Civil Engineering; BS 1999 Civil Engineering	
Active registration number / state / expiration date		PE No. 31273 LA 9/30/2026	
Year registered	2004	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Brian brings over 26 years of engineering experience specifically related to structural projects and serves as the Structural Section Manager in the Baton Rouge office. His primary expertise lies in analysis, design, rating, inspection, and rehabilitation of bridges. Brian has managed bridge projects with a variety of structure types such as prestressed concrete girders, steel truss vertical lift bridges, long span steel trusses, horizontally curved steel plate girders, concrete box culverts, and retaining walls. He has overseen several NSBI bridge inspection projects and been involved in several hydraulic studies for bridge replacement projects in both Mississippi and Louisiana. NBIS Certified Team Leader Meets MPR #4			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/17 - 10/18	LOAD RATING AND POSTING OF 110 ON-SYSTEM BRIDGES LADOTD Statewide, LA Project Manager. Brian was responsible for managing load rating activities, scheduling progress meetings, managing the status of each bridge, delivering progress submittals, and coordination with LADOTD. This project involved the load rating and posting of 110 on-system bridges for LADOTD. Bridges were located throughout the state and were load rated in accordance with current LADOTD and AASHTO specifications. AASHTOWare BrR, CSI Bridge, and RC-Pier were used to determine rating factors and posting requirements.		
03/13 - 03/17	LOAD RATING AND POSTING OF 630+ ON-SYSTEM BRIDGES LADOTD Statewide, LA Project Manager. Brian was responsible for managing load rating activities, scheduling progress meetings, managing the status of each bridge, delivering progress submittals, and coordination with LADOTD. A monthly meeting was scheduled with the client to assist with addressing incomplete data needs and modeling approaches for more complicated structures. Over 630 bridges statewide were load rated in accordance with current LADOTD and AASHTO specifications. Models were developed in AASHTOWare BrR, CSI Bridge, STAAD and RC-Pier to determine rating factors and bridge posting requirements. Structure types included structural steel plate girders and rolled beams, prestressed concrete girders, concrete slab spans, hammerhead and multi-column concrete bents, and steel beam bents.		
02/19 - 11/22	ALDOT BRIDGE LOAD RATING ALDOT Statewide, AL Project Manager. Brian managed three different task orders with ALDOT to perform load ratings on 84 bridges. Structure types included steel plate girders, prestressed concrete girders, concrete T-beams, voided concrete slabs, and post-tensioned channel beams. AASHTOWare BrR was used for modeling and analysis. Ratings were in accordance with the AASHTO LFR method and current ALDOT standards. Brian’s responsibilities included performing quality assurance on load rating reports and transmitting deliverables to ALDOT.		
10/17 - 01/19	AASHTOWARE BRIDGE LOAD RATING MDOT Statewide, MS Project Manager. Brian served as the project manager for the load rating of 120 bridges using AASHTOWare BrR. Structure types included steel plate girders, prestressed concrete girders, concrete T-beams, concrete slab spans, and integral reinforced		



	concrete multi-cell box girders. Ratings were performed in accordance with current MBE standards. Brian was responsible for managing project activities, developing rating criteria, scheduling internal and external progress meetings, performing QC/QA, and delivering final reports.
08/10 - Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Project Manager. Brian manages all field and office work for inspecting and load rating over 200 bridges annually throughout the state. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Brian is responsible for managing project activities, inspection scheduling, and performing QC/QA on field inspections, load ratings, and inspection reports. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches.
12/20 - 04/22	TRUSS BRIDGE INSPECTIONS AND LOAD RATINGS MDOT Statewide, MS Project Manager. This project consisted of inspecting and load rating four unique steel through trusses. Brian served as project manager and was responsible for coordinating inspection schedules, overseeing report development, reviewing load rating reports, and communications with MDOT. Detailed, arm's length, inspections were performed on the steel truss spans only. Load ratings were performed in accordance with the AASHTO LFR method and MDOT standards. Results from the analyses were used to determine fracture critical members that could not be determined from traditional structural mechanics. Final inspection reports will be used by MDOT to develop repair / rehabilitation plans
08/19 – 04/24	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Lead Structural Engineer. Brian leads the structural design efforts of two new flyover ramps (concrete slab spans, prestressed concrete girder spans, twin horizontally curved steel tub girder spans, and complex substructure units), one bridge widening (concrete slab spans), noise barriers, precast box culverts, roadway and pier protection barriers, and miscellaneous structural elements. During design Brian orchestrated a series of meetings with the contractor, fabricators, vendors, and suppliers to optimize and streamline the design. In addition, he oversees construction support which includes shop drawing reviews, addressing RFIs, and providing construction engineering services.
02/05 – 03/08	FLORIDA AVENUE BRIDGE / NAVIGATIONAL CANAL LADOTD Contract No. H.005967 New Orleans, LA Project Manager. Brian oversaw the structure layout, design, and project coordination for this project resulting in a three-level, fully directional interchange to serve as the approaches to the main span bridge over the Inner Harbor Navigational Canal. Project components included long span (up to 280-ft) horizontally curved steel plate girders at an extremely tight curvature (radius equal to 265-ft); prestressed concrete girders (Types III, IV, BT-72, and BT-78); high-level piers (60-ft to 90-ft tall); and complex footing designs within tight utility corridors. Project design was in accordance with the LRFD bridge design specifications. Steel girders were designed and analyzed using MDX and STAAD. In 2008, 95% plans were completed and transmitted to the client; however, the project was put on hold to determine future project scope that is pending decisions by state and local leaders regarding recovery and redevelopment of the New Orleans East area.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Taylor Perkins, PhD, SE, PE	Years of relevant experience with this employer	19
Title	Senior Structural Engineer	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		PhD 2017 Structural Engineering MS 2008 Civil Engineering BS 2007 Civil Engineering	
Active registration number / state / expiration date		PE No. 47449 LA 9/30/2027	
Year registered	2023	Discipline	Structural Engineering
Contract role(s) / brief description of responsibilities Taylor has been involved in the plan preparation, design, load rating, and rehabilitation of complex highway and rail bridges of nearly every type. His experience includes concrete bridges, structural steel bridges, long span bridges, seismic evaluation and retrofit, and various types of foundation systems. Taylor has completed Sprat Level I rope access training and has assisted in a wide range of bridge inspections. Load Rating Engineer Meets MPR #4			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/16 – 09/18	STATEWIDE FRACTURE CRITICAL INSPECTION SERVICES - PACKAGE 2 - SIMON KENTON BRIDGE LOAD RATING Kentucky Transportation Cabinet Statewide, Kentucky Load Rating Lead. Taylor was the load rating engineer of record for the Simon Kenton Bridge, a 1990-ft. long suspension bridge over the Ohio River in Maysville, KY. The structure consists of 465-ft side spans and an 1060-ft main span. The load rating includes 3-D finite element modeling of the full structure in CSi Bridge, with nonlinear effects included to account for large displacements and stress-stiffening of the cables. Components included in the load rating are stringers, floorbeams, stiffening trusses, including gussets, hanger cables with connections, main suspension cables, steel tower piers, and suspension cables anchorages. The rating is performed using LRFR methodology, the rating vehicles include HL-93, four state posting vehicles, four specialized hauling vehicles, and FHWA FAST act’s emergency vehicles.		
03/18 - 12/19	TBTA BIENNIAL BRIDGE INSPECTION - ROBERT F. KENNEDY BRIDGE LOAD RATING New York, NY Technical Lead for the load rating of the 200+ ft spans of the Robert F. Kennedy Bridge over the East River and Bronx Kill in NYC. The rated portions include a suspension bridge unit with 1,380-ft main span and 672-ft side spans as well as several through-truss spans. Ratings were performed for both the LRFR and ASR methodologies and incorporated AASHTO specialized hauling vehicles and FHWA FAST act’s emergency vehicles. For the suspended spans, a nonlinear finite element model was built in CSi Bridge analyze the large displacements and stress-stiffening effects of the suspension cables. Ratings included stringers, floorbeams, and stiffening trusses, including gussets. Ratings for the Bronx Kill truss spans included stringers, floorbeams, main truss members, and gusset plates. The project also includes ratings for the orthotropic steel decks, which were modeled in 3-D using Ansys.		
09/18 - Ongoing	STATEWIDE FRACTURE CRITICAL INSPECTION SERVICES (PACKAGE 2) SIMON KENTON BRIDGE LOAD RATING Kentucky Transportation Cabinet Maysville, KY Load Rating Lead Engineer/EOR for the Simon Kenton Bridge, a 1990-ft long suspension bridge over the Ohio River. Structure consists of 465-ft side spans and a 1060-ft main span. The load rating includes 3-D finite element modeling of the full structure in CSi		



	Bridge, with nonlinear effects included to account for large displacements and stress-stiffening of the cables. Components included in the load rating are stringers, floorbeams, stiffening trusses, including gussets, hanger cables with connections, main suspension cables, steel tower piers, and suspension cables anchorages. Rating is performed using LRFR methodology, the rating vehicles include HL-93, four state posting vehicles, four specialized hauling vehicles, and FHWA FAST act's emergency vehicles.
11/18 – 01/22	I-70 BRIDGES UPGRADE DESIGN & QAM SERVICES (WVDOH) West Virginia Highways Wheeling, WV Structural Engineer. Project required rehabilitation to bring the inventory rating of the 70-year old bridge up to HL-93 standards. Taylor is responsible for technical oversight of the rehabilitation plan as well as QA/QC of the 3-D finite element Arch analysis model and capacity checks for the in-situ and rehabilitated structural elements of the bridge including, arch rib, tie chord, hangers, and floor system members. Evaluation of the arch included extensive global stability evaluations of arch rib buckling modes.
09/16 - 08/18	STATEWIDE BRIDGE LOAD RATING - PACKAGE 1 - ARCH LOAD RATINGS Kentucky Transportation Cabinet Various Locations, KY Load Rating Engineer-of-Record for three arch bridges. Structures include: 535-ft twin tied arches that carry I-24 over the TN River, 186-ft open spandrel steel arch that carries Highland Ave. over I-471 in Campbell Co., and 100-ft concrete infill arches that carry KY 90 over the Cumberland River. The LRFR ratings incorporated all pertinent structural elements and included HL-93, four state posting vehicles, four specialized hauling vehicles, state superload vehicles, and FHWA FAST act's emergency vehicles.
03/15 – 12/25	US 60 Over Cumberland River Bridge Replacement (Smithland Design) Kentucky Transportation Cabinet District 1 Smithland, Kentucky Deputy Project Manager and Load Rating Engineer of Record. This \$60M project replaces the existing structure, which carries US 60 over Cumberland River in the town of Smithland, KY. As deputy PM, Taylor had been involved with the project from the planning and environmental phase, in which he led navigation simulation modeling, a span arrangement and structure type selection study, and performed USCG coordination. The replacement structure has a 40-ft clear roadway width and is 1909.83-ft long consisting of a 3-span (368') PPC I-beam south approach unit, a 700.33-ft single truss span over the river, and a 6-span (841.5') PPC I-beam north approach unit. A modified warren through-truss was used for the main span which eliminates vertical members and utilizes rigid frame connections at the top and bottom chord to eliminate the need for sway bracing. The bridge is in a high seismic hazard zone, consequently a response spectrum analysis was performed using a site-specific response spectrum and the structure was designed and detailed to meet AASHTO LRFD criteria for Seismic Zone 3. As Co-Engineer of Record for the main truss span and the supporting piers, Taylor was responsible for all aspects of design and plan production. During the construction phase of the project, he served as document controls manager, working closely with the KYTC Resident Engineer to coordinate construction submittals and address issues that arose. Taylor also served as the load rating engineer of record.
09/17- 04/21	KY 676 LOAD RATING AND TESTING Kentucky Transportation Cabinet Frankfort, KY Load Rating Engineer Lead for the twin 3-span post-tensioned segmental box bridge. LRFR ratings, completed under the 2015 Statewide Fracture Critical Bridge Inspection Package 3, were performed for HL-93 load, four state posting vehicles, four specialized hauling vehicles, state superload vehicles, and FHWA FAST act's emergency vehicles. Analysis for the structure included two independent models in CSi Bridge and BD2 to capture the stage construction effects of the balance cantilever erection. After the load ratings, Taylor supported a load testing of the bridge, which was performed by the Kentucky Transportation Center.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Kunal Malpani, PE	Years of relevant experience with this employer	13
Title	Structural Engineer	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS 2012 Civil Engineering; BS 2010 Civil Engineering	
Active registration number / state / expiration date		PE No. 43016 LA 3/31/2027	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Kunal has 13 years of engineering experience with an emphasis on structural projects. His primary focus has been in the analysis, design, rating, and inspection of a variety of bridge types including prestressed concrete girders, structural steel plate girders, concrete slab spans, multi-column concrete bents, and pile bents. He is proficient in commercial software packages such as AASHTOWare BrDR, RC-Pier, CONSPAN, MDX, and STAAD. In addition to bridge design, Kunal has been involved in the design of highway sign structures and reviewing structural shop drawings. NBIS Certified Team Leader Meets MPR #5			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/13 - 03/17	LADOTD LOAD RATING AND POSTING OF 630+ ON-SYSTEM BRIDGES LADOTD Statewide, LA Engineer Intern. Kunal was responsible for performing load ratings and developing summary reports on a variety of structures including prestressed concrete girders, concrete slab spans, structural steel spans, timber and steel pile bents, and concrete hammerhead piers. More than 630 bridges statewide were load rated in accordance with current LADOTD and AASHTO specifications. Models were developed in AASHTOWare BrR and RC-Pier to determine rating factors and bridge posting requirements.		
09/13 - 11/17	LADOTD RETAINER CONTRACT FOR BRIDGE LOAD RATING LADOTD Statewide, LA Load Rating Engineer. Kunal was responsible for developing LFR rating procedure using AASHTOWare BrR and STAAD for superstructure as per AASHTO MBE. Highlights of the project include rating Long Span Steel Through Trusses, Short span Steel Pony Trusses, and Masonry Arch Bridges.		
01/17 - 10/18	LOAD RATING AND POSTING OF 110 ON-SYSTEM BRIDGES LADOTD Statewide, LA Structural Engineer. Kunal’s responsibilities included developing the LRFR rating procedure using the AASHTO Bridge Rating Software for superstructure and LEAP RC Pier for substructure as per AASHTO MBE and LADOTD rating guidelines. Project included load rating and posting of various bridge superstructure types including slab spans, prestressed concrete girders, rolled steel girders, and built-up steel plate girders. Bridges are located throughout the state and were load rated in accordance with LADOTD and AASHTO specifications. ASHTOWare BrR, CSI Bridge, and RC-Pier were used to determine rating factors and posting requirements. Highlight of the project was rating an 18,000 ft. long bridge with 268 spans on I-10 over New Orleans City Streets.		
10/17 - 01/19	AASHTOWARE BRIDGE LOAD RATING MDOT Statewide, MS Load Rating Engineer. Project included load rating of 120 bridges in MS. Load ratings were performed in accordance with the AASHTO LRFR or LFR method and current MDOT Standards. Only superstructure elements were considered for the load rating analysis. Structure types included steel plate girders, prestressed concrete girders, reinforced concrete T-beams, concrete		



