



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
**IDIQ Contract for Bridge Maintenance
Preservation and Repair Statewide**

CONTRACT NO. 4400035210 | MAY 21, 2026

PREPARED FOR:

Department of Transportation & Development
Attn: Bradley Mistich, Consultant Contract Manager
1201 Capitol Access Road, Room 405-E
Baton Rouge, LA 70802

PREPARED BY:

Consor North America, Inc.
Point of Contact: Michael Dukes, PE
110 West Airline Drive, Suite F
Kenner, Louisiana 70062
p: 864.731.0572
e: mdukes@consoreng.com



DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised August 11, 2025)

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

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

1. Contract Name as shown in the advertisement	IDIQ Contract for Bridge Maintenance Preservation and Repair Statewide
2. Contract Number(s) as shown in the advertisement	4400035210
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Consor North America, 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)	8089
6. Prime consultant mailing address	6505 Waterford District Drive, Suite 470 Miami, Florida 33126
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	110 West Airline Drive, Suite F Kenner, Louisiana 70062
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Michael Dukes, PE Vice President P: 864.431.0572 E: mdukes@consoreng.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Michael Dukes, PE Vice President P: 864.431.0572 E: mdukes@consoreng.com

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

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

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



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

05/21/2026

Date:

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

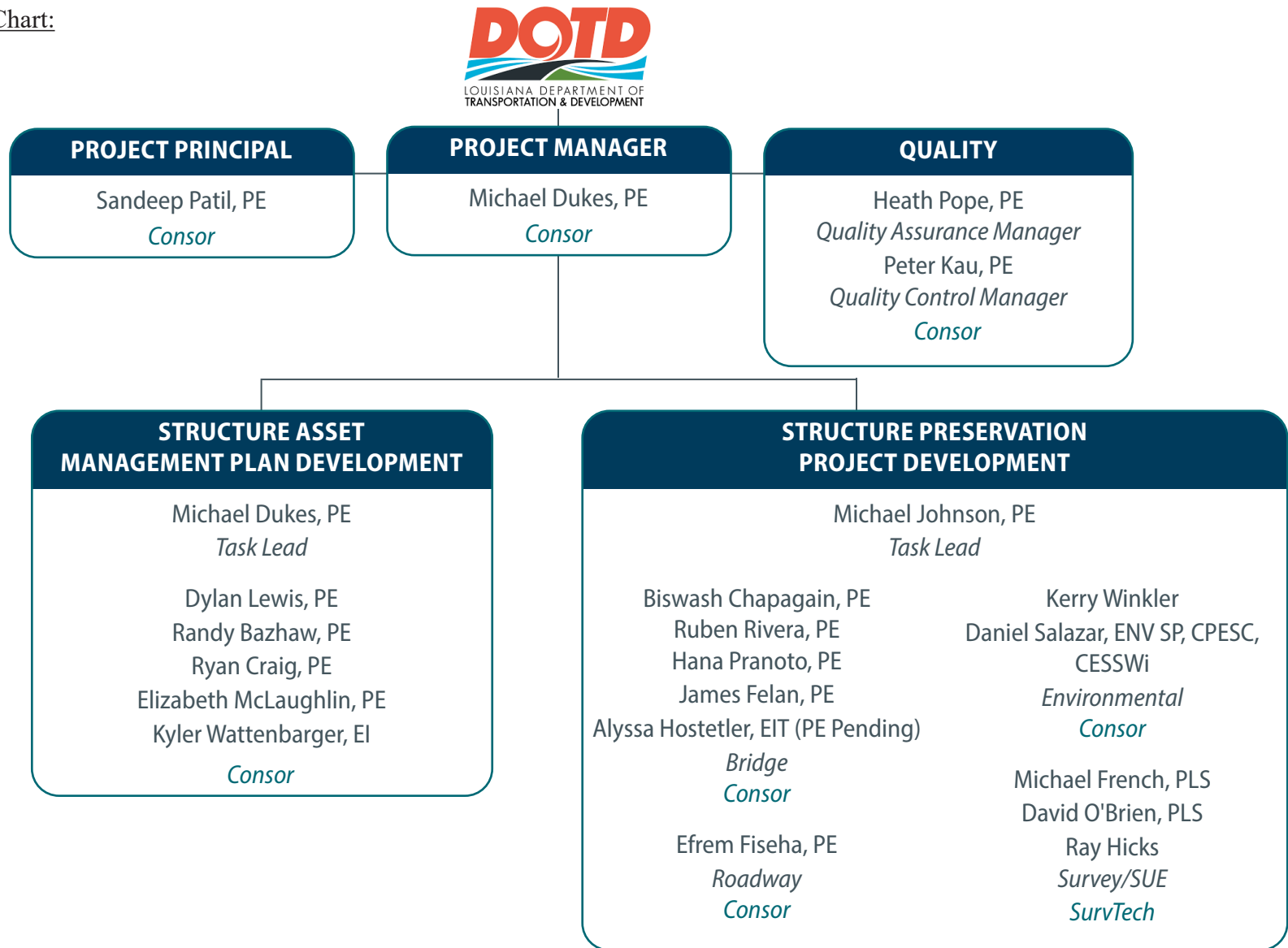
Firm(s)' %:
N/A

12. Discipline Table:

Discipline(s)	% of Overall Contract	Prime Conсор North America, Inc.	Firm B SurvTech Solutions, Inc.	Firm C RoadSafe Traffic Systems, Inc.	Each Discipline must total to 100%
Bridge	72%	100%			100%
Survey	7%		100%		100%
Road	9%	100%			
Other (Contract Management)	3%	100%			
Other (Traffic Control)	9%			100%	100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.					
Percent of Contract	100%	84%	7%	9%	100%

13. Team Size:

Firm Name	DOTD Job Classification	Number of personnel committed to this contract*	Total number of personnel available in the DOTD Job Classification (if needed)
Conzor North America, Inc. (Conzor)	Inspector - Bridge	8	35
	Environmental Manager	2	6
	Engineer - Other	4	25
	Principal	1	3
	Supervisor - Eng	4	4
	Supervisor - Other	1	40
	Engineer Intern	1	25
SurvTech Solutions, Inc. (SurvTech)	CADD Operator	1	2
	CADD Technician	1	3
	GIS Analyst	1	1
	Instrument Man	2	4
	Party Chief	2	4
	Surveyor	2	2
	Principal	1	2
Road Safe Traffic Systems, Inc. (RoadSafe)	Senior Technician	1	2
	Supervisor - Other	1	2
	Technician	1	4
	Labor	1	8

14. Organizational Chart:

15. Minimum Personnel Requirements:

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number	State of license	License/certification expiration date
1, 2, 3, 4	Michael Dukes, PE	Conсор	PE #40986 - Civil	LA	Exp. 03/31/2027
1, 2, 3, 4	Sandeep Patil, PE	Conсор	PE #44411 - Civil	LA	Exp. 09/30/2026
1, 2, 3, 4	Heath Pope, PE	Conсор	PE #36946 - Civil	LA	Exp. 09/30/2026

16. Staff Experience:

	Firm employed by:	Conсор North America, Inc.		
	Name Michael Dukes, PE	Years of relevant experience with this employer	16	
	Title Vice President/Central District Manager	Years of relevant experience with other employer(s)	2	
Degree(s)/Years/Specialization		BS/2008/Civil Engineering MS/2009/Civil Engineering MS/2019/Engineering Management		
Active registration number/state/expiration date		40986/Louisiana/03.31.2027		
Year registered		2016	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Michael will serve as Project Manager and Structure Asset Management Plan Development Task Lead and fulfills the minimum personnel requirement for MPR 1, 2, 3, and 4.		
Experience dates (mm/yy–mm/yy)		Michael is a professional engineer with experience managing and leading bridge safety inspection, structural design, and waterfront facility inspection projects nationwide. His responsibilities include overall project management, coordinating logistics for inspection teams nationwide, serving as team leader for above and below water NBIS bridge inspections, load rating of steel and concrete structures, emergency responses, and quality control of element-level inspection data submittals in various bridge inspection databases. He has made presentations on underwater bridge inspections and acoustic imaging at numerous conferences, including the Louisiana Transportation Conference. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 10/16/2015 • NHI 130053, Bridge Inspection Refresher Training – 03/12/26 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 02/18/2022 • NHI 130091, Underwater Bridge Inspection – 01/30/2015 • NHI 420018, Instructor Development Training – 03/21/2014 Certifications: • FHWA-certified NHI Bridge Instructor (2015): NHI 130053, NHI 130078, NHI 130091 • Surface-supplied Air Diving Supervisor – ADCI #58165		

08/2022 – 08/2024	On-Demand Bridge Assessment, Oklahoma Department of Transportation; Project Manager With Michael as the PM, Consor successfully completed 17 bridge assessments under 13 TOs as part of EC 2015, and 23 bridge assessments under 16 TOs as part of EC-2381. ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Consor's site-specific, hands-on approach to every assessment ensures proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.
08/24 – Ongoing	Contract 4400029206: Statewide Underwater Bridge Inspections, Louisiana Department of Transportation and Development (LADOTD) – Team Leader/Acoustic Imaging Under four consecutive contracts, from 2013 to the present, Consor has performed 2,161 underwater bridge inspections for LADOTD Districts statewide. Consor's most recently completed contract order (2025) closed out our third consecutive contract, with the fourth consecutive contract's first task order also starting in 2025. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges over Lake Pontchartrain, US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River; and 2D and 3D acoustic imaging on select bridges, including Mississippi River crossings. Reports include NBIS and element level condition ratings, CAD drawings, soundings with stream bed cross sections, and repair recommendations. Starting with January 2023 inspections, we are also reporting SNBI ratings for underwater, channel condition, channel protection condition, and scour condition.
04/2018 – 01/2020	Statewide Bridge Rehabilitation, Oklahoma Department of Transportation; Deputy Project Manager Michael served as deputy project manager on the second cycle of statewide bridge rehabilitation services. Task orders on this contract consisted of 1) US-64 over Yale Avenue and 31st Street, Tulsa County (three severely skewed bridges) rehabilitation involving flood coating the deck, reconstruction of expansion joints, structural steel repairs for beams, complicated roller bearing replacement, major substructure repairs (including pier cap encasements, pedestal reconstruction and FRP column repairs), slope wall replacement and repairs, and other miscellaneous repairs. The project involved complex construction phasing and traffic control details/notes due to the high traffic counts on and under the bridges; 2) I-40 over Falcon Road and Farmrail Railroad (two sets of parallel bridges): rehabilitation for placement of a thin polymer deck overlay, reconstruction of expansion joints, major substructure repairs (including pedestal reconstruction and FRP column repairs), slope wall replacement and repairs, and other miscellaneous repairs. For both task orders, our team developed special details and plan notes for robust structural concrete repairs.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Sandeep Patil, PE	Years of relevant experience with this employer	34
	Title	Executive Vice President/Alternative Delivery	Years of relevant experience with other employer(s)	1
	Degree(s)/Years/Specialization BS/1989/Civil Engineering MS/1991/Civil Engineering			
Active registration number/state/expiration date		44411/Louisiana/09.30.2026		
Year registered		2020	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Sandeep will serve as Project Principal and fulfills the minimum personnel requirement for MPR 1, 2, 3, and 4.		
Experience dates (mm/yy–mm/yy)	Sandeep has decades of experience in the design and management of more than 100 urban and rural transportation projects, and he has designed 300+ bridges, developed bridge layouts, provided design reviews and coordinated the design oversight on interchange bridges. His experience includes horizontally and vertically curved bridges utilizing steel and concrete I-beams and U-beams or trapezoidal girders. In addition, Sandeep has designed multiple types of retaining walls, cantilevered and straddle bents, and provided aesthetic treatments. His overall experience includes roadway design of structures, hydraulics, geotechnical, ROW, environmental, utilities, and traffic.			
07/2013 – 07/2017	US 67/US 83 Over South Elm, SORR/FM 236 and Colorado River, Concho County; Project Manager Sandeep served as project manager for the bridge condition assessment, load rating, replacement of bridge deck, changing existing girders to composite action for increasing load capacity, scour mitigation measures for Elm Creek, and crash wall designs for SORR railroad overpass. The Colorado River bridge had a significantly long (185-ft) center steel span and required consideration of differential dead load deflections between beams with and without deck. This bridge required a third traffic control plans (TCP) phase for the closure pour. Sandeep performed calculations for the stability of partially demolished superstructure, performed stage construction calculations for loading continuous steel spans, and showed slab pour sequence in the TCP. He coordinated with the roadway design team and identified limits of temporary special shoring at bridge ends. The pedestrian access at the Colorado River bridge required ensuring ramp grades at bridge ends were not excessive. One street adjacent to the SORR bridge had to be closed during construction due to sight distance and grade issues. Sandeep coordinated with the City to obtain a closure letter and coordinated with SORR regarding construction clearance during lead paint abatement and bridge widening, TSS for crashwall placement, and the number of trains.			

03/2014 – 11/2020	On/Off-system Bridge Replacements, Various Counties; Project Manager Sandeep was the project manager for delivering two consecutive Work Authorizations (WA) and a total of 13 bridge replacements, with six being in the first WA, to Lufkin District for on/off-system bridges. He completed scoping and negotiations in one week. He prepared a detailed schedule showing required input to the environmental team, meetings with the County, obtaining roadway closure letters from the County, and temporary construction easements for access. One project required additional right-of-way, therefore he prepared metes and bounds. He then presented the options along with feasible superstructure types and their impacts on the design, cost, environmental, and right-of-way. This helped simplify design coordination and structure type selection for TxDOT. Most bridges were designed with simplified geometry, eliminated skews where feasible, and used TxDOT standards on four of the six bridges. He performed hydraulic modeling for all creek crossings. LiDAR data and shape files were analyzed using GIS software to gather channel cross-section data. He also prepared hydraulic calculation sheets with pre-development and post-development conditions to show the proposed bridges had no impact on surrounding property. Sandeep provided all supporting paperwork including DCIS input of estimate, specs, general notes, road closure letters, utility and ROW certifications, Stage Gate Checklists, construction timeline, significant project procedures, etc. Minimal TxDOT comments were received. Bids came in within 5% of the Engineer's estimate and construction was completed with no design-related change orders.
05/2020 – 03/2026	US 190 Historical Bridge Over Neches River, Jasper County; Project Manager Sandeep served as project manager for the feasibility study and historic bridge report for the replacement of a National Register of Historic Places (NRHP)-listed truss bridge over B.A. Steinhagen Lake, which consisted of two truss spans measuring 1,601 ft. in length and 24 ft. in roadway width. He led coordination with the Texas Historical Commission and managed compliance with Section 4(f), 6(f), and Section 106 requirements, including documentation of adverse effects. His responsibilities included overseeing bridge condition surveys, load rating, and the evaluation of six alternatives, including parallel replacement, as well as developing recommendations for rehabilitation, repair, adaptive reuse (such as bike/pedestrian use, fishing pier, scenic turnaround), and relocation of truss spans, along with associated cost estimates. Sandeep also prepared 4(f) documentation and implemented a comprehensive risk management approach, coordinating bi-weekly with stakeholders to address regulatory and environmental risks. In addition, he supported coordination with USACE for the adjacent dam and parklands, avoiding new ROW and securing determinations that a Section 408 permit was not required, while obtaining a temporary construction license for barge access. The design included a 3,600-foot bridge and minimized environmental impacts by quantifying temporary and permanent impacts to waters of the U.S., enabling authorization under NWP 14 with PCN. Sandeep facilitated environmental compliance efforts, including biological assessments and coordination with USFWS due to sensitive species such as mussels and alligator snapping turtles, implementing mitigation measures such as species relocation, exclusion fencing, and construction timing restrictions. Additional measures addressed migratory birds, demolition planning, and lead abatement. He also established independent design and quantity checks and helped deliver the project on an accelerated 12-month schedule beginning in June 2023.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Heath Pope, PE	Years of relevant experience with this employer	9
	Title	Vice President/Principal Project Manager	Years of relevant experience with other employer(s)	24
Degree(s)/Years/Specialization		BS/1992/Civil Engineering MA/2004/Business		
Active registration number/state/expiration date		36946/Louisiana/09.30.2026		
Year registered		2012	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Heath will serve as Quality Assurance Manager and fulfills the minimum personnel requirement for MPR 1, 2, 3, and 4.		
Experience dates (mm/yy–mm/yy)	Heath's experience encompasses of a wide range of inspection and rehabilitation projects. As a professional engineer and commercial diver, he routinely performs above and below water inspections. His experience includes a wide range of structures, including bridges, piers, wharves, dry docks, bulkheads, utilities, and fender and mooring systems. Heath is a contributing author ASCE Waterfront Facilities Inspection and Assessment Standard Practice Manual (MOP 130), published June 2015, is an NHI Instructor for NHI #130091 Underwater Bridge Inspection and Underwater Bridge Repair, Rehabilitation and Countermeasures courses and is part of the team currently updating both courses. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 02/04/2005 • NHI 130053, Bridge Inspection Refresher Training – 09/01/2022 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 10/27/2023 • NHI 130091, Underwater Bridge Inspection – 09/01/2007 • NHI 130092, Load and Resistance Factor Rating of Highway Bridges – 09/28/2023 • NHI 135047, Stream Stability & Scour Highway Bridges for Bridge Inspection – 02/21/2007 Certifications: • FHWA-certified NHI Bridge Instructor (2024): NHI 130091B, NHI 130091 • Surface-supplied Air Diving Supervisor – ADCI #24803			

09/2013 – Ongoing	Statewide Underwater Bridge Inspections; LADOTD; Project Manager Under four consecutive contracts, from 2013 to the present, Consor has performed 2,161 underwater bridge inspections for LADOTD Districts statewide. Heath took over as the Project Manager for this contract upon his joining the firm in 2017. Consor's most recently completed contract order (2025) closed out our third consecutive contract, with the fourth consecutive contract's first task order also starting in 2025. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges over Lake Pontchartrain, US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River; and 2D and 3D acoustic imaging on select bridges, including Mississippi River crossings. Reports include NBIS and element level condition ratings, CAD drawings, soundings with stream bed cross sections, and repair recommendations. Starting with January 2023 inspections, we are also reporting SNBI ratings for underwater, channel condition, channel protection condition, and scour condition.
06/2013 – 07/2013	Front Street Wharf Rehabilitation; City of Morgan City, Louisiana; Project Manager Heath served as project manager for the investigation to assess the cause of damage to the structure for potential FEMA disaster recovery funding. The existing structure consists of a 1,000-ft.-long open pile wharf with an additional 1,100 ft. of timber bulkhead. Provided a comprehensive report of the results, including the overall structure condition, what damage could be attributable to recent flooding, and opinions of probable construction cost to repair those flood damage items. Retained for design and construction support to rehabilitate the entire structure. Rehabilitation design is complete and ready to go out to bid, pending approved funding.
06/2017 – 07/2017	Skagway Ore Dock Condition Assessment; City of Skagway, Alaska; Engineer-Diver Heath served as engineer-diver for a condition assessment, including modified above water and below water routine inspections to determine the ore dock and ship loader's net present value. The creosote-treated timber dock serves as the primary dock for ships to load ore using the stationary ship loader, and also provides docking space for cruise ships. The results were compiled into a detailed condition assessment report that included a condition assessment rating, repair recommendations, and an assessment of the remaining useful service life of the structure. Two separate construction cost estimates were developed: the cost to replace the dock in-kind and the cost to implement the recommended repairs. These costs formed the basis of the present value and net present value for the facility.
06/2016 – 07/2016	Oak Harbor Breakwater Inspection and Repair; Oak Harbor, Washington; Dive Supervisor Heath served as dive supervisor for the assessment and repair design for the storm-damaged floating breakwater. Severe wind storms in the fall of 2015 caused significant damage to the City of Oak Harbor's floating breakwater. The project was to assess the damage resulting from the wind storm and prepare bid documents for the recommended repairs. Observed damage included broken timber walers, broken timber panel boards, displaced breakwater panels, and listed concrete float units. The observations and recommendations were summarized in a letter report provided to the city. The project included permit support to acquire all required federal, state, and local permits and environmental reviews. The repairs will be funded by insurance making it critical to describe the necessity for repair or replacement and to identify all ancillary component replacements required as a result of replacing the storm damaged components.

16. Staff Experience:

		Firm employed by: Consor North America, Inc.	
		Name Peter Kau, PE	Years of relevant experience with this employer 4
		Title Vice President/Technical Practice Manager, Structures	Years of relevant experience with other employer(s) 19
Degree(s)/Years/Specialization		BS/2000/Civil Engineering MS/2001/Structural Engineering	
Active registration number/state/expiration date		94883/Texas/09.30.2026	
Year registered		2004	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Peter will serve as Quality Control Manager.	
Experience dates (mm/yy–mm/yy)	Peter has 23 years of experience as a structural engineer in transportation projects and is experienced in the design of various transportation projects that involve highway and light rail structures. His background includes structural analysis and design, development of bridge layouts and detail sheets, design of prestressed and post-tensioned bridge elements, development of bridge widening details, structural inspection for various types of structures including fracture critical inspection for steel structures, and highway bridges. He also has experience in airport taxiway bridges that carry aircraft, design and detailing of various retaining walls, including cast-in-place concrete walls, drilled shaft walls with tile back system, soil nail walls, and mechanical stabilized earth walls. Peter also has experience in load rating for various types of structures including highway bridges and bridges for military use.		
09/2017 – 08/2018	Bridge Maintenance Engineering Services; City of Fort Worth, Texas; Project Manager As the project manager, Peter developed a maintenance program to manage 500+ off-system bridges owned by the City and optimize the annual maintenance budget by prioritizing repair recommendations specified in TxDOT bridge inspection reports. Peter's team inspected and developed bridge rehabilitation PS&E for deficient bridges. From 2012 to 2018, Peter's team inspected over 200 bridges and developed bridge repair PS&E for 94 bridges, maximizing the effect of City's \$1.3M annual maintenance budget while addressing structural deficiencies such as concrete spalls, corroded steel beams, damaged or insufficient traffic rails, approach slab settlement, damaged embankment and riprap, missing bearing pads, corroded steel bearings, and more. Also performed load rating on severely deteriorated bridges and developed PS&E to repair deficiencies and improve structural capacity to remove load posting on bridges. Peter also assisted the City in identifying bridges with deficiencies that qualify for the TxDOT match program, enabling the replacement of deteriorated bridges at a fraction of the cost through the use of state funding.		

03/2024 – 02/2025	Bridge Maintenance and Improvement Program; TxDOT Tyler District; Project Manager Conсор provided the design of structural repairs for 22 bridges in the TxDOT Tyler District, covering nearly two miles of bridges and approaches within the project limits. The scope of work included the rehabilitation of 14 bridges along the IH 20 corridor and eight additional bridges located throughout the District. These bridges served a variety of facilities, ranging from county roads to interstate highways, and included creek crossings, railroad crossings, and grade separations. Conсор's team prepared rehab design for concrete and steel superstructure members and repair of various concrete substructure members such as abutments, bent caps, and columns. Additional repairs included impact damages, overlay replacement, joint repair and replacement, bearing repair and replacement, embankment repair, and bridge railing and metal beam guard fence (MBGF) repairs at the approaches. All repair details and specifications were developed per the 2024 TxDOT construction specifications and standards. Before developing the repair details, Conсор's team thoroughly reviewed as-built plans, the latest inspection reports, and maintenance records provided by the District. Conсор's team inspected all 22 bridges to evaluate their current condition. The traffic control plan (TCP) was carefully developed to minimize traffic interruptions and safety hazards during construction. For bridge deck overlay repairs, Conсор's team utilized various overlay types to ensure compatibility with existing surfaces while considering traffic volume and minimizing lane closure impacts for each structure. Conсор's team coordinated closely with the District to align repair schedules and avoid overlap with other ongoing projects, further minimizing traffic disruptions. Conсор's team worked with the District to obtain environmental permits for managing potentially hazardous materials and contamination during construction. This included specifically addressing concerns related to lead paint and asbestos in older bridges. Additionally, Conсор's team verified compliance with the guidelines set forth by the Migratory Bird Treaty Act.
04/2024 – 07/2024	Baird Farm Road Bridge Repair; City of Arlington, TX; Project Manager At the T-intersection on the Baird Farm Road bridge over IH 30, an 18-wheeler failed to stop at a traffic light and struck the traffic rail, street lights, and pedestrian walkway canopy, causing extensive damage. The City of Arlington issued an emergency request for Conсор to assess the bridge superstructure's damage and integrity. Conсор's project manager, Peter, and inspection and structural repair design task lead, Hana, responded promptly to assess the damaged elements. They also conducted a structural condition assessment, confirming that the damage was limited to the surface elements and did not affect the steel beams or substructure. A signed and sealed structural condition assessment report was quickly submitted to the City. This bridge is a vital pedestrian link between the north, remote parking lots and two major stadiums: Globe Life Field (Major League Baseball) and AT&T Stadium (National Football League). With the MLB All-Star Game less than three months away, the City of Arlington requested the repair to be completed before the event. Peter and Hana quickly developed a project delivery plan to meet the deadline. Structural repair design included concrete traffic rail repair, concrete spall repair, electrical conduits replacement, street lights replacement, pedestrian canopy replacement, and restoring aesthetic enchantment details. To expedite design and construction, Peter suggested that the City select a repair contractor based on the conceptual repair design, which was thoroughly reviewed by the QA/QC. Our team provided construction services through project completion, successfully finishing the repairs one week before the All-Star Game. Working collaboratively with the contractor, we completed the project without any RFIs or change orders.

16. Staff Experience:

	Firm employed by:	Conсор North America, Inc.		
	Name	Dylan Lewis, PE	Years of relevant experience with this employer	10
	Title	Structural Assessment Load Rating Lead	Years of relevant experience with other employer(s)	-
Degree(s)/Years/Specialization		BS/2012/Interdisciplinary Studies MS/2014/Mechanical Engineering		
Active registration number/state/expiration date		31300/Oklahoma/07.31.2026		
Year registered		2019	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Dylan will serve as Structure Asset Management Plan Development support.		
Experience dates (mm/yy–mm/yy)	Dylan has 10 years of project management and structural engineering experience for NBIS routine, special, and NSTM bridge inspections nationwide. Located in our Edmond, Oklahoma office, Dylan is an NBIS-qualified team leader, SPRAT-certified Level III rope access engineer (#160863), and an FHWA-certified instructor for NHI 130078, Bridge Inspection Techniques for NSTM. His experience includes bridge assessment and inspection in Oklahoma, Connecticut, Maryland, Pennsylvania, Texas, and Wyoming, as well as for the Bureau of Indian Affairs. He has also performed bridge rehabilitation design in Oklahoma. In addition to assessment expertise, he is proficient in report preparation, load rating, and CAD. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 10/16/2015 • NHI 130053, Bridge Inspection Refresher Training – 10/17/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 06/09/2017 • NHI 130092, Load Resistance Factor Rating of Highway Bridges – 09/15/2022 Certifications: • SPRAT Level III Rope Access Engineer – #160863 • FAA-certified UAS Remote Pilot – #4096885 • FHWA-certified NHI Bridge Instructor (2019): NHI 130078			