	slabs, and reinforced concrete multi-cell box girders (integral and non-integral). Kunal was responsible for load ratings and performing QC/QA.
02/19 - 04/19	ALDOT LOAD RATING OF 30 BRIDGES ALDOT Statewide, AL Load Rating Engineer. The project included load rating of 30 bridges in Alabama. Load ratings were performed in accordance with the AASHTO LFR method and current ALDOT Standards. Only superstructure elements were considered for the load rating analysis. Structure types included steel plate girders, prestressed concrete girders, reinforced concrete T-beams, and concrete slabs. Comprehensive analysis referred to as Non-Standard Gage (NSG) or Distribution Factor-Line Girder Analysis was performed when Emergency Vehicle produced a rating factor less than 1.0. Kunal was responsible for load ratings and performing QC/QA.
06/16 - Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Load Rating Engineer and Inspection Team Leader. Project included inspection and load rating of over 100 off-system bridges in 17 different Mississippi Counties. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches.
08/19 - Ongoing	MISSISSIPPI STATEWIDE TIMBER BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Load Rating Engineer and Inspection Team Leader. Kunal is responsible for inspecting and load rating 120 bridges with timber elements in 10 different Mississippi Counties. Inspections are at arms-length and in accordance with NBIS. Load ratings are performed using AASHTOWare BrR, RC Pier, and in-house analysis tools for timber and in accordance with ASD and LFR guidelines. Predominately the bridges consist of timber piles; however, a large number are full timber structures.
01/19 - Ongoing	I-10 LOYOLA DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Structural Design Engineer. Kunal assisted signing engineer in design of flyover ramps, consisting of concrete slab spans, prestressed concrete LG and LU girder spans, and twin horizontally curved steel tub girder spans supported by different substructure types including hammerhead bents, wall bents and pile bents. Kunal is currently looking over the as-built load rating of all the structural components.
02/19 - Ongoing	LA 12 BRIDGE REPLACEMENTS LADOTD Calcasieu Parish, LA Project Engineer. Kunal is responsible for overseeing all superstructure and substructure design elements, performing load ratings, and reviewing construction submittals. As part of value engineering, Stantec is responsible for designing and detailing the replacement of six structurally deficient bridges along LA State Route 12 in Calcasieu Parish. The project is being executed in two phases of construction, with the first phase of widening to one side in order to accommodate two lanes of traffic, and a second phase to complete the reconstruction. This would allow structure replacement without the requirement of temporary bridges. All bridges consist of LA Quad beam girder spans supported on pile bents. Kunal is currently looking over the as-built load rating of all the structural components.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	John Krebs, PE	Years of relevant experience with this employer	13
Title	Senior Structural Engineer	Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		MS 2008 Civil Engineering; BS 2007 Civil Engineering	
Active registration number / state / expiration date		PE No. 37259 LA 9/30/2026	
Year registered	2012	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities John has 17 years of engineering experience providing engineering design and load ratings for bridges and interchanges for LADOTD, MDOT, and KYTC and currently serves as a project manager in the Structural Division at Baton Rouge. His primary expertise lies in the engineering analysis and design of a variety of structure types such as prestressed concrete girders, reinforced concrete substructure elements, and retaining walls. He has been heavily involved in the inspection and load rating of existing bridges in both Louisiana and Mississippi. John has excellent working knowledge of AASHTO LRFD and the LADOTD Bridge Design Manual. He is proficient in several commercial software packages including AASHTOWare BrR, RC-Pier, CONSPAN, MDX, and STAAD. NBIS Certified Team Leader Meets MPR #5			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/24 - 12/25	BASCULE LOAD RATING CONTRACT Mississippi DOT Load Rating Project Manager. Stantec was responsible for developing a methodology to load rate bascule bridges in AASHTOWare BrR for MDOT and then use the developed methodology to load rate three bridges. The first bridge was modeled in AASHTOWARE BrR and then in CSIBridge to compare the results and guide BrR model revisions. The remaining two bridges were then modeled in BrR using the methodology developed on the first bridge. John’s responsibilities included vetting the methodology for loading bascule bridges in BrR, providing QC to all load rating models, quality control/quality assurance of the load rating report, and general coordination with the MDOT Project Manager.		
03/13 - 03/17	LADOTD LOAD RATING AND POSTING OF 630+ ON-SYSTEM BRIDGES LADOTD Statewide, LA Project Engineer. John served as a project engineer for the load rating of over 630 on-system bridges. The bridges were load rated in accordance with current LADOTD and AASHTO specifications. Models were developed in AASHTOWare BrR, CSI Bridge, STAAD and RC-Pier to determine rating factors and bridge posting requirements. Structure types included structural steel plate girders and rolled beams, prestressed concrete girders, concrete slab spans, hammerhead and multi- column bents, and steel beam bents. John was responsible for QA/QC of rating analyses and the final rating reports.		
10/17 - 01/19	AASHTOWARE BRIDGE LOAD RATING MDOT Statewide, MS Project Engineer. John served as a project engineer for the load rating of 120 bridges using AASHTOWare BrR. Structure types included steel plate girders, prestressed concrete girders, concrete T-beams, concrete slab spans, and integral reinforced concrete multi-cell box girders. Ratings were performed in accordance with the current MDOT and AASHTO standards. John was responsible for day-to-day support of the load rating engineers and performing QC/QA on finished load ratings.		
08/10 - Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid and Road Construction Statewide, MS Project Engineer and Inspection Team Leader. John serves as a project engineer and inspection team leader. As an inspection team leader, John is qualified to direct a team in the field to inspect and document bridge deficiencies according to the National		



	Bridge Inventory standards. As a project engineer, John assists in load rating of bridge structures using AASHTOWare BrR and RC-Pier in accordance with the latest Manual for Bridge Evaluation (MBE) as well as QC/QA of bridge load rating calculations and reports. Structure types on this project include steel trusses, steel plate girders, prestressed concrete, concrete boxes, concrete channel beams, masonry arches, steel railroad flat cars, and box culverts.
12/15 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Lake Charles, LA Structural Engineer. John worked on the bridge and structural design efforts during preliminary plans. Project tasks included preliminary design of bridge superstructure, substructure including foundations, median barrier design and as-designed load rating. Other design elements include navigational lighting bridge attachments, steel bracket light supports with concrete anchors to the bridge structure. Structural Design was performed in compliance with AASHTO LRFD Specifications. In addition, he completed the vessel study report detailing the expected water-borne vessel traffic and establishing the need for pier protection structures.
08/10 - Ongoing	MISSISSIPPI STATEWIDE TIMBER BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid and Road Construction Statewide, MS Project Engineer and Inspection Team Leader. John serves as a project engineer and inspection team leader. As an inspection team leader, John is qualified to direct a team in the field to inspect and document bridge deficiencies according to the National Bridge Inventory standards. As a project engineer, John assists in load rating of bridge structures using AASHTOWare BrR and RC-Pier in accordance with the latest Manual for Bridge Evaluation (MBE) as well as QC/QA of bridge load rating calculations and reports. The bridges for this project are located across 10 different Mississippi counties. Superstructure types include concrete channel beams, prestressed concrete girders, timber stringers, and steel girders. These bridges are predominantly supported by timber piles categorizing them as timber structures.
02/19 - 04/19	ALDOT LOAD RATING OF 30 BRIDGES ALDOT Statewide, AL Project Engineer. John served as a project engineer for the load rating of 30 bridges in AASHTOWare BrR. The bridges were load rated in accordance with current ALDOT and AASHTO specifications. Bridge types rated were steel plate girders, prestressed concrete girders, reinforced concrete T-beams, and precast prestressed concrete voided slabs. John served as QA/QC for the AASHTOWare ratings and final rating reports.
04/11 - 03/15	I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT LADOTD H.010151 Lake Charles, LA Project Engineer. John was responsible for the design and plan development of three bridges and an MSE wall system load transfer platform. The bridge along I-210 consists of a single 130-ft long LG-54 prestressed concrete girder span founded on true abutments (spread footings). The remaining bridges consist of concrete slab spans founded on concrete pile bents. All design was performed in accordance with AASHTO LRFD Bridge Design. Project received the Highways/ Bridges: Award of Merit from the Engineering News Record for Texas and Louisiana in October 2016.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Bagyalakshmi "Bagya" Shanmugam, PhD, EI	Years of relevant experience with this employer	4
Title	Structural Engineer in Training	Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		PhD 2011 Civil Engineering; MS 2003 Structural Engineering	
Active registration number / state / expiration date		EI No. 0035308 LA 3/31/2027	
Year registered	2022	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities:			
Bagyalakshmi is a structural engineer in training with six years of experience. Her skill set involves analyzing, designing, inspecting and load rating of various types of bridge structures. She also has experience in analyzing and designing temporary steel shelters and ITS structures and their foundations. She is well versed in AASTOWARE BrR, CONSPAN, FBmultiplier, RC Pier, STAAD-pro, MDX and CSi.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/24 – 12/25	BASCULE LOAD RATING CONTRACT Mississippi DOT Engineer in Training. Stantec was responsible for developing a methodology to load rate bascule bridges in AASHTOWare BrR for MDOT and then use the developed methodology to load rate three bridges. The first bridge was modeled in AASHTOWARE BrR and then in CSiBridge to compare the results and guide BrR model revisions. The remaining two bridges were then modeled in BrR using the methodology developed on the first bridge. Bagya's responsibilities included developing the methodology for load rating factors of bascule bridges in BrR, modeling and load rating the bridges in BrR and CSiBridge, compiling load rating modeling, analysis, and results considerations, and writing the load rating report.		
10/22 - Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Engineer in Training and Inspection Team Leader. Project included inspection and load rating of over 100 off-system bridges in 17 different Mississippi Counties. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches.		
10/22 - Ongoing	MISSISSIPPI STATEWIDE TIMBER BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Engineer in Training and Inspection Team Leader. Kunal is responsible for inspecting and load rating 120 bridges with timber elements in 10 different Mississippi Counties. Inspections are at arms-length and in accordance with NBIS. Load ratings are performed using AASHTOWare BrR, RC Pier, and in-house analysis tools for timber and in accordance with ASD and LFR guidelines. Predominately the bridges consist of timber piles; however, a large number are full timber structures.		