08/2022-08/2024	On-Demand Bridge Assessments; Oklahoma Department of Transportation; Deputy Project Manager/Structural Engineer Conсор has successfully completed 17 bridge assessments under 13 TOs as part of EC 2015, and 23 bridge assessments under 16 TOs as part of EC-2381. ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Consor's site-specific, hands-on approach to every assessment ensures proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.
04/2020 – 04/2022	Statewide Bridge Rehabilitation; Oklahoma Department of Transportation; Team Leader Under a fourth consecutive contract, Consor provided statewide bridge rehabilitation services. One design task order included I-44 EB and WB bridges over Ft. Sill Road and UPRR in Comanche County. The scope of work included joint, beam, and bearing repair; three beam guardrail installation; roller bearing reset; pneumatically-placed mortar repair with Carbon Fiber-Reinforced Polymer wrap; epoxy injection of cracks; pier encasement; CIM-1000 treatment for piers at expansion joints; CLSM to fill voids at abutments; Class C concrete to cap filled voids at abutments; buckled slopewall replacement; and pneumatically-placed mortar repairs to the traffic rail. Special security considerations were taken for work on an active military base. One task order involved PS&E documents for US-62 EB over Bitter Creek in Jackson County, which included deck repair and overlay; joint, beam, and bearing repair; pneumatically-placed mortar and crack injection repair to piers and abutments; applying corrosion inhibitor and fiber wrap to pier caps; adding approach slabs with CLSM underneath and side drains; and replacing concrete parapets, guardrails, and end diaphragms. Other task orders have included bridge assessment reports for I-44 over Pennsylvania Avenue in Oklahoma City; I-44 EB and WB over SW 15th Street in Oklahoma City; and SH-9 over Bishop Creek in Cleveland County.
07/2022 – Ongoing	Structural Inspections; DFW International Airport Board; Team Leader As a subconsultant, Consor provides structural inspection services for the Dallas/Fort Worth International Airport Board (Board). The 5-year contract includes inspections of landscape bridges and all associated appurtenances, elevated roads at the terminals, airside taxiway bridges and airside emergency road bridge, SkyLink guideway and structure supports, parking garages, building structures and hangers, bridge class culverts, and retaining walls. The scope of services encompasses field reviews and evaluations of existing conditions; researching the Board's record documents; developing system and material alternatives and recommendations based on life cycle cost analysis, budget limitations, maintenance requirements, and aesthetics; coordinating with the Board's project manager to develop and recommend special work sequences or schedules if required (time restrictions, access, phasing, etc.); and managing and conducting inspections using unmanned aerial systems (UAS). Final inspection reports consists of structural inspection notes, field data and calculations, visual evaluations, and any other analysis. Additional non-standard report items include bridge load ratings, structural capacity determinations, life cycle cost analysis, code compliance, life safety tasks, repair recommendations and cost estimates, safety reports, and in-person presentations of findings.

16. Staff Experience:

	Firm employed by: Consor North America, Inc.	
	Name Randy Bazhaw, PE	Years of relevant experience with this employer 6
	Title Team Leader	Years of relevant experience with other employer(s) -
Degree(s)/Years/Specialization		BS/2019/Civil Engineering
Active registration number/state/expiration date		34923/Oklahoma/08.31.2027
Year registered	2024	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Randy will serve as Structure Asset Management Plan Development support.
Experience dates (mm/yy–mm/yy)	Randy is a team leader for Consor with five years of experience performing NBIS routine bridge inspections throughout the United States. He is a SPRAT Level I Technician and an FAA-certified UAS (drone) pilot. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 04/22/2022 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 Certifications: • SPRAT Level I Rope Access Engineer – #110222 • FAA-certified UAS Remote Pilot – #4774548	
08/2022–08/2024	On-Demand Bridge Assessments; Oklahoma Department of Transportation; Deputy Project Manager/Structural Engineer Consor has successfully completed 17 bridge assessments under 13 TOs as part of EC 2015, and 23 bridge assessments under 16 TOs as part of EC-2381. ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Consor's site-specific, hands-on approach to every assessment ensures proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.	

04/2020 – 04/2022	Statewide Bridge Rehabilitation; Oklahoma Department of Transportation; Structural Engineer Under a fourth consecutive contract, Consor provided statewide bridge rehabilitation services. One design task order included I-44 EB and WB bridges over Ft. Sill Road and UPRR in Comanche County. The scope of work included joint, beam, and bearing repair; three beam guardrail installation; roller bearing reset; pneumatically-placed mortar repair with Carbon Fiber-Reinforced Polymer wrap; epoxy injection of cracks; pier encasement; CIM-1000 treatment for piers at expansion joints; CLSM to fill voids at abutments; Class C concrete to cap filled voids at abutments; buckled slopewall replacement; and pneumatically-placed mortar repairs to the traffic rail. Special security considerations were taken for work on an active military base. One task order involved PS&E documents for US-62 EB over Bitter Creek in Jackson County, which included deck repair and overlay; joint, beam, and bearing repair; pneumatically-placed mortar and crack injection repair to piers and abutments; applying corrosion inhibitor and fiber wrap to pier caps; adding approach slabs with CLSM underneath and side drains; and replacing concrete parapets, guardrails, and end diaphragms. Other task orders have included bridge assessment reports for I-44 over Pennsylvania Avenue in Oklahoma City; I-44 EB and WB over SW 15th Street in Oklahoma City; and SH-9 over Bishop Creek in Cleveland County.
03/2020 – 03/2022	Green Bridge Project; Pawnee Nation of Oklahoma; Structural Engineer Consor provided design services for the rehabilitation of a 1938 bridge referred to by locals as the “Green Bridge” in Pawnee, Oklahoma. Located at the entrance to the Pawnee Nation, the bridge carrying two lanes of E0467 (Harrison Street) over Black Bear Creek (Structure No. 59E04657N3480003, NBI No. 06571) is a 248-ft. long, four-span bridge consisting of two 82-ft. long through camelback pony truss main spans flanked on each end by a 42-ft. long steel multi-beam span. The bridge is positioned within a tangent and relatively flat section of the roadway and does not have a skew. The bridge roadway horizontal clearance is 24-ft. curb-to-curb, which matches the approach roadway, and there is no vertical clearance restriction. The rehabilitation involves a complete re-decking of the bridge, replacement of the end span bridge rails, complete painting of all structural steel, rehabilitation of the cantilevered walkway, installation of approach rails and associated end treatments, minor concrete repairs for the substructure, and retrofitting of the floor beams over the piers to address the “sweep” in the members. The floor beam “sweep” is currently controlling the load rating and thus the weight limit of the bridge. Addressing this condition restores the bridge to its original load capacity.
04/2021 – Ongoing	Statewide Off-System Truss and Fracture Critical Bridge Inspections; Oklahoma Department of Transportation; Team Leader Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and fracture critical bridges. Access to the primary structural members and floor systems for the bridges is coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not be feasible due to posting or traffic restrictions; hands-on access is often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections include NDT and are conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection includes element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we have load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.

16. Staff Experience:

	Firm employed by: Consor North America, Inc.	
Name	Ryan Craig, PE	Years of relevant experience with this employer 8
Title	Structural Assessment Lead, Oklahoma	Years of relevant experience with other employer(s) 1
Degree(s)/Years/Specialization	BS/2018/Civil Engineering	
Active registration number/state/expiration date	33419/Oklahoma/11.30.2027	
Year registered	2022	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Ryan will serve as Structure Asset Management Plan Development support.	
Experience dates (mm/yy–mm/yy)	Ryan is a structural engineer and bridge inspection team leader with extensive experience performing NBIS, NSTM, and ancillary inspections for state and federal clients. He is highly skilled in specialized access methods, including SPRAT Level III rope access, structure climbing, mechanical access, and vessel-based operations, enabling hands-on evaluation of complex and difficult-to-reach structural components. Ryan's technical expertise includes conducting detailed element-level assessments, non-destructive testing, and advanced load rating analysis using tools such as AASHTOWare BrR, BAR7, and in-house calculation templates. He has led and contributed to large-scale inspection programs involving thousands of structures across multiple states, including trusses, fracture critical members, movable spans, cable-stayed bridges, timber systems, and steel box girders. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 08/16/2019 • NHI 130059, Bridge Inspection Refresher Training – 05/02/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 10/18/2019 Certifications: • SPRAT Level III Rope Access Technician – #2100273	

08/2022 – 08/2024	On-Demand Statewide Bridge Assessments; Oklahoma Department of Transportation; Team Leader Conсор has successfully completed 17 bridge assessments under 13 TOs as part of EC 2015, and 23 bridge assessments under 16 TOs as part of EC-2381. ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Conсор's site-specific, hands-on approach to every assessment ensures proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.
06/2019 – 03/2025	Statewide Off-System Truss and Fracture Critical Bridge Inspections; Oklahoma Department of Transportation; Deputy Project Manager/Team Leader Conсор has provided 1,500+ inspections under seven contracts for off-system and on-system truss and fracture critical bridges. Access to the primary structural members and floor systems for the bridges is coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not be feasible due to posting or traffic restrictions; hands-on access is often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections include NDT and are conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection includes element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we have load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
06/2018 – Ongoing	NBIS Routine and Complex Bridge Inspections and Load Ratings; Mississippi Office of State Aid and Road Construction; Deputy Project Manager/Team Leader Conсор provides NBIS inspections, evaluations, and load ratings for bridges owned and maintained by various local government entities throughout Mississippi. Bridge features include complex structures, nonredundant steel tension members (NSTM), and timber components. Detailed engineering reports, including element conditions, documentation of findings, photographs, CAD drawings, stream profiles, and maintenance/repair recommendations are required for each bridge. Load rating analysis are performed using LRFR, LFR, and ASR methods to calculate the load capacity of all spans and substructure units on select bridges. Deliverables are submitted using Bentley's AssetWise asset management system.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Elizabeth McLaughlin, PE	Years of relevant experience with this employer	5
	Title	Team Leader	Years of relevant experience with other employer(s)	-
Degree(s)/Years/Specialization		BS/2021/Civil Engineering		
Active registration number/state/expiration date		37153/Oklahoma/08.31.2026		
Year registered		2026	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Elizabeth will serve as Structure Asset Management Plan Development support.		
Experience dates (mm/yy–mm/yy)	Elizabeth is a Level II SPRAT-certified inspector for Conсор with five years of experience performing structure inspections. During her career, she has spent 1,200+ hours on rope inspecting structures across the United States. She is NDT-certified in Limited Level II UT Anchor Bolt and is experienced with ultrasonic testing. Elizabeth is also a licensed drone pilot. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 Certifications: • SPRAT Level II Rope Access Technician – #2300028 • FAA Remote Pilot – #4590083			
08/2022 – 08/2024	On-Demand Bridge Assessments; Oklahoma Department of Transportation; Bridge Inspector Conсор has successfully completed 17 bridge assessments under 13 TOs as part of EC 2015, and 23 bridge assessments under 16 TOs as part of EC-2381. ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Conсор's site-specific, hands-on approach to every assessment ensures proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.			

06/2021 – Ongoing	Statewide On- and Off-System Routine Bridge Inspections; Oklahoma Department of Transportation; Inspector Conсор has provided the NBIS routine bridge safety inspections for 4,000+ on- and off-system bridges statewide, including Pittsburg, McIntosh, and Wagoner counties; the City of Oklahoma City, the City of Stillwater, the City of The Village, the City of Drumright, the City of Muskogee, the City of Edmond, and the City of Sapulpa. Each inspection includes element level inspections and BrM report submission with photographs. As part of the off-system projects, we have load rated trusses, steel two-girder, steel multi-beam, concrete beam, concrete box culverts, corrugated metal pipe culverts, timber decks, and timber substructures using a combination of in-house developed calculation sheets, BAR7, and AASHTO BrR.
06/2021 – 03/2025	On- and Off-System Truss and Fracture Critical Bridge Inspections; Oklahoma Department of Transportation; Inspector Conсор has provided 1,500+ inspections under seven contracts for off-system and on-system truss and fracture critical bridges. Access to the primary structural members and floor systems for the bridges is coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not be feasible due to posting or traffic restrictions; hands-on access is often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections include NDT and are conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection includes element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we have load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
02/2022 – 12/2023	Bridge Load Ratings; Oklahoma Turnpike Authority; Load Rating Engineer Conсор has provided OTA with 330 load ratings since 2022 as part of a federal corrective action plan. The scope included establishing a bridge record for each structure by researching all construction projects to date. This research consisted of identifying as-built plans, any rehabilitation projects that may have impacted the load rating in any way, and verification of as-built configuration and condition. Our team reviewed bridge inspection reports and photographs and conducted site visits to obtain the necessary data to facilitate the load rating analysis. Load rating analysis was completed using either load factor rating (LFR) or load resistance factor rating (LRFR), depending on the design loading indicated in applicable plans. Analysis was performed using a combination of in-house developed calculation templates and analysis programs such as LEAP Bridge Concrete, LEAP Bridge Steel, BAR7, PS3, BRASS Culvert, STLRFD, and PSLRFD. Additional refinements to models were explored and utilized as a load posting mitigation strategy, particularly to avoid posting due to emergency vehicle ratings.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Kyle Wattenbarger, EI	Years of relevant experience with this employer	5
	Title	Team Leader	Years of relevant experience with other employer(s)	-
Degree(s)/Years/Specialization		BS/2021/Civil Engineering		
Active registration number/state/expiration date		16462/Oklahoma/N/A		
Year registered		2021	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities		Kyle will serve as Structure Asset Management Plan Development support.		
Experience dates (mm/yy–mm/yy)	Kyle is a Level II SPRAT-certified team leaders with five years of experience. He performs NBIS routine bridge inspections throughout the United States for state departments of transportation, including Oklahoma, Florida, Texas, and South Carolina. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 Certifications: • SPRAT Level II Rope Access Technician – #2300027 • FAA-certified UAS Remote Pilot – #4590089			
08/2022-08/2024	On-Demand Bridge Assessments; Oklahoma Department of Transportation; Team Leader Conсор has successfully completed 17 bridge assessments under 13 TOs as part of EC 2015, and 23 bridge assessments under 16 TOs as part of EC-2381. ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Conсор's site-specific, hands-on approach to every assessment ensures proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.			