09/24 – 01/25	BRIDGE INSPECTIONS AND LOAD RATINGS (WA5 – WA7) Statewide, TX Engineer in Training. This project involved checking inspection reports and load rating calculations of bridge structures from three districts according to the latest NBIS based on SNBI. Bagya reviewed on-system and off-system bridge inspection reports and load ratings from eight different sub-consultants to ensure consistency between reports being submitted. She also reviewed Stantec inspection reports.
05/24 – 07/24	TXDOT LOAD RATING (WA4) Statewide, TX Engineer in Training. Stantec was requested by TxDOT to perform an independent check of the load rating of a curved steel bridge structure in accordance with MBE and AASHTO standards. The structure comprised of curved steel girders framing into steel cap at the intermediate bent. The cap was supported by rotational bearings free to rotate longitudinally along the bridge. To simplify the bridge analysis process, Bagya built an MDX model of the superstructure. Rotational stiffness of the intermediate support in MDX was calculated by building a CSi bridge model of the intermediate support. MDX was used to calculate rating factors.
12/22 – 08/23	SR 16/ SR 149 FLOODWAY CHANNEL YAZOO RIVER (BRIDGE NOS. 210.9, 211.1 & 211.8) Project No. STP-0037-04(059)/ 107397-101100 MS Engineer in Training. The project consists of designing three bridges across Yazoo River in Mississippi. Bagya designed the substructure and superstructure of the two prestressed bridges and one steel bridge per AASHTO and MDOT Bridge design manual. Superstructure design involved load calculations, deck design, prestressed girder design, steel plate girder design, elevation calculations, intermediate and abutment bent design, back wall design, bearing design, joint width calculation and foundation design and as-design load rating of the bridge and estimating summary of quantities. AASHTO Bridge Rating Software, RCPier, MDX, FBMultipier and MS-excel software were utilized.
08/25 – 09/25	SOUTHERN COMFORT SHELTERS Project No: 201802424 LA Engineer in Training. The project involves the design and analysis of fabric covered temporary shelters (50, 60, 72 and 80 ft wide and 3ft/5ft spaced frames, 60 ft wide and 10 ft spaced frames) compliant to current ASCE and AISC standards. Bagya's responsibilities include calculating the wind and snow loads based on current ASCE design standards for wind and snow loads and updating and analyzing the temporary structure models. She is also responsible for creating new STAAD model for the 80 and 72 ft shelter.
06/24 – 12/24	STATEWIDE BRIDGE LOAD RATING Alabama Department of Transportation Statewide, AL Engineer in Training. Stantec was responsible for load rating 12 bridges of various types – Simple span and continuous span T-beams, Continuous steel plate girders, steel beam encased girders, Steel beams and post tensioned channel beams. Bagya's responsibilities included load rating (LRFR) of simple span/ continuous concrete T-beam bridges and continuous steel plate girder bridges using AASHTO Bridge Rating Software and Excel spread sheet.
03/24 – 06/25	SR 28 OVER PEARL RIVER REPAIRS Mississippi DOT Copiah and Simpson Counties, MS Engineer in Training. Project included the inspection and repair of a steel through truss that was damaged due to an oversized vehicle impact. When the damage occurred, MDOT requested Stantec to perform a damage inspection to determine the extents of required rehabilitation. Stantec completed the initial inspection and coordinated the hands-on inspection just one week after the impact. Repair plans were developed using the inspection findings. Truss members were replaced in-kind. Stantec reviewed contractor shop drawings and temporary support design for each phase of construction.

(Add rows as needed)

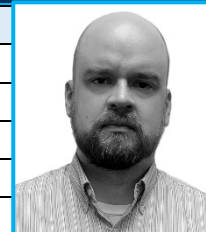
16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Ryan Nataluk, PE*	Years of relevant experience with this employer	19
Title	Bridge Inspection Discipline Leader	Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		BS 1997 Civil Engineering	
Active registration number / state / expiration date		PE No. 37837 CO* 10/31/2027	
Year registered	2003	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Ryan has 28 years of experience in structural inspection and highway per the National Bridge Inspection Standards (NBIS) using the National Bridge Inventory (NBI) and AASHTO Element Level NBE coding systems, as well as per AREMA standards. He has worked for a variety of DOTD's and private clients performing inspections on all types of concrete, steel, and timber bridges with main spans reaching 800 feet. Ryan has performed and managed staff for more than 25,000 routine, fracture critical, in-depth, damage, and initial bridge and overhead sign inspections in 16 states and Canada. He's skilled in load rating of steel, concrete. NBIS Certified Team Leader; Sprat Level III			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/12 - 05/16	LOAD RATING AND POSTING OF ON-SYSTEM BRIDGES WVDOT Statewide, WV Project Manager, Senior Team Leader and SPRAT Climbing Supervisor for the 1,900-ft long fracture critical cantilever through truss: Silver Memorial Bridge under a six-year contract with the WVDOT. Careful maintenance of ropes and hand-held inspection equipment allowed our inspectors to complete the inspection without the use of mechanical equipment, traffic control, or traffic disruptions. The bridge, which carries US 35 across the Ohio River from West Virginia into Ohio, was completed in 1969 as a replacement and monument for an earlier structure, the Silver Bridge. The original Silver Bridge collapsed in a historic tragedy that led United States Congress to establish NBI and NBIS Standards between 1968 and 1971.		
03/14 - 05/15	LA 511: JIMMIE DAVIS BRIDGE REHABILITATION LADOTD H.010662 Bossier, LA Lead Inspector. Total structure length is 2,823-ft, including three main steel truss simple spans – 354-ft, 402.5-ft, and 354-ft long - crossing the Red River; 610-ft approach spans at each side consisting of steel, two-girder systems with floor beams. Stantec provided design and plans for complete rehabilitation and repainting. Rehabilitation consisted of total deck replacement, over 200 structural repairs to truss span floor system, replacement of the link joint (hangers) of the approach spans, joint rehabilitation and barrier replacement.		
05/17 - 08/17	SR 609 OVER OLD FORT BAYOU IN-DEPTH BRIDGE INSPECTION MDOT Ocean Springs, MS Field Team Leader. Ryan was a field team leader for the in-depth inspection of the 1760-ft long bridge that consists of a double leaf steel girder bascule span (176-ft) and 17 prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span.		
01/20 – 11/22	BRIDGE INSPECTION AND LOAD RATING FOR LOCAL PUBLIC AGENCY AND PRIVATELY OWNED BRIDGES North Dakota DOT ND Principal. Ryan is leading all inspections using the National Bridge Elements and North Dakota's own Agency Developed Elements and Bridge Management Elements. The data is captured in Bridge Intelligence's inspectX platform with associated material defects, photographs, critical findings, and alert codes. In addition to maintenance and rehabilitation recommendations, our teams provide streambed profiles and vertical clearance information, owner and railroad coordination, and FAA clearances for unmanned aerial vehicle (UAV) flights. Our work captures critical findings within the system and sends alert code notifications to the bridge owners. Load ratings are completed using AASHTOWare Bridge Rating software or other software for unusual structures.		
04/17 - 08/17	SR 605 OVER THE INDUSTRIAL WATERWAY IN-DEPTH BRIDGE INSPECTION MDOT Gulfport, MS		



	Field Team Leader. Ryan was a field team leader for the in-depth inspection of the 1390-ft long bridge that consists of a double leaf steel girder bascule span (211- ft) and prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span.
05/16 - 12/16	US 82 CABLE STAYED IN-DEPTH NBI INSPECTION MDOT Washington County, MS Assistant Project Manager and Field Team Leader. Ryan served as the assistant PM and field team leader for the in-depth, fracture critical and element level inspection of US 82 over the Mississippi River. Scope included performing a routine element level inspection using the National Bridge Elements, a fracture critical inspection of the main river span floor systems including edge girders and floor beams, an in-depth hands-on SPRAT access inspection of all 112 stay cables.
08/07 - Ongoing	ON + OFF-SYSTEM BRIDGE INSPECTIONS Colorado DOT Statewide, CO Project Manager. Ryan leads bridge inspection, load rating, and scour analysis services for approximately 4,900 off-system bridges in 64 counties and over 100 cities across Colorado per the National Bridge Inspection Standards (NBIS). He's responsible for routine, fracture critical, and special damage inspections on bridges and culverts greater than 20-ft in clear span. Performed field inspections in accordance with all CDOT, FWHA, NBIS, SPRAT and OSHA guidelines and requirements. Confined space entry protocol and NDT methods are commonly used during these field inspections. In 2014, he collected CoRE Element data for structure components via Pontis with transition to new National Bridge Elements (NBE) via AASHTOWare Bridge Management (BrM). Collects inventory and inspects newly constructed bridges performed at the request of CDOT. Load ratings are performed using AASHTOWare BrR and per the CDOT Bridge Rating Manual. All scour analyses are performed per the FHWA's HEC 18. In-depth elemental reporting includes recommendations for maintenance, replacement and/or repair, sketches, photographs, and streambed measurements.
09/12 - Ongoing	BRIDGE INSPECTION AND ANALYSIS SERVICES Nevada DOT Statewide, NV Project Manager/Sr. Team Leader. Responsible for routine and fracture critical inspections per NBIS. Through two consecutive four-year contracts, Stantec inspected nearly 1,000 bridges per year, including routine, fracture critical, access required, damage, and tunnel inspections per NBIS and NTIS. Additional services included non-destructive testing using magnetic particle, dye penetrant, ground penetrating radar, infrared, impact echo, and sounding. 30 load ratings were completed on as-needed basis. Approx. 150 require specialized access and/or confined space entry either by UBIV or SPRAT certified rope access.
01/13 - Ongoing	NDOT MIKE O'CALLAGHAN – PAT TILLMAN MEMORIAL BRIDGE Nevada DOT Boulder City, NV Program Manager. As part of the NDOT statewide inspection contract, Ryan served as Program Manager and Lead Inspection Engineer, registered in both Arizona and Nevada, for this in-depth inspection project for the newest United States landmark bridge, the Hoover Dam Bypass. Responsibilities included SPRAT Level III oversight of the rope access inspection team, project requirements, planning of materials, schedule, logistics, rescue protocols and client coordination in preparation for Stantec's Rope Access inspection of this 1,866-ft open spandrel arch bridge that spans the Colorado River just downstream of the Hoover Dam. Tasks included detailed planning, daily safety tailgate meetings, scheduling, review of previous inspection reports, coordination of client responsibilities, traffic control, and task-level breakdowns with associated climbing equipment and inspection objectives.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Carl Gaudry, PE	Years of relevant experience with this employer	1
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		MS 2011 Civil Engineering; BS 2007 Civil Engineering	
Active registration number / state / expiration date		PE No. 37365 LA 3/31/2027	
Year registered	2012	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities:			
Carl has over 17 years of experience working for LADOTD Bridge Design section. As a former employee of DOTD Bridge Design, the first 14.5 years had Carl serving as the Bridge Design Task Manager on many DOTD projects, both in-house design or consultant designed. The last 3 years of Carl's career at LADOTD had him take on the role as DOTD's Road and Bridge Safety Hardware manager, serving as the department's expert on guardrail and end terminals, bridge rails, roadway barriers and breakaway structures. This role's responsibilities included oversight roadside and bridge safety (Standard Plans, specifications, policies and design waivers on projects) across the state of Louisiana, reviewing all overhead sign structure projects, and managing various urgent structural repair projects.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>he.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/08 – 07/13	LA 835 BRIDGES LADOTD H.001756 H.005529 (834-07-0017) LA Bridge Design Task Manager. This project was an in-house design project utilizing the slab span standard plans requiring the design/detail of bridge general plan per LADOTD Bridge Design Manual and AASHTO Green Book; and design of Guardrail in accordance with AASHTO RSDG 3rd edition and LADOTD GR-200 Standard Plan. At the end of plan development, Carl was responsible for the bridge quantities and construction cost estimates. During construction, performed construction related engineering services tied to the implementation of the plans and specifications, such as requests for information for clarification of the contract documents. He served as DOTD Project Manager under the department's mainframe database tracking of projects (TOPS) system, until the department upgraded their system to the SAP Project Systems in 2011. Under Project Systems, a Licensed professional engineer (PE) was required to be a project manager, which he did not receive until August 2012.		
10/22 – 12/25	US 190: US 61 OVERPASS INT. REPAIRS LADOTD East Baton Rouge Parish, LA Project Manager. Project called for the strengthening of the existing concrete girders (circa 1930s) with Fiber Reinforced Polymer (CFRP). He managed the project for the department, oversaw plan development by the design consultant, and processed proposed updates to the NS-item specifications (special provisions to the contract). While most submittals related to the FRP system went to the design consultant, he provided reviews of the Structural Concrete Patching material for compliance with the LSSRB 2016 specs and the NS-item specs.		