06/2022 – Ongoing	NBIS Routine and Complex Bridge Inspections and Load Ratings; Mississippi Office of State Aid and Road Construction; Team Leader Conсор provides NBIS inspections, evaluations, and load ratings for bridges owned and maintained by various local government entities throughout Mississippi. Bridge features include complex structures, nonredundant steel tension members (NSTM), and timber components. Detailed engineering reports, including element conditions, documentation of findings, photographs, CAD drawings, stream profiles, and maintenance/repair recommendations are required for each bridge. Load rating analysis are performed using LRFR, LFR, and ASR methods to calculate the load capacity of all spans and substructure units on select bridges. Deliverables are submitted using Bentley’s AssetWise asset management system.
02/2022 – 12/2023	Bridge Load Ratings; Oklahoma Turnpike Authority; Load Rating Engineer Conсор has provided OTA with 330 load ratings since 2022 as part of a federal corrective action plan. The scope included establishing a bridge record for each structure by researching all construction projects to date. This research consisted of identifying as-built plans, any rehabilitation projects that may have impacted the load rating in any way, and verification of as-built configuration and condition. Our team reviewed bridge inspection reports and photographs and conducted site visits to obtain the necessary data to facilitate the load rating analysis. Load rating analysis was completed using either load factor rating (LFR) or load resistance factor rating (LRFR), depending on the design loading indicated in applicable plans. Analysis was performed using a combination of in-house developed calculation templates and analysis programs such as LEAP Bridge Concrete, LEAP Bridge Steel, BAR7, PS3, BRASS Culvert, STLRFD, and PS LRFD. Additional refinements to models were explored and utilized as a load posting mitigation strategy, particularly to avoid posting due to emergency vehicle ratings.
06/2021 – 03/2025	On- and Off-System Truss and Fracture Critical Bridge Inspections; Oklahoma Department of Transportation; Inspector Conсор has provided 1,500+ inspections under seven contracts for off-system and on-system truss and fracture critical bridges. Access to the primary structural members and floor systems for the bridges is coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not be feasible due to posting or traffic restrictions; hands-on access is often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections include NDT and are conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection includes element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we have load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Michael Johnson, PE	Years of relevant experience with this employer	9
	Title	Senior Project Manager	Years of relevant experience with other employer(s)	-
Degree(s)/Years/Specialization		BS/2016/Civil Engineering		
Active registration number/state/expiration date		33407/Oklahoma/04.30.2028		
Year registered		2022	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Michael will serve as Structure Preservation Project Development Task Lead.		
Experience dates (mm/yy–mm/yy)	Michael has nine years of experience in bridge engineering and leads our bridge plans, specifications, and estimate (PS&E) and MicroStation CADD detailing efforts for ODOT. He has been working with Consor for all nine years and has been a significant contributor to all our Oklahoma DOT State Bridge Rehabilitation (SBR) projects in that time. Michael also manages our Oklahoma DOT On-Demand Shop Drawing Review contract and leads our design efforts on all our bridge widening projects, including existing bridge load rating analysis and rehab. He brings a strong background in bridge rehabilitation, having led and supported projects involving deck replacements, full superstructure replacements, bridge widenings, and abutment repairs and modifications. His rehabilitation experience also encompasses pile splice repairs, pneumatically placed mortar applications, fiber-reinforced polymer (FRP) wraps, and beam-end repairs for both steel and concrete structures. In addition, he has worked extensively on the repair and rehabilitation of bearings, pier caps, columns, and splice plates.			
03/2025 – 12/2025	JKT Bridge Widening over SH-66 and NW 36th Street; Oklahoma Turnpike Authority (OTA) Access Oklahoma Program; Design Engineer As a subconsultant to CP&Y, Consor is responsible for widening the John Kilpatrick Turnpike bridges over SH-66 and NW 36th Street as a part of OTA's Access Oklahoma Program. The design will add a lane of traffic by widening the bridges to the inside.			

06/2023 - 02/2024	Cimarron Turnpike Bridge 32.97 over East Camp Creek; OTA; Lead Bridge Engineer The bridge was designed for full superstructure replacement including new deck, girders, bearings, joints, approach slab, substructure repairs to spalls, delaminations, and cracks with epoxy injection and pneumatically placed concrete. Innovative cost savings were achieved by reducing the existing beam line from 12 to 10 beams. This was made possible by rebuilding the pedestals and using variable beam spacing for the superstructure while maintaining minimal increases in shear and flexure to the existing abutments.
05/2018 – Ongoing	Statewide Bridge Rehabilitation; Oklahoma Department of Transportation; Project Engineer/Lead Bridge Engineer Consor has a proven record of delivering high-quality, detailed bridge assessment reports and rehabilitation PS&E packages for bridges throughout Oklahoma. We have performed bridge assessments for 50 structures across 19 task orders as part of six contracts for the Statewide Bridge Rehabilitation contract, as well as numerous comprehensive bridge assessment reports. One design task order includes I-44 EB and WB bridges over Ft. Sill Road and UPRR in Comanche County. The scope of work includes joint, beam, and bearing repair; three bean guardrail installation; roller bearing reset; pneumatically-placed mortar repair with Carbon Fiber-Reinforced Polymer wrap; epoxy injection of cracks; pier encasement; CIM-1000 treatment for piers at expansion joints; CLSM to fill voids at abutments; Class C concrete to cap filled voids at abutments; buckled slopewall replacement; and pneumatically-placed mortar repairs to the traffic rail. Special security considerations are taken for work on an active military base. Our most recent task order involves PS&E documents for US-62 EB over Bitter Creek in Jackson County, which includes deck repair and overlay; joint, beam, and bearing repair; pneumatically-placed mortar and crack injection repair to piers and abutments; applying corrosion inhibitor and fiber wrap to pier caps; adding approach slabs with CLSM underneath and side drains; and replacing concrete parapets, guardrails, and end diaphragms. Other task orders have included bridge assessment reports for I-44 over Pennsylvania Avenue in Oklahoma City; I-44 EB and WB over SW 15th Street in Oklahoma City; and SH-9 over Bishop Creek in Cleveland County.
03/2018 – 04/2019	CM/GC Safety and Enhancement Projects - Green Bridge Rehabilitation; Pawnee Nation, Oklahoma; Design Engineer The Green Bridge rehabilitation project saved a historic structure that is a landmark in the Pawnee Nation community. While the another could have replaced of the bridge, the CM/GC team developed a rehabilitation strategy that maintained the historic integrity of the bridge while providing a safe and functional bridge structure at the main entrance to the Pawnee Nation. The team prepared a complex design analysis report for consultation with the State Historic Preservation Office (SHPO) to develop a scope of work that satisfied the structural and functional requirements for the bridge while protecting the historic integrity of the structure; complex painting and redecking of pony truss bridge. Upon receipt of funding, the Green Bridge was completed in less than 6-months from the start of design to substantial completion.
10/2022 – 10/2025	SH 36 Bridge and Approaches over Deep Red Creek; Tillman County, Oklahoma; Lead Bridge Engineer This project includes resurfacing 12 miles of the existing 12' driving lanes and adding 8' shoulders on both sides. Within the project limits are four bridge structures that will be rehabilitated as a part of the project. The east end of the project is within the town of Arnett and will include updating the ADA pedestrian facilities to meet new ADA standards.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Hana Pranoto, PE	Years of relevant experience with this employer	4
	Title	Project Manager	Years of relevant experience with other employer(s)	23
	Degree(s)/Years/Specialization MS/1998/Civil Engineering BS/1995/Civil Engineering			
Active registration number/state/expiration date		100053/Texas/9.30.2026		
Year registered		2007	Discipline	Professional Engineer/Structural
Contract role(s)/brief description of responsibilities		Hana will serve as Bridge Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Hana has 27 years of experience in structural engineering and bridge design with extensive knowledge of general civil structures such as junction box approaches for pedestrian bridges as well as concrete bridge design in highway/transit structures. She also has experience in earth retaining structures (MSE walls, soldier pile with tie-back anchor, cantilever wall, and T-wall) for highway/track structures. Hana is skilled in using design software for developing calculations on bridge designs.			
06/2019 – 06/2021	IH 2/IH 69 Design-Build, Bridge Rehabilitation Report, Hidalgo County; TxDOT Pharr District; Project Lead Engineer This report will cover condition survey, condition rating, remaining service life, load rating, and recommended rehabilitation of ten bridges as listed in the design-build contract. Any component with a condition rating less than seven as determined by condition survey and any other defect discovered shall be rehabilitated for the following components: bridge expansion joint, bridge bearing, concrete damage such as spalling, delamination, crack and exposed reinforcement. Hana served as the project lead engineer who developed and wrote the bridge rehabilitation report, developed and created the load rating calculation and developed the bridge rehabilitation construction plan. She managed communications with the contractor, and created and assigned work plans for the engineers.			

03/2017 – 08/2017	Stone Bridge, Bridge Rehabilitation; City of McKinney, Texas; Project Lead Engineer The City of McKinney decided to replace only the superstructure of the bridge and the substructure remained. The existing bridge had a pan form girder and design for the HS20-44. Hana was the design lead engineer who was responsible for verifying the existing substructure with the HL-93 loading utilizing RCPier. She developed the bridge rehabilitation plan set including abutment demolition and proposed abutment detail, and created the modified TxDOT standard for railing and approach slab.
03/2018 – 06/2020	IH 37 Bridge Replacement Mainlane Over Nueces River, Nueces and San Patricio Counties; TxDOT Corpus Christi District; Project Engineer/Project Co-Lead This replacement project consists of phase construction and an open joint in between the bridges. Phase 1 construction involves constructing a portion of northbound mainlanes and southbound mainlanes, the remaining of southbound mainlanes for Phase 2 and the remaining of northbound mainlanes for Phase 3. Originally the bridge has 22 spans with TX 54 and a concrete splice girder over the Nueces River. There are two major changes from the original bridge design, the first one being the bridge has been extended about 400 feet due to concern over the soil improvement cost on the Southside of the bridges and the second one is the replacement of concrete splice girder with TxDOT standard TX-54 and TX-70 due to TxDOT monetary budget concern. The bridge is extended with the 400 feet prestressed slab beam (PSB) unit. PSB is utilized to maintain the low chord elevation above the existing ground level as well as minimize the structure depth due to the proposed 50- and 100-year water level. The 632-ft. concrete splice girder has been replaced with 229.50 TX-54 unit, 160-ft. TX-70 unit, and 242.50-ft. TX-54 unit. As the project engineer and project co-lead, Hana was in charge of the development of the PS&E package for northbound mainlane and southbound mainlane bridge packages, and developed bridge typical section for PSB unit TX-54 and TX 70 unit both for northbound mainlane and SBML with stage construction. She also developed, designed, and detailed the End, Anchorage Zone. Hana coordinated with MOT and survey and roadway for developing the bridge layout and temporary shoring limit and typical section.
06/2020 – 06/2021	FM 1426, IH 2/IH 69 Design-Build, Bridge Widening, Hidalgo County; TxDOT Pharr District; Project Engineer The existing bridge is in metric systems and widened with a feet-inches system. The proposed bridge width was set to be 82 feet overall width from the center line of IH 2, which resulted in 15.89 feet of new construction for adding one 12-ft. lane, 10-ft. shoulder with SSTR rail. This is a three-span bridge with Type IV as the existing beam and widened with TX-46 girder. Hana was the project engineer who developed the PS&E package for the bridge widening package. She was responsible for creating and assigning work plans for the engineers and CAD. Hana was also in charge of multi-discipline coordination with roadway, survey, and intelligent transportation systems (ITS) for under-bridge lighting.

16. Staff Experience:

		Firm employed by: Consor North America, Inc.		
	Name	James Felan, PE	Years of relevant experience with this employer	7
	Title	Senior Engineer/Group Manager, Austin Bridge	Years of relevant experience with other employer(s)	14
Degree(s)/Years/Specialization		MS/2013/Civil Engineering BS/2005/Architectural Engineering		
Active registration number/state/expiration date		104619/Texas/9.30.2026		
Year registered		2009	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		James will serve as Bridge Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	James has 21 years of bridge and structural engineering experience involving, but not limited to, fracture critical bridges, pedestrian bridges, bridge widenings, and steel and reinforced concrete bridges. He has significant engineering skills including utilizing AASHTO LRFD Bridge Design specifications, 2018, 8th Ed.; utilizing AISC LRFD 3rd Ed., ACI 318-11; the Structural Engineering Reference Manual, 8th Ed.; and Concrete Repair and Maintenance. James has participated in more than 10 value engineering studies to implement highway cost savings as well as added value. He is proficient in ORD & OBM, MicroStation CAD, BGS, PGSuper, RISA, CAP18, CULV5, BAR7, VBENT, AASHTOWare Bridge, TxBRG LR, LEAP Bridge Concrete CEV19, and spColumn.			
03/2015 – 02/2019	US 183 SBFR Over Colorado Creek Bridge Rehab, Travis County; TxDOT Austin District; Engineer James was one of the engineers tasked to perform a bridge condition survey and load rating for the existing 1938 Historic Parker Through Bridge and determine if the existing bridge could remain open and be converted to pedestrian use only. The condition survey thoroughly detailed the bridge's super and substructure conditions. The main findings were concrete spalls to the substructure bearing seats with loss of the girder's bearing area with exposed reinforcement. To repair the concrete spall, James prepared details following TxDOT concrete repair manual guidance to remove additional concrete behind the existing reinforcement to ensure adequate bond. Small anchor dowels were specified in areas of minimal spall to connect new concrete and prevent it from breaking off. A concrete mix with a low coefficient of thermal expansion was specified to ensure the new concrete did not separate from the original strata. James thoroughly load-rated the entire truss system following AASHTO's LRFD Guide Specifications for the design of pedestrian bridges. The load rating analysis analyzed the following: the steel truss compression and tension members, tension splice plates, and floor beams.			

03/2016 – 03/2017	IH 35 Northbound Frontage Road over Plum Creek, Hays County; TxDOT Austin District; Engineer This project consisted of replacing a prone flooded reclaimed concrete pavement (RCP) road with a three-span, prestressed, slab-beam phased bridge replacement over the creek. James maintained continuous traffic to remain open during bridge construction. The bridge utilized the thinnest superstructure to increase the hydraulic opening to ensure no future flooding. It was also designed to accommodate pedestrians, with traffic railing separating them from vehicular traffic.
03/2015 – 04/2015	IH 35 at Amity Rd underpass; Waco, TX; Structural Lead James quickly inspected impacted Prestressed beams and determined to close the shoulder keeping the traffic lanes open and then designed and detailed a repair. The repair consisted of adding dowel pins into the existing beam to establish an adequate bond with the patched concrete while loading the beams to ensure concrete is in compression stresses once the load was removed. Carbon Fiber Reinforced Polymer (CRFP) was added over patched concrete for increased flexure and shear strength so that repair restores and enhances their load carrying capacity after being damaged by impact.
11/2023 – 05/2024	IH 10, Guadalupe County; TxDOT San Antonio District; Structures Task Lead James was the structures task lead and designed 11 bridges consisting of mainland three-phase bridge construction, spliced prestressed post-tensioned girders, bridge widening, and bridge lengthening. Exhibit A were developed and approved for new bridges over railroads. In addition, James coordinated with the retaining wall task lead to match bridge and retaining wall critical elevations. Many of the bridge designs incorporated aesthetics into the substructure columns.
12/2013 – 03/2014	US 290 over Rocky Creek (Phased Bridge Construction Replacement) Blanco County; TxDOT Austin District; Engineer James served as an engineer for this project aimed at replacing a functionally obsolete bridge with a current 3R, two-span, Tx34 Girders-phased bridge over a creek. He was responsible for designing, detailing, and quantifying the phased bridge. To ensure uninterrupted traffic flow, James made arrangements to keep the road open during the bridge's construction.
06/2013 – 10/2014	FM 973 at Colorado River; Travis County, Texas; Project Engineer This project consisted of designing two independent NBML and SBML five-span Tx54 bridge replacements over the Colorado River in Austin, TX. The river is designated as FEMA Zone AE and therefore the existing 100-year flood elevation is not allowed to increase and impact upstream/downstream elevations. James designed both bridges to match to ensure efficient rapid construction by promoting repetition and successfully met the FEMA Zone AE requirements. For the bridge's drilled shaft foundation, the design incorporated the Hydraulic Engineer's scour analysis in the event of scour or sediment transportation, and exposing the drilled shaft and thus James increased its length for additional skin friction foundation load capacity. To construct the drilled shaft foundation in existing river conditions, steel casing was used and allowed to remain in place to prevent soil collapse and water infiltration. The drilled shafts were designed to a certain depth into hard shale stratum to ensure no settlement. James also designed reinforced concrete shear keys to restrain the bridge from sliding during a greater than 100-year flood event.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Efrem Fiseha, PE	Years of relevant experience with this employer	4
	Title	Senior Project Manager	Years of relevant experience with other employer(s)	12
	Degree(s)/Years/Specialization MS/2016/Environmental BS/2009/Civil Engineering			
Active registration number/state/ expiration date		31295/Oklahoma/01.31.2028		
Year registered		2019	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Efrem will serve as Roadway Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Efrem brings 16 years of experience specializing in highway and roadway design, with a strong focus on project management and QA/QC. He has led multidisciplinary teams in developing comprehensive project plans and documentation, ensuring technical accuracy, constructability, and quality at every phase of design. His technical expertise spans roadway geometrics, corridor modeling, grading, drainage, utility coordination, and traffic control design. Efrem has successfully managed the development and delivery of complex transportation projects from conceptual planning through PS&E for federal, state, county, and private clients.			
08/2022 – Ongoing	Statewide Bridge Rehabilitation; Oklahoma Department of Transportation; Project Engineer Consor has a proven record of delivering high-quality, detailed bridge assessment reports and rehabilitation PS&E packages for bridges throughout Oklahoma. We have performed bridge assessments for 50 structures across 19 task orders as part of six contracts for the Statewide Bridge Rehabilitation contract, as well as numerous comprehensive bridge assessment reports. One design task order includes I-44 EB and WB bridges over Ft. Sill Road and UPRR in Comanche County. The scope of work includes joint, beam, and bearing repair; three bean guardrail installation; roller bearing reset; pneumatically-placed mortar repair with Carbon Fiber-Reinforced Polymer wrap; epoxy injection of cracks; pier encasement; CIM-1000 treatment for piers at expansion joints; CLSM to fill voids at abutments; Class C concrete to cap filled voids at abutments; buckled slopewall replacement; and pneumatically-placed mortar repairs to the traffic rail. Special security considerations are taken for work on an active military base. Our most recent task order involves PS&E documents for US-62 EB over Bitter Creek in Jackson County, which includes deck repair and overlay; joint, beam, and bearing repair; pneumatically-placed mortar and crack injection repair to piers and abutments; applying corrosion inhibitor and fiber wrap to pier caps; adding approach slabs with CLSM underneath and side drains; and replacing concrete parapets, guardrails, and end diaphragms. Other task orders have included bridge assessment reports for I-44 over Pennsylvania Avenue in Oklahoma City; I-44 EB and WB over SW 15th Street in Oklahoma City; and SH-9 over Bishop Creek in Cleveland County.			

06/2023 – Ongoing	SH 6 Widen, Resurface and Bridge; Beckham County, OK; Project Engineer Conсор was tasked with widening SH-6 with new shoulders and driving surface. Included as a part of the project was phased construction of a three span bridge and extension of two bridge boxes out to 4R. The project will also resurface the US-283 intersection with SH-6.
05/2020 – 04/2022	SH 100 Widen and Resurface; Oklahoma Department of Transportation, Adair County; Project Engineer This project provided design services for the SH 100 roadway widening and resurfacing beginning NE of the Cherokee County line and extending east five miles in Adair County. Efrem was the project engineer responsible for corridor modeling, grading, drainage, estimate, and plan production.
10/2019 – 07/2021	SH 11 Bridge Rehabilitation and Roadway Design Services; Oklahoma Department of Transportation; Project Engineer This project involved providing engineering design services for a bridge rehabilitation and vertical realignment of the adjacent roadway on SH 11 over the abandoned railroad, 0.63 miles east of US 177. Efrem was the project engineer responsible for corridor modeling and plan production.
02/2023 – Ongoing	US 64 Bridge and Approaches over Garrison Creek; Sequoyah County, OK; Project Engineer Conсор was selected to replace five span structures on the westbound alignment. The design also included overlays to transition to the new bridge deck elevation, guardrail widening and updates, traffic control, and multiple crossovers in lieu of phased construction of the bridges.
05/2019 – 07/2020	Twin Bridges over SW 15th Street Rehabilitation Design Services; Oklahoma Department of Transportation; Project Engineer This project involved providing final PS&E, including roadway and traffic control plans for rehabilitation of twin bridges over 15th Street in Oklahoma County. Efrem was the project engineer responsible for plan review for the PS&E.
05/2022 – 09/2024	I-35 Northeast Extension (NEX) Central; TxDOT San Antonio District; Project Engineer The I-35 NEX Central project consists of construction of approximately 9.5 miles of elevated, non-tolled lanes from I-410 N to FM 3009. The elevated lanes will provide one high occupancy vehicle (HOV) lane and two general purpose lanes in each direction. The I-35 elevated lanes will provide direct connections to I-410 South, I-410 North, and Loop 1604 West. The project also includes incidental construction necessary to transition the elevated lanes and connectors with the existing highways including revisions to ramps and frontage roads and accommodations for drainage, utilities, signs, and other highway improvements. Conсор is leading the design for 3.5 miles of managed lanes along I-35. Conсор identified areas in the schematic where design criteria were not met and columns were in the border width or restricted sight distance from driveways/side streets. The roadway team worked closely with the structures and drainage teams to help eliminate six columns in the border width helping reduce ROW needs and avoiding major utility relocations. This also improved aesthetics and constructability and allowed TCP phasing to occur without impacting frontage road traffic while improving safety. Conсор used ORD and a clash detection tool to identify over 200 clashes early with utilities and design elements, helping fast track the design.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Ruben Rivera, PE	Years of relevant experience with this employer	12
	Title	Project Engineer	Years of relevant experience with other employer(s)	-
Degree(s)/Years/Specialization		BS/2013/Civil Engineering		
Active registration number/state/expiration date		136047/Texas/09.30.2026		
Year registered		2019	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Ruben will serve as Bridge Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Ruben has 12 years of engineering experience involving civil, structural, and transportation projects including the design of steel bridges, prestressed concrete bridges, culverts, and overhead signs. He has significant experience with bridge design, rehabilitation, and inspections, shop drawings, construction schedules, and bridge field assessments.			
07/2013 – 07/2014	US 90A over the Colorado River, Runnels County; TxDOT San Angelo District; Design Engineer This project included a bridge rehabilitation. Ruben prepared design calculations for bridge elements, including deck, beams, pier caps, columns, and drilled shafts.			
03/2015 – 10/2017	IH 40 Frontage Road (US-66) over Sand Creek; Washita County, Oklahoma; Design Engineer Ruben provided bridge rehabilitation, as well as prepared calculations plans, including structural analysis of non-standard culvert. He also prepared a cost estimate for the project.			
11/2016 – 08/2019	US 75 over Briar Creek Bridge Rehabilitation; Coal County, Oklahoma; Design Engineer Ruben was responsible for preparing design calculations and design plans for bridge elements including pier caps, and steel beams.			

06/2021 – 03/2023	I-35 NEX Design Build; TxDOT San Antonio District; Project Engineer The I-35 NEX Central project consists of construction of approximately 9.5 miles of elevated, non-tolled lanes from I-410 N to FM 3009. The elevated lanes will provide one high occupancy vehicle (HOV) lane and two general purpose lanes in each direction. The I-35 elevated lanes will provide direct connections to I-410 South, I-410 North, and Loop 1604 West. The project also includes incidental construction necessary to transition the elevated lanes and connectors with the existing highways including revisions to ramps and frontage roads and accommodations for drainage, utilities, signs, and other highway improvements. Conсор is leading the design for 3.5 miles of managed lanes along I-35. Conсор identified areas in the schematic where design criteria were not met and columns were in the border width or restricted sight distance from driveways/side streets. The roadway team worked closely with the structures and drainage teams to help eliminate six columns in the border width helping reduce ROW needs and avoiding major utility relocations. This also improved aesthetics and constructability and allowed TCP phasing to occur without impacting frontage road traffic while improving safety. Conсор used ORD and a clash detection tool to identify over 200 clashes early with utilities and design elements, helping fast track the design. Ruben was responsible for the bridge design and plan preparation of the 3550 segment of the elevated IH 35 highway. Additionally, rehabilitation/extension of an existing culvert located within the 3550 segment.
03/2019 – 02/2024	IH 10 Yoakum Colorado County Columbus, Texas; Bridge Task Lead Ruben led the design and plan production for 47 bridges including 1 bridge that was rehabilitated and raised to increase vertical clearance over major interstate highway. Ruben also leads the construction phase service for structural components.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Biswash Chapagain, PE	Years of relevant experience with this employer	4
	Title	Project Engineer	Years of relevant experience with other employer(s)	2
Degree(s)/Years/Specialization		MS/2019/Civil Engineering BS/2015/Civil Engineering		
Active registration number/state/expiration date		147583/Texas/12.31.2026		
Year registered		2023	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Biswash will serve as Bridge Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Biswash has six years of experience in civil and structural engineering. His responsibilities include performing structural analysis and design of reinforced concrete buildings, research on the evaluation of structural behavior using ultra-high-resolution digital image correlation, and the design and analysis of bridge elements including the deck, girders, bent caps, columns, and foundations.			
05/2022 - 09/2024	I-35 Northeast Extension (NEX) Central; TxDOT San Antonio District; Project Engineer The I-35 NEX Central project consists of construction of approximately 9.5 miles of elevated, non-tolled lanes from I-410 N to FM 3009. The elevated lanes will provide one high occupancy vehicle (HOV) lane and two general purpose lanes in each direction. The I-35 elevated lanes will provide direct connections to I-410 South, I-410 North, and Loop 1604 West. The project also includes incidental construction necessary to transition the elevated lanes and connectors with the existing highways including revisions to ramps and frontage roads and accommodations for drainage, utilities, signs, and other highway improvements. Consor is leading the design for 3.5 miles of managed lanes along I-35. Consor identified areas in the schematic where design criteria were not met and columns were in the border width or restricted sight distance from driveways/side streets. The roadway team worked closely with the structures and drainage teams to help eliminate six columns in the border width helping reduce ROW needs and avoiding major utility relocations. This also improved aesthetics and constructability and allowed TCP phasing to occur without impacting frontage road traffic while improving safety. Consor used ORD and a clash detection tool to identify over 200 clashes early with utilities and design elements, helping fast track the design.			