01/08 – 02/15	LA 514 GRAND BAYOU BRIDGE LADOTD H.001756 (100-01-0021) Red River Parish, LA Bridge Design Task Manager responsible for the delivery of the Bridge Plans. Project was an in-house design project utilizing some of the slab span standard plans: design of curved, superelevated slab span bridge using the AASHTO LRFD 4th edition with 2009 interims; design/detail of bridge general plan per LADOTD Bridge Design Manual and AASHTO Green Book; and design of Guardrail in accordance with AASHTO RSDG 3rd edition and LADOTD GR-200 Standard Plan. At the end of plan development, Carl was responsible for bridge quantities and construction cost estimates. During construction, he performed construction related engineering services tied to the implementation of the plans and specifications, such as requests for information for clarification of the contract documents.
01/08 – 09/12	US 80 BLACK LAKE BRIDGE LADOTD H.000127 (001-06-0048) Bienville Parish, LA Bridge Design Task Manager. Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project utilizing some of the slab span standard plans: design of skewed bent cap with 24" diameter piles using AASHTO LRFD 4th Edition with 2009 interims; design/detail of bridge general plan per LADOTD Bridge Design Manual and AASHTO Green Book; and design of Guardrail in accordance with AASHTO RSDG 3rd edition and LADOTD GR-200 Standard Plan. At the end of plan development, Carl was responsible for the bridge quantities and construction cost estimates. During construction, performed construction related engineering services tied to the implementation of the plans and specifications, such as requests for information for clarification of the contract documents.
01/13 – 01/15	LA 1077: BLACK BAYOU BR NEAR MADISONVILLE LADOTD H.008358 St. Tammany Parish, LA Bridge Design Task Manager. As the TM, he developed the Stage 0 study, oversaw the development of the preliminary plans, and participated in the design checking of the Bridge preliminary plans. This project was an in-house design project, requiring full design of bridge plans using AASHTO LRFD 4th edition with 2009 interims: design elements included slab spans, pile bent caps, and span anchor plates per AASHTO LRFD; design/detail of bridge general plan per LADOTD Bridge Design and Evaluation Manual and AASHTO Green Book; and design of Guardrail in accordance with AASHTO RSDG 4th edition and GR-MASH-ON Standard Plans. At the end of plan development, he was responsible for the bridge quantities and construction cost estimates. As Task Manager during the construction phase, he provided construction related engineering services, such as RFI responses and review of elastomeric bearing pads, span anchor plates, and detour bridge shop drawings in accordance with the Louisiana Standard Specifications for Roads and Bridges 2006 and the construction plans.
01/08 – 03/12	LA 3051 DRAINAGE CANAL BRIDGES LADOTD H.005530 (834-17-0006) Morehouse Parish, LA LADOTD Bridge Design Task Manager. Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project, requiring full design of bridge plans using AASHTO LRFD 4th edition with 2009 interims: design elements included Quad Beam girders, Pile Bent Caps, and Continuous Deck Spans per AASHTO LRFD; design/detail of bridge general plan per LADOTD Bridge Design Manual and AASHTO Green Book and design of Guardrail in accordance with AASHTO RSDG 3rd edition and GR-200. At the end of plan development, Carl was responsible for the bridge quantities and construction cost estimates. During construction, performed construction related engineering services tied to the implementation of the plans and specifications, including fabrication shop drawing review (girders and end dams) and requests for information for clarification of the contract documents.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Heather Deare, PE	Years of relevant experience with this employer	5
Title	Bridge Inspection Engineer	Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization		BS 2007 Civil Engineering	
Active registration number / state / expiration date		PE No. 36800 LA 3/31/2028	
Year registered	2011	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities: Heather has 18 years of engineering experience related to bridge design, bridge maintenance/repair, and NBIS bridge inspection. She has been involved in the design of a variety of structure types such as prestressed concrete girders, precast slab spans, concrete columns, pile-supported footings, drilled shafts, and retaining walls both MSE and concrete. Through her years of bridge design she gained a true understanding of bridge mechanics and behavior and began applying that to a path in bridge maintenance. During her time at the LADOTD she was responsible for the design and delivery of a variety of bridge maintenance projects across Louisiana ranging from pilot installations of innovative preservation products to emergency repairs resulting from collision accidents. She learned valuable skills regarding realistic and practical preventative maintenance and repair solutions.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/26 – Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Bridge Inspection Engineer. Heather manages all field and office work for inspecting and load rating over 200 bridges annually through the state of Mississippi. Inspections and load ratings are performed in accordance with current NBIS and SNBI and procedures as outlined in the AASHTO MBE. Her responsibilities also include inspection scheduling / coordination, performing QC/QA on field inspections, load ratings, and inspection reports, and assisting with invoicing. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, and reinforced concrete box culverts.		
01/12 – 03/13	STATE ROUTE 178 BRIDGE REPLACEMENTS MDOT Marshall County, MS Structural Engineer. Under a Master Bridge Retainer contract, Stantec was tasked with designing 3 bridges along a corridor of SR 178 in Marshall County. The first, over Chewalla Creek and BSNF Railway will be a 894-foot prestressed concrete structure. The other two, both prestressed concrete bridges on Type III and BT-72 girders, will span 1374 and 280 feet over the Tippah River and Tippah Relief, respectively. Design Phase A will involve the preliminary plans, bridge hydraulics, with Phase B final plans and seismic design to be submitted in October 2012. Heather was responsible for the design of all bridge elements including: bridge decks, prestressed girders, plain and laminated bearing pads, columns, drilled shafts, and pile bent caps. All design is in accordance with the 2012 AASHTO LRFD Bridge Design Specifications.		



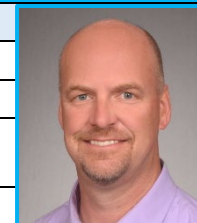
01/20 – 05/23	BRIDGE MAINTENANCE PRECAST SLAB SPAN STANDARDS LADOTD Statewide, LA Project Manager. LADOTD's Bridge Maintenance section has two in-house construction crews that can handle a variety of complex construction projects including slab span spot replacements and at the time they were following an older standard plan that no longer met the MASH criteria that the Department had moved towards. Heather took on the role of designing a new set of Bridge Maintenance precast slab span standards which included the precast panels themselves as well as the precast bent caps. She worked closely with one of the prominent precast fabricators in the area to develop a precast panel that would be easily constructable while meeting the MASH criteria. Achieving the appropriate barrier rail crash requirements involved casting the single-slope barrier rail directly onto the exterior panel to create a structurally adequate slab span when coupled with high-strength concrete closure pours. These standards have been used by the bridge maintenance construction crews since 2021 without issue.
02/20 – 03/23	LOAD TESTING OF BRIDGES LADOTD Statewide, LA Project Manager. Occasionally, the results of a load rating may appear to conflict with the physical condition of the bridge due to conservative calculation assumptions. In those cases where it is desired that the load rating results be verified, load tests would be utilized to accurately measure the bridge's response to known loading. Detailed models can then be created and analyzed to determine the true load carrying capacity. Heather managed several of these load tests across Louisiana as situations arose. These tests involved lining up instrumentation installation prior to the work, traffic control, nearby material stockpiles to accurately load the test trucks, mobile weight scales, and consultant availability.
01/21 – 02/23	LA 1: BAYOU PLAQUEMINE BRIDGE STRENGTHENING LADOTD H.014608 Iberville Parish, LA Project Manager. LA 1 is a major highway used by many commercial industries for transporting large/heavy equipment. This corridor should not be load posted unless absolutely necessary for public safety. A load rating at the time determined that the bridge over Plaquemine Bayou needed to be load posted until repairs could be made. Heather was the project manager and coordinated with the consultant to, first, perform a load test and, second, to design the necessary repairs as the load test still indicated that a load posting would be required. This project was accelerated due to the economic importance of keeping this corridor open. Due to the alignment of the roadway in this section of the highway extensive traffic control was required which involved moving southbound traffic over to the northbound lanes far in advance of the bridge location and, ultimately on to the northbound adjacent bridge. The repairs were completed quickly and the bridge load posting was removed.
03/09 – 12/12	L'AUBERGE BATON ROUGE HOTEL & CASINO, RIVER ROAD RELOCATION LADOTD Baton Rouge, LA Structural Engineer. The project consisted of several offsite improvements near the intersection of Gardere Ln. and Nicholson Dr. A retaining wall was necessary at this particular roadway widening location due to the embankment requirements within an area lacking the necessary ROW. The retaining wall is supported on both spread footings as well as drilled shafts at separate locations along the project. The drilled shaft foundation is used to alleviate ground pressures over gas utility pipelines present in the area. Also within the area was a precast slab “land bridge” unit over a pipeline that was necessary in order to provide safe utility access to an energy substation. Heather was responsible for the retaining wall, foundation, and precast slab designs, quantity calculations, plan review, and has attended several meetings with various utility companies during the design phase to resolve any design conflicts.

(Add rows as needed)

16. Staff Experience:			
Firm employed by Moffatt & Nichol Inc.			
Name	David Wolfe, PE	Years of relevant experience with this employer	27
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		BS / 1993 / Structural Engineering	
Active registration number / state / expiration date		Professional Engineer: 0402049072 / Virginia / 07/31/2027	
Year registered	1993	Discipline	Civil and Structural
Contract role(s) / brief description of responsibilities		Senior Technical Reviewer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/22 – 12/22	Guam Power Heavy Lift Transport Structural Analysis, Dededo, Guam. Senior technical reviewer of load ratings and documentation for this Guam Power Authority project. Reviewed calculations, load rating assumptions, software input and output, and load rating summary sheets for consistency and appropriateness of applied methodologies. Moffatt & Nichol provided pre- and post-transport special inspections and load ratings for nine bridges and culverts in support of an overweight permit application by Pacific Unlimited, Inc., to transport heavy power generation equipment from the Port of Guam to the construction site of the new Ukudu Power Plant in Dededo, Guam. Twenty pieces of oversized/overweight equipment were moved using 16- and 22-axle self-propelled modular transport (SPMT) units with combined vehicle and equipment loads weighing up to 440 tons. The SPMTs traveled at speeds up to 3 miles per hour along a 12-mile distance from the port to the Ukudu site. BRASS-CULVERT and BRASS-GIRDER programs were used for load ratings of the larger structures. A structural analysis was also performed for 22 drainage structures and utility vaults located along the transport route.		
05/14 – 12/18	Limited Services Term Contract for Load Ratings of Existing Highway Structures, Statewide, Virginia. Served as bridge engineer as a part of a consultant team, and quality control engineer for load rating tasks using AASHTOWare’s Bridge Rating program and STAAD. Pro finite element analysis software, in accordance with load and resistance factor rating and load factor rating methodologies. Responsible as a rater, checker, or quality assurance/quality control reviewer for load ratings of more than 60 bridges for VDOT, including superstructure types consisting of cast-in-place and precast concrete arches and frames, reinforced concrete slabs and tee beams, steel beams with timber and concrete decks, and curved steel plate girders.		
10/11 – 05/14	Term Contract for Load Ratings of Existing Highway Structures, Statewide, Virginia. As part of a consultant team, served as bridge engineer and quality control engineer for bridge load rating tasks using AASHTOWare’s Bridge Rating program (formerly Virtis) in accordance with load and resistance factor rating and load factor rating methodologies. Responsible as a rater or checker for load ratings of more than 100 bridges for VDOT, including superstructure types consisting of reinforced concrete slabs and tee beams, prestressed beams and voided slabs, steel beams with timber and concrete decks, steel plate girders, and steel floor beam systems.		
02/09 – 10/11	Load Ratings, Culpeper County, Virginia. Bridge engineer for multiple task orders for bridge load ratings for the VDOT Culpeper District. Responsible as rater or checker for load ratings of 37 bridges, including steel beam with timber deck bridges (26 bridges), steel beam with concrete deck (3 bridges), pin-connected steel truss (3 bridges), prestressed and reinforced concrete slabs (2 bridges), reinforced concrete through-girder (1 bridge), and timber beams and stress laminated timber (2 bridges).		