07/2022 - Ongoing	Structural Inspections; DFW International Airport Board; Project Engineer As a subconsultant, Consor provides structural inspection services for the Dallas/Fort Worth International Airport Board (Board). The 5-year contract includes inspections of landscape bridges and all associated appurtenances, elevated roads at the terminals, airside taxiway bridges and airside emergency road bridge, SkyLink guideway and structure supports, parking garages, building structures and hangers, bridge class culverts, and retaining walls. The scope of services encompasses field reviews and evaluations of existing conditions; researching the Board's record documents; developing system and material alternatives and recommendations based on life cycle cost analysis, budget limitations, maintenance requirements, and aesthetics; coordinating with the Board's project manager to develop and recommend special work sequences or schedules if required (time restrictions, access, phasing, etc.); and managing and conducting inspections using unmanned aerial systems (UAS). Final inspection reports consists of structural inspection notes, field data and calculations, visual evaluations, and any other analysis. Additional non-standard report items include bridge load ratings, structural capacity determinations, life cycle cost analysis, code compliance, life safety tasks, repair recommendations and cost estimates, safety reports, and in-person presentations of findings.
03/2020 - Ongoing	Design-Build of Various Interstate Highways, Various Counties; TxDOT Multiple Districts; Civil Associate Biswash serves as a civil associate for the design-build projects of various interstate highways that include the design and development of highway bridges. The projects include IH 2, IH 35E, and IH 37. He assists on several design works that involve superstructure, substructure and foundation analysis and design, and providing construction support if required.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Alyssa Hostetler, El	Years of relevant experience with this employer	4
	Title	Engineer-in-Training	Years of relevant experience with other employer(s)	-
Degree(s)/Years/Specialization		BS/2022/Civil Engineering		
Active registration number/state/expiration date		16568/Oklahoma/N/A		
Year registered		2022	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities		Alyssa will serve as Bridge Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Alyssa has four years of experience in bridge engineering, including superstructure design, plan sheet production, quantity calculations, and geometry calculations.			
01/2023 – 05/2023	US-75 over Canadian River, Okfuskee County; Oklahoma DOT; Design Engineer Conсор provided substructure and superstructure rehabilitation plans for this bridge. Rehabilitation scope included epoxy injection, pneumatically placed mortar repairs, elastomeric coating treatments, bearing pad replacements, FRP wraps, expansion joint reconstruction, and deck waterproofing. Alyssa served as the design engineer responsible for plan sheet production and quantity calculations.			
07/2023 – 03/2024	I-40 over Elk Creek, Beckham County; Oklahoma DOT; Design Task Lead Conсор provided repair recommendations and rehabilitation plans for this structure. Scope included deck replacement with shear studs in the negative moment regions, approach slab replacement, new F-shape parapets, steel girder repairs, new splice plates, epoxy injection, pneumatically placed concrete, waterproofing, and elastomeric coating. Alyssa served as task lead responsible for superstructure design, plan sheet production, quantity calculations, and geometry calculations.			
08/2023 – 05/2024	Cimarron Turnpike over East Camp Creek; Oklahoma Turnpike Authority; Design Task Lead Conсор provided design plans for the full superstructure replacement of this OTA bridge, including removal and replacement of the deck, Type IV P.C. beams, diaphragms, bearings, and approach slabs, with substructure repairs at both abutments. The new structure was widened to 86 feet overall with F-shaped parapets and a cable barrier at the median. Alyssa served as task lead responsible for superstructure element design, plan sheet production, quantity calculations, and geometry calculations.			

04/2024 – 09/2024	SH-24 over Finn Creek, McClain County; Oklahoma DOT; Design Task Lead Conсор provided initial assessment and repair recommendations for this three-span continuous steel I-girder bridge. Design improvements included deck and approach slab replacement, new shear studs in the negative moment region, steel girder repairs, new diaphragm replacements, bearing replacements, epoxy injection, pneumatically placed concrete, waterproofing, and elastomeric coating. Alyssa served as task lead responsible for superstructure design, plan sheet production, and geometry and calculations.
01/2025 – 07/2025	I-44 over NS3310 Rd; Oklahoma Turnpike Authority; Design Engineer Conсор provided widening plans for this structure to accommodate widening of both the eastbound and westbound sides of the bridge, including approach slab widening and slope drain replacement. Alyssa served as a design engineer responsible for plan sheet production and quantity calculations.
02/2025 – 07/2025	SH-20 over Hominy Creek, Osage County; Oklahoma DOT; Production Task Lead Conсор provided rehabilitation details for this seven-span structure. Repair scope included epoxy resin crack sealing in approach slabs, beam end repairs with pneumatically placed mortar and CFRP, bearing cleaning and painting, epoxy injection and pneumatically placed mortar on the substructure, and elastomeric coating. Alyssa served as task lead responsible for plan set production and quantity calculations.
03/2025 – 12/2025	JKT Bridge Widening over SH-66 and NW 36th Street; Oklahoma Turnpike Authority; Design Engineer As a subconsultant to CP&Y, Conсор provided widening plans for the John Kilpatrick Turnpike bridges over SH-66 and NW 36th Street as part of OTA's Access Oklahoma Program, adding a lane of traffic by widening to the inside. Alyssa served as the design engineer responsible for superstructure design, plan set production, and widening geometry and connection to the existing structure.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Kerry Winkler	Years of relevant experience with this employer	2
	Title	Associate VP/Technical Practice Manager, Environmental	Years of relevant experience with other employer(s)	27
Degree(s)/Years/Specialization		BS/1995/Wildlife and Fisheries - Ecology		
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Kerry will serve as Environmental Lead for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Kerry has experience leading environmental planning, compliance, and permitting for public and private sector clients. She has led technical teams in conducting environmental services, documentation, public involvement, permitting, agency coordination, and federal, state, and local compliance and mitigation for many NEPA documents, including CE's, environmental assessments (EAs), and environmental impact statements (EISs). Kerry has worked on projects from feasibility through project development, final design, and construction. Agencies she has managed NEPA projects include State DOTs, Federal Highway Administration (FHWA), Historical Underutilized Districts (HUD), Federal Energy Regulatory Commission (FERC), United States Fish and Wildlife Service (USFWS), United States Department of Energy (DOE), United States Army Corps of Engineers (USACE), and Bureau of Indian Affairs (BIA). Additionally, Kerry has managed the preparation of 11 EISs; prepared Clean Water Act permits for midstream pipelines, transportation, land development, and other municipal-type projects; and has been involved with feasibility and permitting for energy projects that include hydrogen, green ammonia, and carbon dioxide sequestration. Certifications: • Environmental Review and Compliance for Natural Gas Facilities, Federal Energy Regulatory Commission, 2015 • Nationwide Permits, U.S. Army Corps of Engineers, 2000 • Integrated Noise Model, Version 5.2 Training, 1999 • Hazardous Materials Awareness and Operations for First Responders, TxDPS, Division of Emergency Management, 1999 • Wetland Delineation Certification, U.S. Army Corps of Engineers Wetland Delineation Manual, 1997			

03/2022 – 12/2023	NEPA and Environmental Technical Reports for Three Bridges: Bedford-Eules Bridge Replacement, Riverside Drive Bridge Rehab, SH 199 Bridge Rehab, Various Counties; Environmental Lead Kerry provided NEPA and Environmental Technical Reports for three bridge projects. She coordinated with TxDOT Fort Worth, the City of Fort Worth, and USACE.
01/2021 –07/2016	US 181 Harbor Bridge Improvements, Nueces County; Environmental Lead Kerry led the environmental team for the replacement of the Harbor Bridge, which included a new bridge crossing over the ship channel and a new multi-level interchange at IH 37/US 181/SH 286 west of downtown Corpus Christi, TX. She directed preparation of the NEPA documentation, including a comprehensive Environmental Impact Statement (EIS) and Section 4(f) evaluation, while also managing the project file for the Administrative Record, which was presented to the Office of the Attorney General and the FHWA. Kerry maintained an accelerated project schedule and coordinated closely with the project team, TxDOT, and FHWA through weekly coordination meetings. She worked with team, agencies, and stakeholders to develop DEIS (one year earlier than planned) and FEIS, and reviewed/approved actions and deliverables before TxDOT submittal. Kerry addressed numerous complex issues including: • Section 4(f) Evaluation – Kerry worked with the project team to prepare a detailed evaluation for replacing historic Harbor Bridge. • Stakeholder Controversy – Kerry participate in stakeholder meetings, technical and community advisory committee meetings, neighborhood workshops, and other outreach events. • Environmental Justice Issues and Community Impact – Kerry conducted extensive public involvement and oversaw preparation of complex CIA and EJ mitigation commitments. • Cooperating Agencies – Kerry coordinated with the Environmental Protection Agency (EPA), HUD, and the US Coast Guard (USCG).
08/2021 – 12/2024	US 380 Schematic & Environmental, FM 1827-CR 560, Collin County; Environmental Lead Kerry managed the multi-discipline environmental technical teams to prepare and approve multiple technical reports and prepare the Draft EA. This project involved the new location, widening, and reconstruction of an existing 11.8-mile, five-lane urban highway to an urban freeway with frontage roads increasing capacity, mobility, and safety improvements along a rapidly developing corridor. The project extended through multiple cities, has multiple stream crossings and several bridges, and constrained areas including one section between United States Army Corps of Engineers (USACE) Wildlife Management Area and existing neighborhood. Another constrained area was between a public recreation area and USACE Vegetative Management Area. This project also involved monthly coordination with USACE for potential impacts on USACE property and traversing Lavon Lake. There was an issue with the constrained ROW being adjacent to public recreational areas. The solution was coordinating with USACE to conduct fieldwork on USACE public recreational areas to determine potential impacts for USACE EA/FONSI and Section 4(f) Eval for TxDOT EA/FONSI. Kerry used geospatial data collection with kmz file, photos, and notes from large study area to discuss potential constraints during development of Draft EA. Another issue was ENV impacts to Wildlife Management Area which required two separate TxDOT/USACE EA/FONSIs. The solution involved coordinating the schedule to develop concurrent delivery and reviews and delivery of one combined EA for both FONSIs.

16. Staff Experience:

	Firm employed by:		Conсор North America, Inc.	
	Name	Daniel Salazar, ENV SP, CPESC, CESSWI	Years of relevant experience with this employer	1
	Title	Senior Environmental Planner	Years of relevant experience with other employer(s)	19
Degree(s)/Years/Specialization		MS/2008/Biology BS/2001/Biology		
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Daniel will serve as Environmental Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Daniel brings extensive experience preparing and managing complex NEPA documentation and environmental permitting for transportation and public sector clients. He specializes in environmental compliance monitoring, risk evaluation, and mitigation for major infrastructure projects, with a focus on water quality, stormwater management, and erosion control. Daniel leads feasibility analyses and alternatives assessments to support environmentally responsible siting and design decisions. He has coordinated closely with agencies including TxDOT, TCEQ, and USACE to secure permits and maintain compliance for bridge and highway projects across multiple Texas districts. His responsibilities include permit preparation, regulatory coordination, agency response management, and environmental inspection scheduling. Daniel also integrates environmental considerations into construction planning, aligning with design teams, contractors, and local stakeholders to implement best management practices, proactively address risks, and ensure efficient, compliant project delivery. Certifications: • Envision Sustainability Professional (ENV SP) by the Institute for Sustainable Infrastructure • Certified Professional in Erosion and Sediment Control (CPESC) • Certified Erosion, Sediment, and Stormwater Inspector (CESSWI)			

03/2024 – 01/2025	Categorical Exclusion (CE) for six Bridge Replacement/Rehabilitation; Limestone & Hamilton Counties; NEPA Project Manager and Specialist Daniel led the development of CEs for six off-system bridge replacement and rehabilitation projects, including crossings at CR 723/Old Thornton Road over Big Creek, CR 368 over a tributary to Christmas Creek, CR 244 over Tehuacana Creek, CR 104 over Williams Creek, and CR 203 over the Leon River. He directed the preparation of NEPA documentation, including detailed evaluations of potential impacts to Waters of the United States (WOTUS), wetlands, and floodplains. He coordinated closely with the design team to refine bridge layouts, span configurations, and riprap limits to minimize environmental impacts and avoid triggering USACE Section 404 permitting where practicable. He managed coordination with USACE, TCEQ, and local stakeholders, ensuring timely concurrence, accurate documentation, and fulfillment of environmental commitments. He successfully advanced all six projects to environmental clearance on schedule.
04/2023 – 05/2024	CE for New Hope Road at Village Creek Bridge Replacement/Rehabilitation; Pinto County; NEPA Project Manager and Specialist Daniel served as the NEPA Project Manager and Specialist for the development of the CE and five supporting technical reports for the replacement and expansion of a structurally deficient bridge over Village Creek, ensuring compliance with NEPA and TxDOT Environmental Compliance Toolkit requirements. He directed comprehensive environmental analyses, including evaluations of potential impacts to WOTUS, jurisdictional wetlands, floodplains, riparian habitat, and other sensitive resources. In coordination with the design team, he applied avoidance and minimization strategies through iterative refinements to optimize span configuration, pier placement, construction access, and riprap limits, reducing in-channel disturbance and maintaining hydraulic function. He evaluated temporary and permanent impact areas to support impact quantification and regulatory determinations. He served as the primary liaison with USACE, TCEQ, and local stakeholders to confirm jurisdictional boundaries, validate regulatory pathways, and address agency comments efficiently. He proactively minimized impacts to avoid the need for USACE Section 404 permitting, streamlining environmental clearance and reducing project risk. He ensured accurate documentation, timely agency concurrence, and adherence to environmental commitments, advancing the project to environmental clearance on schedule.
03/2023 – 08/2024	CE for McVoid Road at tributary of Walnut Creek Bridge Replacement, Parker County; NEPA Project Manager and Specialist Daniel served as the NEPA Project Manager and Specialist for the development of the CE for an off-system bridge replacement over Culp Branch. He directed the preparation of NEPA documentation and developed a permitting strategy that advanced the project under Nationwide Permit (NWP) 14 (non-reporting), eliminating the need for a Pre-Construction Notification (PCN) and expediting environmental clearance. He led detailed evaluations of anticipated impacts to WOTUS, including effects associated with drill shaft installation and riprap placement below the ordinary high-water mark. Daniel coordinated closely with the design team to refine construction limits and minimize in-channel disturbance. Through targeted avoidance and minimization measures, he reduced impacts and avoided additional USACE permitting requirements. He managed coordination with regulatory agencies to confirm jurisdictional determinations and ensure compliance with federal and state requirements. Daniel documented mitigation commitments and maintained consistent communication with design and construction teams, supporting efficient and timely project delivery.

16. Staff Experience:

		Firm employed by: SurvTech Solutions, Inc.	
	Name	Michael French, PLS	Years of relevant experience with this employer
	Title	Professional Land Surveyor	Years of relevant experience with other employer(s)
Degree(s)/Years/Specialization		BA/2008/Organizational Management	
Active registration number/state/expiration date		5364/Louisiana/03.31.2027	
Year registered		2024	Discipline Professional Land Surveyor
Contract role(s)/brief description of responsibilities		Michael will serve as Survey Support for Structure Preservation Project Development.	
Experience dates (mm/yy–mm/yy)	Michael is a professional land surveyor with 36 years of experience.		
04/2025 – 09/2025	Crystal River Kings Bay Control Network for Aerial LiDar; Professional Land Surveyor Control network for aerial LiDAR, including ground control points and ground and bathy verification points in Crystal River, Florida.		
03/2024 – 09/2024	Determination of Westbank Boundary Line Between Orleans and Jefferson Parishes in Louisiana; Professional Land Surveyor Boundary research and field surveys to determine the legal boundary line between Jefferson and Orleans Parishes in Algiers, LA.		
09/2017 – 09/2018	West Shore Lake Pontchartrain Flood Protection System; Professional Land Surveyor Surveys for an 18.5 mile protection system, including levees, pump stations, floodwalls, etc. Surveys included topographic, hydrographic, and UAS.		
03/2019 – 07/2019	Comite River Diversion Project Control Network; Professional Land Surveyor Set network of 37 interconnected primary control monuments using a unique datum developed with NGS to remain the standard datum for the life of the construction project.		
03/2024 – 09/2024	Old River Control Low Sill Structure Real Time Monitoring Project; Professional Land Surveyor Developed a Real Time Monitoring System to monitor movement using networked total stations, GNSS, inclinometers, and piezometers. All data was available in real time using only DoD secure networks.		

16. Staff Experience:

	Firm employed by:		SurvTech Solutions, Inc.	
	Name	David O'Brien	Years of relevant experience with this employer	21
	Title	Professional Land Surveyor	Years of relevant experience with other employer(s)	10
Degree(s)/Years/Specialization		BS/1993/Surveying Engineering		
Active registration number/state/expiration date		5044/Louisiana/09.30.2026		
Year registered		2010	Discipline	Professional Land Surveyor
Contract role(s)/brief description of responsibilities		David will serve as Survey Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)		David is a professional land surveyor with 31 years of experience.		
09/2021 – 03/2022		Anniston Force Main Pipeline; Professional Land Surveyor Cadastral mapping and SUE, acquiring easements for a 1.7-mile pipeline route, researching historical boundary information, including the public land survey system township plats and notes, official records including deeds, plats, and easements, right-of-way maps, and tax maps		
02/2012 – 04/2012		NAVFAC Naval Air Station Joint Reserve Base; Professional Land Surveyor Tasked with performing cadastral surveying and mapping for the NAVFAC SE installation JRB. This project included boundary surveys, planimetric feature location, tree location, and specific monumentation requirements. The subject property and all adjoiners were researched for easements, encumbrances, and chain of title. This installation was unique that dealt with eminent domain, easements, and riparian rights.		
01/2022 – 04/2022		Baton Rouge ALTA/NSPS Survey; Professional Land Surveyor SurvTech was contracted to perform an ALTA/NSPS land title boundary survey, a topographic survey, and a tree survey on a one-acre property. All surveying and mapping was conducted in compliance with the Louisiana Standards of Practice for Surveying and Mapping.		

16. Staff Experience:

	Firm employed by:		SurvTech Solutions, Inc.	
	Name	Ray Hicks	Years of relevant experience with this employer	9
	Title	SUE Manager	Years of relevant experience with other employer(s)	7
	Degree(s)/Years/Specialization			
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Ray will serve as SUE Support for Structure Preservation Project Development.		
Experience dates (mm/yy–mm/yy)	Ray has 16 years of subsurface utility designation, location, and mapping experience. His responsibilities include the planning, management, coordination, and communication of pertinent underground utility information to variety of construction and engineering industries.			
02/2025 – 12/2025	City of St. Petersburg Connecticut Ave Route Survey; SUE Manager SurvTech Solutions performed a route survey with ROW determination for the City of St. Petersburg to assist in its design efforts for a proposed storm water system and pump station along Connecticut Ave NE. Additional services included SUE Quality Levels A-B with subsurface utility collection.			
09/2023 – 04/2025	James A. Haley Hospital Campus Mapping and Digital Twin Creation; SUE Manager SurvTech performed a boundary and topographic survey, including subsurface utility location, Level “A-D”. SurvTech also performed UAV LiDAR, RGB NADIR imagery, and terrestrial and mobile SLAM (interior) LiDAR for the James A. Haley Hospital campus-wide mapping and digital twin project.			
08/2025 – 10/2025	USACE Jacksonville Venice Inlet South Bulkhead; SUE Manager SurvTech performed a boundary and topographic survey, including subsurface utility location, Levels “A-D” and geophysical location of Seawall tiebacks with vacuum excavation of utilities and tiebacks for USACE. SurvTech personnel conducted extensive research to locate legal descriptions, plats, and survey information to determine the basis for the boundary survey of the public park. Size-approx. 2.5 acres			

12/2022 – 04/2023	Lealman Drainage Improvements Survey; SUE Manager SurvTech was contracted to perform a route (topographic) survey with right-of-way determination and SUE levels A-D for stormwater design. Tasks included establishing horizontal and vertical control, set a survey baseline, and utilized RTK GPS and conventional surveying to locate topographic and planimetric features and boundary monumentation for the right-of-way determination
04/2022 – 08/2022	Forest Heights Subdivision Levee; SUE Manager Performed a topographic survey, including subsurface utility engineering Level B. The survey used RTK, static GPS, aerial LiDAR, and RGB imagery. SUE was performed with GPR and EM.

17. Firm Experience:

Firm name	Consor North America, Inc.		Discipline(s)*	Bridge
Project name	On-Demand Bridge Assessments		Firm responsibility (prime or sub?)	Prime
Project number	CI-2381, CI-2015, CI-2488	Owner's name	Oklahoma Department of Transportation	
Project location	Oklahoma, Statewide		Owner's Project Manager	Jason Giebler
Owner's address, phone, email		200 NE 21st Street, Oklahoma City, OK 73105/405.522.7609/ jgiebler@odot.org		
Services commenced by this firm (mm/yy)	07/2018	Total consultant contract cost (\$1,000's)		\$400 current cycle
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$400 current cycle



Consor has successfully completed **17 bridge assessments under 13 TOs as part of CI-2015, 25 bridge assessments under 18 TOs as part of CI-2381, and 2 bridge assessments under one TO as part of CI-2488.** ODOT personnel and other consultants have both commented that our assessment reports provide a level of detail that allows the selected rehabilitation design team to develop a comprehensive and accurate preparation of plans, specifications, and estimates (PS&E) package based on the report alone. Consor's site-specific, hands-on approach to every assessment supports proper scoping of each rehabilitation project, taking into account the Department's budget and schedule. Our prime directive during bridge assessments is to be meticulous in gathering field data and diligent in recommendation consideration so that we can replace assumptions in the design phase with reliable data.

Staff Involved

Michael Dukes, Dylan Lewis, Ryan Craig, Kyler Wattenbarger, Randy Bazhaw, Elizabeth McLaughlin

17. Firm Experience:

Firm name	Conсор North America, Inc.		Discipline(s)*	Bridge
Project name	Statewide Bridge Rehabilitation		Firm responsibility (prime or sub?)	Prime
Project number	Multiple	Owner's name	Oklahoma Department of Transportation	
Project location	Oklahoma, Statewide		Owner's Project Manager	Jason Giebler
Owner's address, phone, email		200 NE 21st Street, Oklahoma City, OK 73105/405.522.7609/ jgiebler@odot.org		
Services commenced by this firm (mm/yy)	03/2014	Total consultant contract cost (\$1,000's)		\$262 (current cycle)
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$262 (current cycle)

Conсор has a proven record of delivering high-quality, detailed bridge assessment reports and rehabilitation PS&E packages for bridges throughout Oklahoma. We have performed bridge assessments for 50 structures across 19 task orders as part of six contracts for the Statewide Bridge Rehabilitation contract, as well as numerous comprehensive bridge assessment reports. Conсор understands the unique challenges associated with the proper scoping and execution of a bridge rehabilitation project. The bridge rehabilitation projects we have completed are included below, but not limited to:

CI-2477C, Statewide Bridge Rehabilitation Contract

- **SH-20 over Hominy Creek, Osage County:** Conсор provided rehabilitation details for the seven-span structure. Repairs included sealing cracks in the approach slabs with epoxy resin, remove dirt and debris from joints, repair spalled and delaminations of beam ends with pneumatically placed mortar and carbon fiber-reinforced polymer, clean and paint bearings, epoxy inject cracks and place pneumatically placed mortar on the substructure, as well as applying elastomeric coating to the substructure.

CI-2360B, Statewide Bridge Rehabilitation Contract

- **US-75 over Canadian River, Okfuskee County:** Project efforts for this bridge included substructure, superstructure, and deck rehabilitations. Rehabilitation of the concrete substructure included epoxy injecting cracks, repairing spalls with pneumatically placed mortar, coating the substructure elements with water repellent and elastomeric treatments, as well as repairing the abutment steel piles with a unique two design options to repair the corroded sections of piling with either splices or weld plates. Superstructure rehabilitation required bearing pad replacements, girder beam end repairs with pneumatically placed mortar and carbon fiber wraps (FRP) and waterproofing to the deck overhang and exterior girder. Deck rehabilitations included reconstruction and replacement of the expansion joints, application of a flood coat to the deck, removal of the metal bumper angles, reconstruction of the approach joints to a six-inch depth, reconstruction of the wingwall parapets to allow for new Thrie-beam rail connections and applying a special concrete finish to the parapets. Roadway improvements included a new driving surface and updated guardrail to meet current standards.

**Staff Involved**

Michael Johnson, Efrem Fiseha, Alyssa Hostetler, Dylan Lewis, Ryan Craig, Randy Bazhaw, Elizabeth McLaughlin

17. Firm Experience:

Firm name	Conzor North America, Inc.		Discipline(s)*	Bridge
Project name	Bridge Maintenance and Improvement Program		Firm responsibility (prime or sub?)	Prime
Project number	-	Owner's name	TxDOT Tyler District	
Project location	Multiple counties, TX		Owner's Project Manager	Mitch Bodiford
Owner's address, phone, email		2709 W Front Street, Tyler, TX 75702/john.bodiford@txdot.gov/903.510.9100		
Services commenced by this firm (mm/yy)	03/2024	Total consultant contract cost (\$1,000's)		\$500
Services completed by this firm (mm/yy)	02/2025	Cost of consultant services provided by this firm (\$1,000's)		\$218

Conzor provided the design of structural repairs for 22 bridges in the TxDOT Tyler District, covering nearly two miles of bridges and approaches within the project limits. The scope of work included the rehabilitation of 14 bridges along the IH 20 corridor and eight additional bridges located throughout the District. These bridges served a variety of facilities, ranging from county roads to interstate highways, and included creek crossings, railroad crossings, and grade separations. Consor's team prepared rehab design for concrete and steel superstructure members and repair of various concrete substructure members such as abutments, bent caps, and columns. Additional repairs included impact damages, overlay replacement, joint repair and replacement, bearing repair and replacement, embankment repair, and bridge railing and metal beam guard fence (MBGF) repairs at the approaches. All repair details and specifications were developed per the 2024 TxDOT construction specifications and standards.

Before developing the repair details, Consor's team thoroughly reviewed as-built plans, the latest inspection reports, and maintenance records provided by the District. Consor's team inspected all 22 bridges to evaluate their current condition. The traffic control plan (TCP) was carefully developed to minimize traffic interruptions and safety hazards during construction. For bridge deck overlay repairs, Consor's team utilized various overlay types to ensure compatibility with existing surfaces while considering traffic volume and minimizing lane closure impacts for each structure. Consor's team coordinated closely with the District to align repair schedules and avoid overlap with other ongoing projects, further minimizing traffic disruptions.

Conzor's team worked with the District to obtain environmental permits for managing potentially hazardous materials and contamination during construction. This included specifically addressing concerns related to lead paint and asbestos in older bridges. Additionally, Consor's team ensured compliance with the guidelines set forth by the Migratory Bird Treaty Act.

Staff Involved

Peter Kau

17. Firm Experience:

Firm name	Conсор North America, Inc.		Discipline(s)*	Bridge
Project name	Baird Farm Road Bridge Repair		Firm responsibility (prime or sub?)	Prime
Project number	-	Owner's name	City of Arlington, TX	
Project location	Arlington, TX		Owner's Project Manager	Ella Reinert
Owner's address, phone, email		101 W Abram Street, Arlington, TX 76010/ella.reinert@arlingtontx.gov/817.459.6354		
Services commenced by this firm (mm/yy)	04/2024	Total consultant contract cost (\$1,000's)		\$2.5
Services completed by this firm (mm/yy)	07/2024	Cost of consultant services provided by this firm (\$1,000's)		\$240

At the T-intersection on the Baird Farm Road bridge over IH 30, an 18-wheeler failed to stop at a traffic light and struck the traffic rail, street lights, and pedestrian walkway canopy, causing extensive damage. The City of Arlington issued an emergency request for Conсор to assess the bridge superstructure's damage and integrity. Conсор's project manager, Peter, and inspection and structural repair design task lead, Hana, responded promptly to assess the damaged elements. They also conducted a structural condition assessment, confirming that the damage was limited to the surface elements and did not affect the steel beams or substructure. A signed and sealed structural condition assessment report was quickly submitted to the City.

This bridge is a vital pedestrian link between the north, remote parking lots and two major stadiums: Globe Life Field (Major League Baseball) and AT&T Stadium (National Football League). With the MLB All-Star Game less than three months away, the City of Arlington requested the repair to be completed before the event. Peter and Hana quickly developed a project delivery plan to meet the deadline. Structural repair design included concrete traffic rail repair, concrete spall repair, electrical conduits replacement, street lights replacement, pedestrian canopy replacement, and restoring aesthetic enchantment details. To expedite design and construction, Peter suggested that the City select a repair contractor based on the conceptual repair design, which was thoroughly reviewed by the QA/QC. Our team provided construction services through project completion, successfully finishing the repairs one week before the All-Star Game. Working collaboratively with the contractor, we completed the project without any RFIs or change orders.