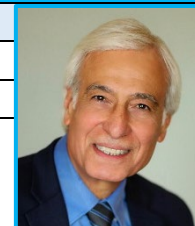
16. Staff Experience:			
Firm employed by Moffatt & Nichol Inc.			
Name	Eric Vugteveen, PE	Years of relevant experience with this employer	28
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization		Bachelor of Science / 1990 / Civil Engineering Bachelor of Science / 1990 / Architectural Engineering	
Active registration number / state / expiration date		Professional Engineer: 38667 / Louisiana / 09/30/2026	
Year registered	2014	Discipline	Civil
Contract role(s) / brief description of responsibilities		Senior Bridge Engineer / MPR # 4	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/21 – 04/25	VDOT Beam Blocking and Long-Term Permanent Repairs, Falling Creek, Chesterfield, Virginia. Task Leader and Senior Bridge Engineer for Route 150 WBL Bridge over Falling Creek which was a 157’ long and 67’ wide steel plate girder bridge with three spans. Previous recent bridge inspections observed that the deterioration of several beam bends had advanced to the point where VDOT decided to provide temporary support while long-term permanent repairs were designed. Moffatt & Nichol performed analyses of temporary blocking concepts and provided sketches for installation by one of VDOT’s on-call bridge contractors. Beam repair plans were developed to restore full as-designed capacity to the beam ends. Updated bridge load ratings for the temporary beam blocking and final beam end repairs were provided.		
05/14 – 10/19	Norfolk Southern Railroad Bridge Replacement, Route 635, Southampton County, Virginia. Task Leader and Engineer of Record who managed the overall delivery of this project, including survey, geotechnical, structural, river mechanics, roadway, and drainage design. Also served as senior bridge engineer overseeing and directing Stage I preliminary and Stage II final bridge design and Stage III construction phase support services for shop drawings and responding to contractor RFIs as requested by VDOT. Preliminary and final design for the replacement of a one-lane, three-span timber deck bridge and approaches over Norfolk Southern Railroad with a new two-lane, 115’, single-span, steel plate girder bridge on the existing alignment. Fully integrated abutments were utilized behind MSE abutment walls to create a jointless bridge. The bridge was constructed under detour. This assignment also included construction phase services, including shop drawing review, consultation, and final bridge load rating.		
10/22 – 05/25	James River Bridge Approaches, Beam Strengthening, Isle of Wright, Virginia. Senior Bridge Engineer responsible for quality reviews and Construction Support Services. This project focused on detailed design of beam repairs/strengthening using externally bonded CFRP to improve the load carrying capacity of 29 prestressed concrete beams with significant losses to the steel strands due to corrosion. A repair strategy was developed to address the most critical beams using a fixed amount of funding and to design repairs with no disruption to vehicular traffic. Research studies on CFRP were evaluated and a case study of CFRP repairs on the Hampton Roads Bridge-Tunnel was performed. Various anchoring methods were assessed to delay failure due to fiber debonding since it may preempt the full capacity of the repair system. Post-tensioning repair techniques, including external retrofits and GRABB-IT cable splices, were evaluated. The project was the first phase of a multi-phase program to strengthen targeted beams in the 4.4-mile bridge that consists of 302 approach spans in each northbound and southbound trestle.		



16. Staff Experience:			
Firm employed by Moffatt & Nichol Inc.			
Name	Chace Hulon, PE		Years of relevant experience with this employer
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		Bachelor of Science / 2005 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer: 39701 / Louisiana / 09/30/2028	
Year registered	2015	Discipline	Civil
Contract role(s) / brief description of responsibilities		Plan and Document Retrieval and Review / Site Visits	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/14 – Ongoing	LaDOTD IDIQ for Underwater Bridge Inspections, Statewide, Louisiana. Project Manager and Inspection Team Leader who is leading Moffatt & Nichol’s fourth consecutive contract to provide NBIS Underwater Bridge Inspections across Louisiana, focusing on Districts 03, 07, 61, and 62. When the project is completed over 2,700 bridges will be inspected under all task orders combined. Managing and leading in-depth inspections on signature bridges over large waterways with deep foundations and dynamic channel conditions. Inspections augment high resolution multibeam acoustic imaging technology to accurately monitor streambed conditions and structural deficiencies between inspection cycles. Continually responding to several emergency requests for engineering condition assessments and providing repair recommendations.		
11/23 – 06/25	MDOT 2023 IDIQ Underwater Bridge Inspections, Statewide, Mississippi. Project Manager responsible for a three-year retainer contract for Levels I, II, and III underwater inspections of nearly 70 bridges in MDOT Districts 2 and 5 in accordance with FHWA BIRM, AASHTO MBE, current NBIS requirements and the MDOT PONTIS Inspection Manual for Bridges. Reviewed and evaluated critical structural conditions and communicated necessary actions of remedy. Responded within 24 hours to an emergency inspection request. Underwater acoustic imaging techniques were deployed to map out limits of scour and quantities required for a riprap repair. Moffatt & Nichol is currently on a third IDIQ retainer contract.		
01/23 – Ongoing	LaDOTD SNBI Program Development and Manual Publications, Statewide, Louisiana. Project Manager, Chief Editor, and Chairman of the Committee to develop the Bridge Inspection Manual (BIM) (including off-system directives), the Bridge Load Rating Manual, and the Coding & Field Guide. The redevelopment is a result of the recent NBIS changes in the CFR and the implementation of the Specifications for the National Bridge Inventory (SNBI). The Manual will be fully compliant with the FHWA SNBI Program Metrics in accordance with the published timeline. The Manual will be uniquely ordered in a systemic fashion with an appendix to store all vital updated forms for the Bridge Inspection Program. Following delivery, acceptance and publishing of training will be delivered to all Districts on the newly released BIM document. Moffatt & Nichol has been retained for 5 years to provide critical updates following NBIS changes.		
03/19 – 8/24	LaDOTD In-Depth Bridge Inspections, Statewide, Louisiana. Project Manager and NBIS Team Leader who performed in-depth bridge inspections on complex and movable bridges. As a major subconsultant, Moffatt & Nichol performed in-depth inspections (both routine and fracture critical inspection types) as a quality assurance measure on the district personnel for the Headquarters Bridge Inspection Office. Level III inspections of submerged elements in accordance with the FHWA, BIRM, AASHTO MBE, AASHTO BEIM, and the BIM were required as needed. Bridge types included cantilever trusses, cable-stayed bridges, movable swing span bridges and bascule bridges.		
06/22 – 12/24	USACE Bridge Inspection Services at USAG Fort Polk, USACE Vicksburg District and ERDC, Leesville, Louisiana. Project Manager and Team Leader who led the condition assessments reportable bridges in the Fort Polk inventory. Moffatt & Nichol was tasked with three (3) consecutive projects at Fort Polk from 2022-2024 to inspect a total of over 150 roadway and railroad bridges. Structure types included multi-beam reinforced concrete bridges, reinforced concrete pipe and box culverts, and corrugated metal arch bridges and pipe culverts. Led and supervised the underwater inspection of four bridges with high water levels to assess undermining of spread footings and provided repair recommendations and ROM cost estimates for repair. Performed final quality assurance report reviews and coordinated the submittal packages.		



16. Staff Experience:			
Firm employed by Moffatt & Nichol Inc.			
Name	Herodotos Pentas, PhD, PE	Years of relevant experience with this employer	4
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	36
Degree(s) / Years / Specialization		PhD / 1990 / Civil Engineering MS / 1985 / Civil Engineering BS / 1984 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer: 24660 / Louisiana / 09/30/2028	
Year registered	1992	Discipline	Civil and Structural
Contract role(s) / brief description of responsibilities		Project Manager / Analysis & Load Rating / MPR #5	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/26 – Ongoing	LaDOTD IDIQ Master Load Rating Services, Statewide, Louisiana. Project Manager and Lead Structural Engineer supervising and providing load rating analysis for ten (10) Precast Prestressed Concrete bridges using AASHTOWare Bridge Design and Rating (BrR) version 7.6.1. for primary superstructures. Services include downloading bridge information and inspection data, performing load ratings, and creating a load rating report. Load ratings incorporate all deficiencies from the most recent inspection report. Ratings are provided for inventory loads, operating loads, and legal loads. The first bridge currently rated is a three-span PPC bridge on US-167 over Coulee River in Lafayette Parish (recall no. 030045). The remaining nine (9) bridges will be rated under a new forthcoming Notice to Proceed.		
10/22 – 6/23	MDOT IDIQ Master Contract, Bridge Inspection and Related Services, Statewide, Mississippi. Project Manager & Lead Structural Engineer supervising load ratings of four bridges involving modeling within AASHTOWare’s software for superstructures and LEAP for substructures in accordance with LRFR and LFR. Supervised the team who identified bridge defects from inspection reports, developed a load rating report, and provided bridge posting recommendations.		
01/07 – 12/07	LaDOTD West Drive & Lock #2 Road Bridges Inspection & Load Analysis, St. Tammany Parish, Louisiana. PM for inspection, load analysis, and rating of timber bridge and concrete bridges by applying AASHTO and LADOTD Standards.		
08/97 – 06/99	LaDOTD S.P. No. 737-99-0441 & 737-99-0158, Assessment of Bridge Damage by Watercraft, Divisions 2, 3, and 7, Louisiana. Project Manager for baseline inspections of fender systems and substructures of 134 bridges to determine damage caused by marine vessels. Provided damage assessment, repair plan preparation, cost estimates, repair procedure, and report. Project received national attention due to its effectiveness and execution.		
01/96 – 12/96	LaDOTD S.P. No. 700-99-0118, Structural Load Ratings, Statewide, Louisiana. Project Manager for load rating of over 100 bridges throughout the state. Many of the bridges were prestressed concrete and steel plate girder design.		
02/96 – 11/96	LaDOTD S.P. No. 700-99-0264, Bars Re-Rate, Louisiana. Project Manager for conversion of all existing BARS load rating WSM and LFM files to VIRTIS database and running of converted BARS files to verify VIRTIS rating results for nearly 500 structures. Analyzed with finite element method, three structures for three super-load permit vehicles and recommended distribution factor, influence line, permit load review procedure, and examples for typical complex members (truss span, steel & prestressed girder, steel and reinforced concrete cap beam).		



16. Staff Experience:			
Firm employed by Moffatt & Nichol Inc.			
Name	Isabella Mejdrech, PE, SE		Years of relevant experience with this employer
Title	Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2019 / Civil Engineering MS / 2020 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer: 48259 / Louisiana / 03/31/2028	
Year registered	2023	Discipline	Civil and Structural
Contract role(s) / brief description of responsibilities		Senior Technical Reviewer, MPR #5	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/22 – 05/24	Mississippi Office of State Aid Road Construction (OSARC) Superstructure and Substructure Load Ratings, Statewide, Mississippi. Led the effort to load rate the superstructures and substructures of bridges in Mississippi OSARC’s inventory. Superstructure types rated include prestressed concrete single-tee beams, reinforced concrete channel beams, reinforced concrete slab, and prestressed concrete I shape beams. Substructure types rated included reinforced concrete bents with prestressed concrete piles, reinforced concrete bents with concrete encased steel H-piles, and solid reinforced concrete abutments. Analysis included incorporating findings from field work and inspection reports. In addition to the rating, a summary report was generated to provide findings and give recommendations for posting if necessary.		
06/22 – 11/22	Load Rating of 86 Structures, Virginia Beach, Virginia. Lead the coordination of load rating 86 structures within 8 months to meet Fixing America’s Surface Transportation (FAST) Act requirements. Load rate steel and concrete structures through the creation of AAHSTO BrR file, identifying bridge defects from inspection reports, developing load rating report, and giving bridge posting recommendations.		
02/23 – 10/23	Load Rating of the Holland Road Culvert Widening, Suffolk, Virginia. Load rate both the widened segment and original segment of the reinforced concrete triple box culvert located on Holland Road. Performing two different methods for load rating: creating the load rating model in American Association of State Highway and Transportation Officials (AASHTO) BrR for the widened section based on As-Built plans; utilizing VDOT’s Equivalent Capacity Coefficient Appendix for the existing section with no existing plans. Additionally, developing load rating report with recommendations.		
03/21 – 12/21	Load Rating of the Berkley Bridge, Norfolk, Virginia. Load rate the approach spans and double bascule spans of east bound lanes and west bound lanes of Berkley Bridge. Consisted of the creation of the load rating model in American Association of State Highway and Transportation Officials (AASHTO) BrR, identifying bridge defects from inspection reports, developing load rating report, and giving bridge posting recommendations.		



17. Firm Experience:				
Firm name	Modjeski and Masters, Inc.		Discipline(s)*	Bridge
Project name	Load Rating of 160 Bridges			Firm responsibility (prime or sub?) Prime
Project number	H.009859.5	Owner's name	LADOTD	
Project location	Statewide Louisiana		Owner's Project Manager	William Metcalf, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225) 379-1741, william.metcalf@la.gov			
Services commenced by this firm (mm/yy)	03/2023	Total consultant contract cost (\$1,000's)		\$5,906
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$3,679

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and retrofit design plan production (as needed) for complex bridge structures of varying complexity and type. The bridge types include fixed structures as well as swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. For the complex bridges, a three-dimensional structural model is needed. M&M is also developing influence lines and COMPSTIL2 input files for complex substructures including hammerheads and inverted-T pier caps. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, the LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.



Personnel involved: Stacey P. Carr, PE | Jason W. Miles, PE | Josh Moore, PE | Lindsey Woolverton, PE | Hendri Koop, PE | Mott J. Holt, PE | Veronique Mucino-Sanchez, EI

17. Firm Experience:			
Firm name	Modjeski and Masters, Inc.	Discipline(s)*	Bridge
Project name	Load Rating of Fourteen Complex Bridges		Firm responsibility (prime or sub?) Prime
Project number	H.009859.5	Owner's name	LADOTD
Project location	Statewide Louisiana	Owner's Project Manager	Dana Feng, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225) 379-1741, william.metcalf@la.gov		
Services commenced by this firm (mm/yy)	11/2019	Total consultant contract cost (\$1,000's)	\$1,827
Services completed by this firm (mm/yy)	11/2023	Cost of consultant services provided by this firm (\$1,000's)	\$1,827

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and retrofit design plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. For the complex bridges, a three-dimensional structural model is needed. M&M is also developing influence lines and COMPSTIL2 input files for complex substructures including hammerheads and inverted-T pier caps. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, the LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.



Personnel involved: Zolan Prucz, PhD, PE | Stacey P. Carr, PE | Jason W. Miles, PE | Josh J. Moore, PE | Lindsey Woolverton, PE | Hendri Koop, PE | Mott Holt, PE | Veronique Mucino-Sanchez, EI

17. Firm Experience:				
Firm name	Modjeski and Masters, Inc.		Discipline(s)*	Bridge
Project name	Nineteen Complex Bridge Load Rating and Evaluation			Firm responsibility (prime or sub?) Prime
Project number	H.009859.5	Owner's name	LADOTD	
Project location	Statewide Louisiana		Owner's Project Manager	Dana Feng, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225) 379-1741, william.metcalf@la.gov			
Services commenced by this firm (mm/yy)	12/2016	Total consultant contract cost (\$1,000's)		\$2,283
Services completed by this firm (mm/yy)	12/2018	Cost of consultant services provided by this firm (\$1,000's)		\$2,283

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection for load rating purposes, analysis and load and resistance factor rating of nineteen complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. System structural modeling was performed to determine dead load and live load effects in the members. 3-D structural models were generated as needed for complex bridges. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. M&M performed QA/QC for structural load ratings per LADOTD requirements. M&M also developed repair schemes and strengthening plans to remove posting for four of the bridges and update rating reports.



Personnel involved: Stacey P. Carr, PE | Jason W. Miles, PE | Josh J. Moore, PE | Anthony E. Schoenecker, PE | Jim W. H. Costigan, PE | Mott Holt, PE |

17. Firm Experience:				
Firm name	Modjeski and Masters, Inc.		Discipline(s)*	Bridge
Project name	Ten Truss Bridges Load Rating and Evaluation			Firm responsibility (prime or sub?) Prime
Project number	H.009859.5-2	Owner's name	LADOTD	
Project location	Statewide Louisiana		Owner's Project Manager	Dana Feng, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225) 379-1741, william.metcalf@la.gov			
Services commenced by this firm (mm/yy)	12/2016	Total consultant contract cost (\$1,000's)		2,698
Services completed by this firm (mm/yy)	05/2021	Cost of consultant services provided by this firm (\$1,000's)		1,557

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection for load rating purposes, and analysis and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections are focusing on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.

Personnel involved: Stacey P. Carr, PE | Jason W. Miles, PE | Josh J. Moore, PE | Anthony E. Schoenecker, PE | Jim W. H. Costigan, PE | Mott Holt, PE



17. Firm Experience:				
Firm name	Modjeski and Masters, Inc.		Discipline(s)*	Bridge
Project name	Gramercy Bridge Load Rating and Evaluation			Firm responsibility (prime or sub?) Prime
Project number	H.009859.5	Owner's name	LADOTD	
Project location	Statewide Louisiana		Owner's Project Manager	Dana Feng, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225) 379-1741, william.metcalf@la.gov			
Services commenced by this firm (mm/yy)	02/2017	Total consultant contract cost (\$1,000's)		\$489
Services completed by this firm (mm/yy)	11/2018	Cost of consultant services provided by this firm (\$1,000's)		\$489

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Modjeski and Masters, Inc. performed load rating and evaluation for the Gramercy Bridge, a steel, three-span cantilevered through truss composed of a 776'-1,460'-777' arrangement. An inspection of specific areas of the structure was performed including identifying section loss, deterioration, distortion and other issues for the main truss gusset plates and a cursory inspection of the other main bridge members. The trusses and floor system were modeled using AASHTOWare Bridge Rating BrR utilizing the Truss System Superstructure model type. All load rating analysis was in accordance with the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.

Personnel involved: Stacey P. Carr, PE | Jason W. Miles, PE | Josh J. Moore, PE | Anthony E. Schoenecker, PE | Jim W. H. Costigan, PE | Mott Holt, PE |



17. Firm Experience:			
Firm name	Stantec Consulting Services Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	LADOTD Bridge Load Rating Retainer	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Louisiana Department of Transportation and Development
Project location	Statewide, Louisiana	Owner's Project Manager	Billy Metcalf
Owner's address, phone, email	1201 Capital Access, Baton Rouge, LA 70808 225-379-1741 William.metcalf@la.gov		
Services commenced by this firm (mm/yy)	03/13	Total consultant contract cost (\$1,000's)	\$2,993
Services completed by this firm (mm/yy)	03/17	Cost of consultant services provided by this firm (\$1,000's)	\$2,110

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Stantec was responsible for managing and performing load ratings on 635 statewide on-system bridges using the Load and Resistance Factor Rating (LRFR) method.

The scope of services included plan and document review, condition verification, load rating analyses, and developing reports with posting recommendations. Structure types included concrete slab spans, prestressed concrete girder spans, structural steel girder units, voided concrete decks, steel trusses, pile bents (timber, concrete, and steel), and concrete hammerhead piers.

Project Relevance:

- Condition Verification
- Bridge Load Rating
- Existing Document Review
- Bridge Status Log

During the initial stage of the project, Stantec was responsible for gathering as-built plans, shop drawings, original design calculations (if available), documentation of repairs and rehabilitations, and previous inspection reports. These documents were reviewed to develop bridge models and determine deficiencies to be included.

Superstructure elements were analyzed using AASHTOWare Bridge Rating. Substructure units, such as pile bents and hammerhead piers, were analyzed using RC-Pier and/or STAAD. The models were used to load ratings based on the present condition, capacity, and loads (dead and live) of each bridge.

Over the course of the project, Stantec established several processes to assist with tracking data gathered and the status of each bridge to be load rated. The most effective process was the scheduling of monthly progress meetings with LADOTD representatives to discuss analysis procedures and establish ground rules on assumptions and modeling. Meeting minutes were used to document decisions made, identify action items to assist with data gathering, and adjust the design criteria regularly. In addition to meetings, a bridge database was developed, and updated weekly, to assist with tracking the status of bridge types (slab spans, medium spans, long spans, and complex) and tracking missing and needed information to complete the load rating for each bridge. To improve the checking process, an overall project Quality Management Plan (QMP) was developed that included a set of checklists to be included in the QA/QC documentation.



Team Members Involved: B. Johnson | K. Malpani | J. Krebs

17. Firm Experience:			
Firm name	Stantec Consulting Services Inc.		Past Performance Evaluation Discipline(s)* Bridge
Project name	Truss Bridges Inspection and Load Rating		Firm responsibility (prime or sub?) Prime
Project number	NBIS (140)/108451-101000	Owner's name	Mississippi Department of Transportation
Project location	Itawamba, Leflore, Quitman and Stone Counties, Mississippi	Owner's Project Manager	Neal Terry
Owner's address, phone, email	401 North West Street, Jackson, MS 39201 601-359-7200 nterry@mdot.ms.gov		
Services commenced by this firm (mm/yy)	12/20	Total consultant contract cost (\$1,000's)	\$461
Services completed by this firm (mm/yy)	04/22	Cost of consultant services provided by this firm (\$1,000's)	\$461

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Stantec performed detailed inspections and load ratings for four steel through trusses.

MDOT initiated this project to establish process and procedures to assist with future maintenance needs on other trusses. The project's goal was to develop an inspection report, including a load rating summary, that could be used to develop rehabilitation and/or repair plans without performing extensive field work.

Project Relevance:

- Bridge Design (New, Rehab, Repair)
- Bridge Inspections
- Bridge Load Rating
- Construction Support Services

MDOT originally selected six trusses; however, due to scope of work modifications two of the bridges were removed. Each of these trusses were constructed in the late 1940s and early 1950s with lengths varying from 120'-1" to 180'-1". A few have suffered damage due to vehicular impacts while in service.

An in-depth, hands-on inspection of every truss member, with the superstructure, was performed. Climbing techniques were implemented when required to access areas unreachable by ladder. Prior to the field work, available data for each bridge was reviewed and used to develop inspection field sketches in the field. Detailed measurements were required to confirm existing shop drawings to ensure the load rating model depicted accurate field conditions. Existing shop drawings, when available, were verified in the field. To supplement existing bridge files, additional CAD sketches were developed based inspection findings. A final inspection report, which included available data, field observations, and element quantities was delivered to MDOT for each structure.

Using the gathered data and field measurements, models were developed in AASHTOWare BrR to perform load ratings. Each truss member, including gusset plates, were analyzed in accordance with the Load Factor Rating (LFR) method for inventory, operating, MDOT legal, and emergency vehicle loads. Once the load rating was accepted by MDOT, the inspection reports were updated to account for any adjustments in the fracture critical member schematic.

Team Members Involved: B. Johnson | R. Nataluk

17. Firm Experience:			
Firm name	Stantec Consulting Services Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	Mississippi Complex Bridge Inspection and Load Rating		Firm responsibility (prime or sub?) Prime
Project number	N/A	Owner's name	Mississippi Office of State Aid Road Construction
Project location	Statewide, Mississippi	Owner's Project Manager	David Barrett
Owner's address, phone, email	412 Woodrow Wilson Ave., Jackson, MS 39215 601-359-7129 dbarrett@osarc.state.ms.us		
Services commenced by this firm (mm/yy)	01/2026	Total consultant contract cost (\$1,000's)	\$1,567
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,289

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

The Mississippi Office of State Aid Road Construction implemented a bridge inspection program on bridges that have been identified by county engineers as complex bridges in 2010.

Stantec is responsible for performing bridge inspections and determining bridge load ratings for complex bridges located in 11 different counties in Mississippi. An arm's length inspection is required for each bridge component which requires us to use an underbridge access platform truck on some bridges and introduce truss climbing on others. Structure types range from concrete and steel to timber and masonry. All Stantec team leaders are NBI certified.

Project Relevance:

- Bridge Load Rating
- Rope Access Techniques
- Bridge (NBIS), Element Level & Fracture Critical Inspections

During field operations, we are responsible for coordinating with local emergency responders and county engineers when traffic is impacted. When a lane or bridge closure is required to perform the inspection, we are responsible for providing the necessary equipment, supplies, and manpower to operate the closure. All closures are in accordance with current MUTCD requirements.

Bridge load ratings are performed in accordance with AASHTO Allowable Stress Design (ASD), Load Factor Rating (LFR) or Load and Resistance Factor Rating (LRFR) requirements. Each structure's inspection and load rating results are documented using AssetWise for that particular year. Stantec has been awarded this project on a two-year term contract since 2011. Stantec's inventory on the most recent contract exceeded 250 different bridges.



Team Members Involved: B. Johnson | J. Krebs | K. Malpani | R. Nataluk | T. Perkins | H. Deare

17. Firm Experience:			
Firm name	Moffatt & Nichol Inc.	Discipline(s)*	Bridge
Project name	IDIQ 2023 Load Rating Services, Statewide		Firm responsibility (prime or sub?) Sub
Project number	4400027651 / H.009859.5	Owner's name	Louisiana Department of Transportation
Project location	Louisiana	Owner's Project Manager	William Metcalf, Jr.
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1741, william.metcalf@la.gov		
Services commenced by this firm (mm/yy)	03/26	Total consultant contract cost (\$1,000's)	\$220
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$220

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

As a subconsultant, Moffatt & Nichol is providing load rating analysis for ten (10) Precast Prestressed Concrete bridges using AASHTOWare Bridge Design and Rating (BrR) version 7.6.1. for primary superstructures. Services include downloading bridge information and inspection data, performing load ratings, and creating a load rating report. Load ratings incorporate all deficiencies from the most recent inspection report. Ratings are provided for inventory loads, operating loads, and legal loads.

The first bridge currently rated is a three-span PPC bridge on US-167 over Coulee River in Lafayette Parish (recall no. 030045). The remaining nine (9) bridges will be rated under a new forthcoming Notice to Proceed.

Team Members Involved: David Wolfe | Herodotos Pentas | Isabella Mejdrech | Chace Hulon

17. Firm Experience:			
Firm name	Moffatt & Nichol Inc.		Discipline(s)* Bridge
Project name	IDIQ Master Contract, Bridge Inspection and Related Services		Firm responsibility (prime or sub?) Sub
Project number	NBIS (150)/107621 -106100 & -106000	Owner's name	Mississippi Office of State Aid Road Construction (OSARC)
Project location	Mississippi	Owner's Project Manager	C. David Barrett (Program Manager)
Owner's address, phone, email	412 E. Woodrow Wilson Avenue, Jackson, MS 39216, (601) 359-7129, d Barrett@osarc.ms.gov		
Services commenced by this firm (mm/yy)	02/23	Total consultant contract cost (\$1,000's)	
Services completed by this firm (mm/yy)	06/23	Cost of consultant services provided by this firm (\$1,000's)	
			\$115

As a subconsultant, Moffatt & Nichol provided engineering services involving bridge inspection, load rating, and other on-call services under OSARC's National Bridge Inspection Standards (NBIS) Bridge Inspection program for bridges owned/maintained by various counties, cities, or towns throughout Mississippi. Tasks included performance of NBIS compliant inspections, evaluations, and load ratings for various bridge types (routine & complex) involving routine, initial, in-depth, special, fracture critical, damage, supplemental, and/or repair inspections and load rating.

Under our initial task, M&N completed NBIS inspections for 8 bridges. Acquired general information, inventory photos, channel soundings, channel/scour data, and deck/super/substructure condition. Provided reports (generated in AssetWise) covering inspection findings with summary noting structural deficiencies. Inspected bridges were 1, 2, or 3 span structures utilizing timber, steel, and/or concrete superstructures with timber, steel, and/or concrete substructures. Bridge decks included gravel, gravel/dirt, asphalt/gravel, or asphalt/dirt/gravel overlays.

Under our second task order, M&N provided load rating analysis for 4 bridges using AASHTOWare BrR (v7.4.0) for primary superstructure members & LEAP Bridge Concrete (v20) model together with MicroSoft Excel. Services included downloading bridge information/inspection data from AssetWise, performing load ratings, and creating a load rating report in AssetWise which incorporated all deficiencies from the most recent inspection report. Ratings were provided for inventory loads, operating loads, and legal loads vehicles.

The 4 bridges and the results of those ratings were:

- Westside Avenue over Indian Bayou (SA67-068), Sunflower County – Controlling members were varied between a girder in the superstructure and a bent cap in the substructure. Depending on the vehicle analyzed, controlling ratings varied between the two members. Based on rating results, no posting was recommended for the interior girders in the superstructure. Based upon the load rating results, posting was recommended for the EV3 vehicle.
- Preacher Powell Road over Catahoula Creek (SA23-006), Hancock County – Controlling ratings were for the interior girders in the superstructure. Based upon the load rating results, posting was recommended for the EV3 vehicle.
- D. Newman Road over Five Mile Creek (SA25-100), Hinds County – Controlling ratings were primarily for the exterior girders in the superstructure (one vehicle was controlled by bent cap). Based upon the load rating results, no posting was recommended.
- Hardy Billips Road over Magowah Branch (SA44-17), Lowndes County – Controlling ratings were primarily for the exterior girders in the superstructure and the as-built bent cap for the substructure. Depending on the particular vehicle analyzed, controlling ratings varied between the two members. Based upon the load rating results, no posting was recommended.

Team Members Involved: Herodotos Pentas | Chace Hulon | David Wolfe | Isabella Mejdrech

17. Firm Experience:			
Firm name	Moffatt & Nichol, Inc.	Discipline(s)*	Bridge
Project name	Limited Services Term Contracts for Providing Load Ratings of Existing Highway Structures - Region III and Statewide	Firm responsibility (prime or sub?)	Sub
Project number	6821, 7722, 8849	Owner's name	Virginia Department of Transportation
Project location	Virginia	Owner's Project Manager	C. David Barrett (Program Manager)
Owner's address, phone, email	1401 E. Broad Street, Richmond, VA 23219, (804) 786-5117, tony.barati@vdot.virginia.gov		
Services commenced by this firm (mm/yy)	11/08	Total consultant contract cost (\$1,000's)	\$18,000
Services completed by this firm (mm/yy)	11/18	Cost of consultant services provided by this firm (\$1,000's)	\$3,061

As a subconsultant, Moffatt & Nichol, under three consecutive contracts, performed load ratings of various types of highway structures on a regional (Culpeper, Staunton, & Northern Virginia Districts) and statewide basis for the Virginia DOT (VDOT). To provide the highest quality for load ratings, the team developed QA/QC plans specifically for these contracts. Load ratings were performed in accordance with VDOT policies and procedures and the AASHTO *Manual for Bridge Evaluation*. Results were reported on VDOT's standard load rating summary form along with documentation of the load rater's assumptions. Superstructure load ratings were accomplished using AASHTOWare Bridge Rating (formerly VIRTIS) software in accordance with LRFR and LFR methodologies. Curved steel plate girder superstructures were load rated using Descus-I software. Cast-in-place and precast three-sided frames and arches were load rated using STAAD.Pro and LARSA 4D finite element software and spreadsheet calculations. The geometric and structure data was primarily taken from as-built plans and bridge inspection reports, with data sometimes obtained from District bridge files, site visits and obsolete bridge standards.

Over the course of these contracts, Moffatt & Nichol was tasked with load rating 653 bridge structures, including:

- 131 structures with rolled steel beams and concrete deck
- 86 structures with rolled steel beams and timber deck
- 1 structure with rolled steel beams and corrugated metal deck
- 98 structures with steel plate girders and concrete deck
- 18 structures with curved plate girders and concrete deck
- 54 structures with prestressed concrete beams and concrete deck
- 9 structures with prestressed concrete box beams with concrete decks and asphalt toppings
- 22 structures with prestressed voided slabs
- 48 structures with reinforced concrete tee beams
- 102 structures with reinforced concrete slab spans
- 24 structures with reinforced concrete voided slab spans
- 1 structure with reinforced concrete through-girders
- 5 structures with glued laminated timber (glulam) slab spans
- 54 structures with precast (Con/span, Bebo, and Omega) and cast-in-place concrete frames and arches (including Luten arches)

Team Members Involved: David Wolfe | Eric Vugteveen

18. Approach and Methodology:

Modjeski and Masters, Inc. (M&M) has been performing bridge engineering services for LADOTD for over 70 years which has included bridge preservation and roadway improvement projects, load rating analyses, routine/emergency inspections and construction engineering and inspection projects as well as specialized services such movable bridge replacements/rehabs, vessel collision analysis, bridge instrumentation/monitoring, pier protection and roadway lighting. M&M will serve as the Prime Consultant in charge of project management and is well suited for this role based on our extensive portfolio of performing Bridge Load Rating Services for LADOTD bridges throughout the state of Louisiana, along with **our long history of administering three (3) previous bridge load rating IDIQ contracts for the LADOTD.** This contract will be managed out of M&M's Louisiana Regional Business Unit, located in New Orleans, and will receive support from Field Services Unit as needed. **Stacey Carr, PE, Senior Project Manager, will serve as the Contract Manager** having served in this role for the previous Bridge Load Rating IDIQ Contracts with the LADOTD. She has extensive knowledge of current LADOTD load rating procedures/policies. She will work closely with **Mr. William Metcalf, PE, Contract Manager for LADOTD**, on all contractual matters related to this IDIQ contract for the full duration of the contract time.

Modjeski and Masters has extensive experience in LADOTD Bridge Load Rating projects and is well versed in the tasks required for contract management, design/load rating analysis, rehabilitation and construction/field related engineering services. All task orders will be completed by the termination date of this IDIQ contract which is scheduled for five years. Typical bridge load rating task lists and sample schedule are shown below.

Contract Management Task List
• Contract Administration • Task Order Development • Sub-Consultant Coordination • Other Consultant Coordination (if needed) • Meeting Minutes • Monthly Invoicing (using latest format) • Written Monthly Reporting • Budget Monitoring • Contract Time Monitoring • M&M QA/QC Review

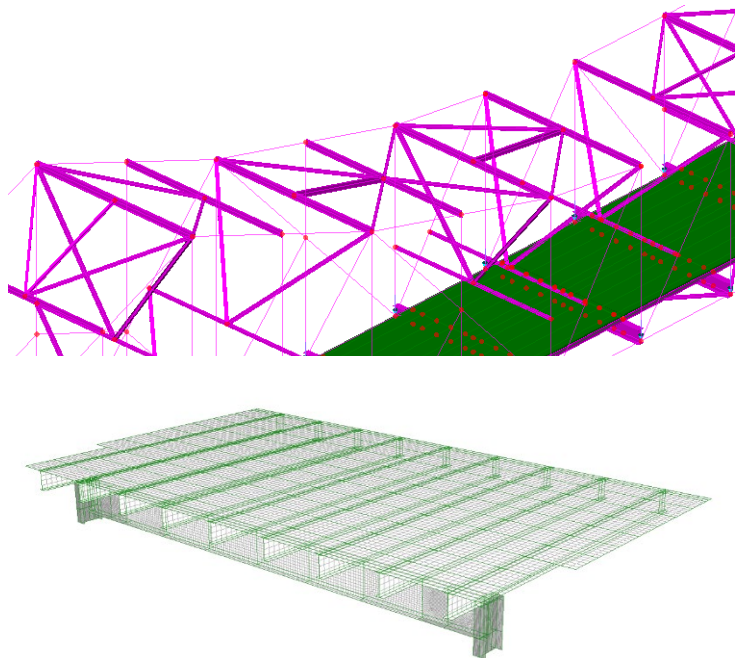
Load Rating Project Task List
• Notice To Proceed (NTP) Issued • Kick Off Meeting • Plan and Document Retrieval and Review • Site Visit/Bridge Inspection (if needed) • Analysis and Load Rating • Submit Load Rating Report • Schematic Recommendations to Improve/Eliminate Posting • Prepare rehab/repair plans (if needed) • Project Closeout

ACTIVITY	MONTHS															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Task Order Development																
Project Scoping & Fee Negotiations																
Task Order NTP Issued																
Kickoff Meeting																
Plan and Document Retrieval and Review																
Site Visit/Bridge Inspection (if needed)																
Analysis and Load Rating																
Submit Load Rating Report																
Recommendations to Improve/Eliminate Posting																
Prepare Rehab/Repair Plans (if needed)																
Project File Updates																
Project Closeout																

Modjeski and Masters will respond to any initial requests from the LADOTD with a proposal within two weeks. The proposal will consist of a listing of bridges (with location, type, material, complexity, etc.) and a scope of work document for each bridge, as well as proposed hours to complete the tasks in the scope of work. A standard hours spreadsheet consisting of standard tasks has been used successfully on previous proposals and will continue to be used to develop hours. M&M has partnered with two firms to provide any additional bridge inspection and bridge load rating/analysis support required for

each task order. If needed, subconsultants will be consulted during the proposal phase to obtain their requirements and hours and will be included in the overall proposal submitted by M&M.

A kickoff meeting will be initiated and led by Modjeski and Masters after the NTP has been received from the LADOTD Project Manager. Prior to scheduling any needed site visits and/or bridge inspection efforts, M&M will retrieve and download all current and previous reports, as-built drawings, as-designed plans, repair/rehab details and any other project related documents using its access to Inspect X, LADOTD Plan Rooms and ProjectWise. If no information is available through these initial efforts, then M&M will contact General Files, FileNet Manager System, Inspection Documents Files Server, LADOTD Section 51 & 25 as well as LADOTD District Offices and local entities to collect and retrieve any documents that may exist for the listing of bridges in the task order. All retrieved information will be delivered to the LADOTD through ProjectWise or Inspect X. Using our experienced certified bridge inspectors, M&M and its Project Team will perform a bridge inspection when required for load rating purposes to gather field measurements and structure current conditions to assist with load rating and record recovery. M&M and its Project Team will provide a licensed engineer registered in Louisiana and all equipment needed for the inspection will be arranged by M&M and submitted for approval by the DOTD. Technical access will be utilized where possible in order to reduce or eliminate the need for traffic control devices and/or lane closures. Site Inspection Invitations will be sent to all stakeholders in the project which typically consists of LADOTD Headquarters and District personnel, representatives from the affected Parish/Local Government, utility company representatives, as well as any required subconsultants. Upon completion of field inspection and measurement activities, our inspectors will develop bridge inspection reports and field measurement forms that will contain an evaluation of the overall condition of the components supported by photographs, sketches and diagrams. This information will be electronically submitted in PDF format to the LADOTD through ProjectWise or Inspect X.



For all analysis and load rating efforts, M&M will strictly follow the policies and procedures set forth in the LADOTD Bridge Design and Evaluation Manual, AASHTO Manual for Bridge Evaluation, BDTM.90, BDTM .111, and Memorandum 4/1/25 and 4/23/26 Load Rating Policy Update. For each bridge, M&M will build a system structural model using the LADOTD's preapproved list of software and will perform an analysis of the bridge to determine dead and live load effects in the members. For complex bridges, additional 3-D analysis may be performed in software such as LUSAS. The load rating will be based on present condition capacity and loading of the bridge and all bridges will be modeled using AASHTOWare Bridge Rating (BrR) software. For any bridges or structural elements that cannot be rated using BrR, M&M will generate influence lines for critical members, including substructures, and the COMPSTIL2 input file submitted. Should any AASHTOWare BrR rating result in a load posting, M&M will perform a refined analysis as part of further investigation. As part of all load rating efforts and refined analysis (if needed), M&M will perform the highest level of quality assurance and quality control of our work through strict adherence to the QA/QC requirements set forth in the LADOTD Bridge Design and Evaluation Manual as well as M&M's QA/QC document to be submitted if selected for this contract. M&M will review and update

existing bridge BrR files, Bridge Inspection Software rating files, and any other related rating files provided by the LADOTD in accordance with LADOTD and FHWA SNBI requirements. These files will be reviewed and updated with current structure conditions. M&M will troubleshoot any rating files that present problems and make necessary corrections/changes.

A Final Rating Report package will be submitted to the LADOTD Project Manager or Task Manager and will consist of the following:

- An electronic copy (PDF file format) of all the retrieved information used for the load rating
- One electronic copy of the Rating Report that includes documentation of the current condition of all deteriorated or rehabilitated structural members as well as photos and assumptions influencing the rating.
- An electronic copy of bridge models created and all calculations (AASHTOWare BrR, LUSAS, spreadsheets, hand calculations, etc.) in editable form.
- A District Response form and Posting Options form as needed based on the required posting in the rating report.
- QA/QC checklist document that shows the required steps were taken during the load rating process.

For any bridges where load posting is required after refined analysis is performed, M&M will evaluate options and provide schematic recommendations to improve/eliminate the load posting as part of the Options Form and District Response Form. The Options Form will summarize options for eliminating and/or improving the need for Load Posting (through Load Testing, Repair or rehabilitation, or replacement of partial or entire bridge structure) so the appropriate LADOTD District Office may be promptly notified of the intended posting and provided with the Options Form for review in order for the District to complete the District Response Form for timely return.

M&M will review, update, and correct existing AASHTOWare BrR files upon request. M&M has extensive experience in troubleshooting BrR files to confirm accuracy due to errors, emissions, BrR version changes, and updated code requirements. The goal will be to produce dependable BrR files for use in automated permitting.

M&M will review for approval overweight vehicles under the direction of the DOTD and per DOTD guidance, primarily using the BrR file or other approved structural analysis software as needed.

M&M has extensive experience utilizing BrR for the evaluation of complex structures. M&M is equipped to offer both virtual and in-person training options for AASHTOWare BrR. We can accommodate initial group training as well as individual employee training when needed. Options for virtual training include personal guided sessions in addition to packaged training videos with accompanying work-through examples that can be done at any time convenient for the trainee. M&M will provide constant support throughout the process. The training can cover general use of BrR and program version updates when released, as well as incorporating LADOTD specific rating procedures.

Training can include a baseline introduction to BrR for employees new to the program and extend through complex analysis of movable and long span bridges. M&M has worked to incorporate many aspects of complex bridge rating, especially movable bridges, into BrR, but for details of complex structures and substructure analysis outside BrR's capabilities, M&M can provide analysis training for programs such as LUSAS and LEAP Bridge Concrete for load generation. These results are then used to produce ratings either through overrides in BrR or Excel.

Available Training for Elements Rated in BrR	Available Training for Unique Refinements/Analysis
• Prestressed Girders • Steel Girders • Steel Stringers • Steel Floorbeams • Slab Spans • Precast Slab Panels • Splices ○ Girder Splices ○ Truss Member Splices • Truss Elements ○ Truss Members ○ Gussets • Movable Bridges	• LTB Capacity Refinements ○ C_b calculated outside BrR using AISC equations. • EV Rating Refinement using Single EV with Adjacent Legals ○ DL and Capacity pulled from BrR ○ LL calculated outside BrR using two-way analysis • Analysis of Members with Unique Support Conditions for LL and DL ○ Ex: Bascule Span Main Girders, Swing Span Main Girders, Lift Span End Floorbeams • Analysis of Members with Substantial Localized Section Loss ○ Ex: Ted Hickey Steel Columns • 3D LUSAS/SAP Modeling of Complex Load Distributions ○ Ex: Load Redistributions Caused by Broken/Missing Elements ▪ Ex: Ted Hickey Floorbeam Truss (Broken Diagonal) ○ Ex: Load Redistributions Caused by Complex Stiffness Behavior ▪ Ex: HPL Truss 4 Plane Truss Analysis
Available Training for Elements outside BrR	
• Steel Grid Deck • Bent Caps / Piles (Timber/Concrete/Steel) • Steel Frames • Truss Elements ○ Pins ○ Link Bars ○ Pin Plates • Complex Splices	

19. Workload

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

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

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually.

List only the portion of the fees attributable to firms on the team.

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
	Bridge	JN 3144	Expert witness services in bridge design, construction, repair and forensic analysis	\$195,719
		Contract 44-29193 H.004100.5/H.004100.6	Subconsultant: LA 415 to Essen Lane on I-10 and I-12 Segment 1 Task 2	N/A
		Contract 44-21128 H.014258	Subconsultant: LA 1: Port Allen Canal Bridge Replacement - Phase 2 CRES	\$365,950
		IDIQ Contract 4400024187	Bridge Preservation Statewide	
		H.011137.6 - Task Order 5	I-12: LA 1077 to LA 21	\$108,195
		H.002980.6 -Task Order 9	I-10 Overpass Over US 165 & MP RR	\$49,009
		H.014998.6 -Task Order 10	West Larose Lift Bridge Rehabilitation - Final Design	N/A
		H.014998.6 -Task Order 11	West Larose Lift Bridge Rehabilitation - CRES Close Out	\$43,339
		H.001271.5 - Task Order	Cane River Bridge Navigation Lights	\$178,521
		H.014609.1 - Task Order	Cameron Ferry Landing Replacement	\$217,545
		H.004647.6 - Task Order	I-20: MRB Geotechnical and Structural - Vicksburg	\$59,258
		H.011705 - Task Order 17	US 11 Rehabilitation Close-out Continuation CRES	\$8,310
		H.014465.5 - Task Order	Vermillion River Bridge (Perry Bridge Rehab 2025 - Add	\$5
		H.015115.6 - Task Order	LA 224 at ICWW Girder Repair CRES	\$40,987
		H.014465.6 - Task Order 7	LA 82 Perry Bridge Rehabilitation CRES	\$1,111,547
		H.010005.5 - Task Order	LA 733 Vermillion River Bridge (Eloi Broussard) (HBI)	\$1,998,329

	Bridge	H.010006.5 - Task Order	LA-58 Sarah Rd VL Rehab Design update	\$199,774
		H.015786.5 - Task Order	I-20 Vicksburg Mods Feasibility	\$377,797
		H.016800.1 - Task Order	Vessel Collision Method II Update	\$935,585
		Contract 44-05673	Subconsultant: I-49 South @ Verot School Road	\$2,979
		Contract 44-05673	Subconsultant: I-49 South @ Verot School Road	\$290
		IDIQ Contract 4400021593	Bridge Load Rating Services Statewide	
		H.009859.5 - Task Order 1	Bridge Load Rating	\$238,284
		H.009859.5 - Task Order 2	Load Rating of 10 Statewide Bridges	\$644,811
		Contract 44-22581 H.011221.5	I-10: N.O. CBD3 (Poydras - Louisa)	N/A
		Contract 44-22581 H.011222.5	I-10: N.O. CBD4 (Louisa - I510)	\$130,435
		IDIQ Contract 4400027651	Bridge Load Rating Services Statewide	
		H.009859.5	Bayou Barataria - Limited Rehabilitation	\$39,030
		H.009859.5 - Task Order 2	54 Complex Bridge Rating	\$2,319,699
		IDIQ Contract 4400029685	IDIQ for In-Depth Bridge Inspection Statewide	
		H.009730.5 Task Order 1	Complex Inspection - Structural, Mechanical, Electrical LA 56 and LA 661	\$115,319
		H.009730.5 Task Order 2	Complex Inspection - Structural, Mechanical, Electrical	\$351,329
		H.009730.5 Task Order 3	Movable Bridge Inspection	\$319,190
		IDIQ Contract 4400033117	IDIQ for Bridge Preservation Services Statewide - No current Task Orders	N/A
	Bridge	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge	\$80,924
		4400022901 H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Bridge	\$736,773
		4400023922 H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$34,367
		4400023922 H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$21,807
		4400023922 H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$161,143

	Bridge	4400023922 H.016327	IDIQ Contract for Bridge Preservation; LA 792: Drain [Bienville Parish]	\$35,729
		4400023922 H.016329	IDIQ Contract for Bridge Preservation; LA 830-6: Creek [Morehouse Parish]	\$37,046
		4400023922 H.016330	IDIQ Contract for Bridge Preservation; LA 343: Creek [Vermilion Parish]	\$111,259
		4400023922 H.016331	IDIQ Contract for Bridge Preservation; LA 4: Drain [Bienville Parish]	\$37,581
		4400023922 H.016332	IDIQ Contract for Bridge Preservation; LA 520: Drain [Claiborne Parish]	\$39,053
		4400023922 H.016333	IDIQ Contract for Bridge Preservation; LA 95: Bayou [Evangeline Parish]	\$110,688
		4400022582 H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$17,069
		4400022582 H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$75,850
		4400022582 H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$101,200
		4400022582 H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$3,577
		4400027651	IDIQ Contract for Bridge Load Rating Services (Sub to Modjeski and Masters) [Statewide]	\$555,737
		4400029196 H.016255.5	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$433,903
		4400029196 H.016496.6	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$134,658
	Bridge	4400029196 H.015376.5	US 80: Bayou Dorcheat, Relief Bridges [Statewide]; Bridge	\$474,161
		4400029207 / H.009730.5	IDIQ Contract for Underwater Bridge Inspection	\$1,353,915
		4400029683 / H.009730.5	IDIQ Contract for In-Depth Bridge Inspection	\$248,498
		4400027651 / H.009859.5	IDIQ Contract for Bridge Load Rating Services	\$214,731
		4400026585 / H.006226.5	Pointe-a-la-Hache Ferry Landing Replacement	\$130,698

20. Certifications/Licenses:

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

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
MODJESKI AND MASTERS, INC.	Business Corporation (Non-Louisiana)	NEW ORLEANS	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
STANTEC CONSULTING SERVICES INC.	Business Corporation (Non-Louisiana)	ALBANY	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
MOFFATT & NICHOL INC.	Business Corporation (Non-Louisiana)	LONG BEACH	Active

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

22. Sub-consultant information:

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

Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
Stantec Consulting Services Inc.	1200 Brickyard Lane, Suite 400 Baton Rouge, LA 70802	Brian Johnson, PE Brian.Johnson2@stantec.com	(225) 215-5130
Moffatt & Nichol Inc.	301 Main Street, Suite 800 Baton Rouge, LA 70801	Chace Hulon, PE chulon@moffattnichol.com	(225) 336-2075

23. Location:			
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If location is an evaluation criterion for this advertisement (see page 2) and the prime consultant intends to establish a local presence, describe the plan for doing so. **Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the Evaluation Criteria section of the advertisement.**