Staff Involved

Peter Kau

17. Firm Experience:

Firm name	Conсор North America, Inc.		Discipline(s)*	Bridge
Project name	Statewide Underwater Bridge Inspection		Firm responsibility (prime or sub?)	Prime
Project number	H.009730.5	Owner's name	Louisiana Department of Transportation & Development	
Project location	Statewide, Louisiana		Owner's Project Manager	Stephanie Doolittle
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, Louisiana/stephanie.doolittle@la.gov/225.379.1329		
Services commenced by this firm (mm/yy)	09/2013	Total consultant contract cost (\$1,000's)		\$4,243 (current cycle)
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$1,367 (current cycle to date)



Under four consecutive contracts since 2013, Conсор has performed 1,707 underwater bridge inspections statewide. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway, the Huey P. Long Bridge over the Mississippi River, and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and SNBI ratings are reported in LADOTD's bridge management database. CADD inspection drawings, stream bed cross sections comparing previous to current soundings, repair recommendations, and photo documentation are included as part of each inspection submittal.

Staff Involved

Heath Pope, Michael Dukes



17. Firm Experience:

Firm name	SurvTech Solutions, Inc.		Discipline(s)*	Survey
Project name	Anniston Force Main Pipeline		Firm responsibility (prime or sub?)	Prime
Project number	-	Owner's name	USACE - Mobile	
Project location	Anniston, Alabama		Owner's Project Manager	Vernon Bell, PSM
Owner's address, phone, email		109 St Joseph St, Mobile, Alabama/vernon.w.bell@usace.army.mil/251.423.0390		
Services commenced by this firm (mm/yy)	09/2021	Total consultant contract cost (\$1,000's)		\$111
Services completed by this firm (mm/yy)	03/2022	Cost of consultant services provided by this firm (\$1,000's)		\$111

This project included performing cadastral mapping for the acquisition of easements along the 1.7-mile pipeline route across private property in Anniston, Alabama. The buried force main was constructed decades ago and no easement could be found for the pipeline. It crossed 18 private parcels and the limited access right-of-way of I-20. SurvTech created contact letters for all private property owners that were reviewed by the Mobile District Real Estate office prior to sending. The project included project research of historical boundary information, including the public land survey system (PLSS) township plats and notes, official records including deeds, plats and easements, right-of-way maps, and tax maps. Field crews utilized a combination of RTK GPS and conventional instrumentation to locate evidence of the force main, including SUE level B. SurvTech's SUE crews designated the pipeline utilizing a combination of ground penetrating radar (GPR) and electromagnetic induction (EM). Monuments were set at easement corners commensurate with State of Alabama standards. Horizontal control was established from existing local USACE and/or current NGS-published NSRS control points. Where existing control was not available/acceptable, survey crews established two monuments for future reference. Horizontal control was referenced to state plane Alabama East coordinate system (NAD83) U.S. Survey Feet.

All surveying and mapping efforts were in strict compliance with pertinent sections of USACE Engineer Manuals (EM) including EM-1110-1-1000 Photogrammetric and LiDAR Mapping, EM-1110-1-1002 Survey Markers and Monumentations, EM-1110-1-1003 Navstar Global Positioning System Surveying, EM-1110-1-1005 Control and Topographic Surveying, and EM-1110-1-2909 Geospatial Data and Systems. Additionally, the project was completed in compliance with A/E/C (Tri-Star) CADD Standards and Minimum Technical Standard (MTS) requirements as defined by the Alabama Board of Engineers and Land Surveyors.



Staff Involved

Ray Hicks, David O'Brien

17. Firm Experience:

Firm name	SurvTech Solutions, Inc.		Discipline(s)*	Survey
Project name	Highway 307 Aerial LiDar		Firm responsibility (prime or sub?)	Subconsultant
Project number	-	Owner's name	HydroTerra Technologies	
Project location	Raceland, Louisiana		Owner's Project Manager	Mike Nitska
Owner's address, phone, email		212 Jacobs Run, Scott, Louisiana 70583/mike.nitska@hydroterratec.com		
Services commenced by this firm (mm/yy)	02/2021	Total consultant contract cost (\$1,000's)		\$22
Services completed by this firm (mm/yy)	03/2021	Cost of consultant services provided by this firm (\$1,000's)		\$22

SurvTech Solutions was contracted by HydroTerra Technologies to perform aerial LiDAR acquisition, calibration, classification, and data production on a 1.3 square mile corridor along Highway 307 in Raceland, Louisiana.

The project required LiDAR data to be acquired at an aggregate average of 8 points per square meter (ppsm). SurvTech provided a control point and check point layout for survey points to be used to aid in calibration of the LiDAR data. Close coordination with partner HydroTerra Technologies, who performed the control point surveying, ensured that the control and check points were appropriately surveyed to aid in calibration of the LiDAR data.

The LiDAR data was acquired with SurvTech's Teledyne/Optech Galaxy T2000 LiDAR sensor flown in a fixed-wing aircraft. LiDAR data was acquired during clear weather conditions ensuring high quality LiDAR data. All topographic data was produced per the "ASPRS Positional Accuracy Standards for Digital Geospatial Data" requirements.

Data deliverables included post-processed, calibrated LiDAR strips in LAS1.4 format verified against the surveyed control and check points, a bare-earth classified point cloud in the tiling scheme provided by the client, a bare-earth DEM in 32bit floating point format ESRI Ascii Grid (.asc), a TIN model, and a LiDAR control report. All data deliverables were provided in horizontal datum North American Datum (NAD) 1983, 2011 adjustment, State Plane Zone Louisiana South. The vertical datum was NAVD 88 (North American Vertical Datum 1988). All units were in U.S. survey feet.



Staff Involved

Ray Hicks, David O'Brien

17. Firm Experience:

Firm name	SurvTech Solutions, Inc.		Discipline(s)*	Survey
Project name	Forest Heights Subdivision Survey		Firm responsibility (prime or sub?)	Prime
Project number	W9127818D0088	Owner's name	USACE - Mobile	
Project location	Gulfport, Mississippi		Owner's Project Manager	Vernon Bell, PSM
Owner's address, phone, email		109 St Joseph St, Mobile, Alabama/vernon.w.bell@usace.army.mil/251.423.0390		
Services commenced by this firm (mm/yy)	04/2022	Total consultant contract cost (\$1,000's)		\$346
Services completed by this firm (mm/yy)	08/2022	Cost of consultant services provided by this firm (\$1,000's)		\$346

This project involved a subdivision that was surrounded by a levee but was experiencing drainage issues. SurvTech was contracted to survey the site, including all the improvements, impervious surfaces, above and below-ground utilities, and the surrounding vegetated areas, including the level, and adjoining parcels SurvTech utilized a combination of conventional surveying (traversing and location with a total station, and differential leveling), RTK and static GPS, aerial LiDAR, and RGB imagery, and subsurface utility location.

- **Conventional Survey:** The conventional survey required levee cross-sections at 50-foot intervals, location of drainage and sewage infrastructure within the subdivision, and setting or resetting of monuments at boundary corners commensurate with minimum State of Mississippi standards.
- **Aerial LiDAR:** LiDAR data was collected with our Cessna Caravan equipped with Teledyne/Optech T2000 LiDAR sensor. The data was used to support deliverables throughout the project area with no data gaps.
- **Aerial Imagery:** Aerial RGB imagery data was collected simultaneously with the LiDAR flight with our Phase One medium format mapping camera.
- **SUE:** Subsurface utility location was performed utilizing GPR and EM. All SUE surveys met CI/ASCE 38-02 standards.

The deliverables included a boundary, topographic, and planimetric survey of the project site, including a full drainage survey (pipe sizes, inverts, and pipe types), and a level B subsurface utility map. All delivered data was SDSFIE-compliant.



Staff Involved

Ray Hicks, David O'Brien

18. Approach and Methodology:

APPROACH OVERVIEW

The three task categories — asset management planning, preservation project development, and post-design construction support—are sequential phases of a single decision process. Each phase depends on the quality of the previous one. An asset management plan informed by field investigation produces right-sized preservation recommendations. Preservation designs informed by a thorough understanding of the as-inspected condition produce construction documents that perform in the field. Construction support informed by the original assessment enables effective responses to field conditions without losing the engineering rationale. Our team is structured to deliver this integrated workflow under a project manager with structural assessment, bridge design, and load rating staff working from a shared technical record from task order initiation through construction.

Task 1: Structure Asset Management Plan Development

Planning, Coordination, and Records Review

Each task order includes structures with existing records, including NBIS inspection reports, load ratings, as-built or repair plans, and historical inspector comments. We will coordinate with LADOTD Bridge Maintenance Division Project Manager and District staff to confirm scope, access requirements, and structure-specific concerns, incorporating maintenance staff insights not always captured in formal records. We will use InspectX, with which we are familiar through our ongoing Statewide Underwater Bridge Inspection contract, and supplement with LADOTD historical archives. The records review produces a structure-specific access plan, an MOT requirements summary developed with our subconsultant, RoadSafe, and a field checklist flagging critical elements. This familiarity and insight gleaned from records review informs thorough and efficient planning, which leads to efficient execution, providing cost savings and confidence at each step. Where specialized assessment is needed, like non-destructive testing (NDT), ground penetrating radar or impact echo on decks, subsurface utility investigation, or topographic survey, subconsultants are sequenced so results from one discipline inform the next.

Field Investigation and Condition Assessment

Our field methodology for asset management work is deliberately distinct from routine NBIS inspection. Routine inspections provide a generic overall structure condition; an asset management field investigation answers specific preservation questions, quantifies deterioration with the precision needed for engineering

analysis, and evaluates the constructability of candidate repair approaches in the field. We are equipped to perform hands-on inspection of every element on a Louisiana bridge through Society of Professional Rope Access Technician (SPRAT)-certified Levels I through III, Association of Diving Contractors International (ADCI)-certified commercial divers based in our Kenner office, underbridge inspection vehicles and bucket trucks for elements over traffic or water, UAS/drones for visual documentation where full hands-on access is not warranted, and boat access for waterway crossings. Access method selection is driven by what each element requires for a defensible engineering evaluation, not necessarily by what is most convenient to mobilize. Field documentation for asset management goes beyond the photograph-and-comment standard of routine inspection: dimensioned sketches with as-built measurements, mapped photographic documentation tied to plan and elevation views, and quantitative measurements of section loss, crack, delamination and spall extents — captured with the precision needed to support load rating analysis, and to provide accurate quantities and cost estimates to inform engineering decision-making.

Engineering Evaluation, Recommendations, and Prioritization

Comprehensive field data is reviewed, assimilated, and utilized to inform recommendations. Historical documentation such as scour history, previous rehabilitation activities, and construction era are taken into consideration. The decision among preservation, rehabilitation, and replacement is the central question on every assessment. Preservation extends service life on a structure in essentially its current condition through proactive activities performed before significant deterioration occurs. Rehabilitation restores capacity and service life on a structure that has already lost both. Replacement is the right answer when the cost of rehabilitation approaches that of replacement and the remaining service life of the rehabilitated structure does not justify the investment. We also consider opportunity cost, potential cost of additional maintenance and lifecycle cost, and the inconvenience to the traveling public when preparing recommended actions. Our recommendations identify the right tier of action based on field condition, remaining service life of existing elements, cost-effectiveness of available repair approaches, and any functional or programmatic constraints LADOTD identifies.

Load rating is integral to the evaluation, not a downstream task. Field-measured section loss and recommended repairs both affect the rating, and posting decisions depend on it. Our assessment includes load rating at three stages:

a baseline check against the existing rating given measured condition, an evaluation of rating impacts from preservation or rehabilitation alternatives, and a projected post-action rating documenting capacity recovery. We perform load rating analysis in AASHTOWare BrR, supplemented with tools for elements outside its scope, including timber pile substructure analysis, dead- and live-load distribution factor calculations, and section-loss conversions. Consor's team is adept at acquiring necessary as-built measurements when plans are incomplete and applies the Manual for Bridge Evaluation and industry standard material strength assumptions. With in-house, fully integrated load rating capabilities, we evaluate rating implications in real time during the engineering evaluation rather than as a sequential downstream task.

For multi-structure task orders, prioritization is part of the deliverable. Our framework considers structural criticality (consequence of continued deterioration, including proximity to posting or rating reduction), route criticality (functional importance to the network, including detour length and freight or emergency-route considerations), cost-effectiveness (marginal life extension per dollar — the same dollar spent earlier on the deterioration curve buys more service life than the same dollar spent later), and available funding. We also consider efficiency force multipliers, such as grouping structures by geographic location and/or repair type. We take advantage of mobilization to include additional repairs that may have been cost prohibitive otherwise. We present prioritization in a tiered structure with the underlying scoring transparent, so District and Division staff can adjust weighting if their programmatic priorities differ from our default. Planning-level cost estimates are built bottom-up from typical unit costs for the specific work items involved, with documented assumptions so LADOTD can update them as scope evolves.

Task 2: Structure Preservation Project Development

After receiving a Notice to Proceed for a task order, we will organize our team and notify all subconsultants so they can begin planning their scopes of work. Early coordination is key to maintaining project momentum and minimizing delays. We prioritize initiating survey and subsurface investigations as early as possible, allowing the team to incorporate accurate field data into the design process from the outset, resulting in more efficient development of the plans and reducing the likelihood of rework. Utilities coordination and environmental permitting efforts also start early in the project lifecycle. Proactive engagement helps identify potential conflicts, constraints, and regulatory requirements, allowing the team to make informed design decisions and implement adjustments as the project progresses.

If a contractor is engaged under the Construction and Maintenance IDIQ, we will coordinate directly with them to review project details, refine the scope of work, and incorporate their input. This collaboration allows us to leverage the contractor's experience, including preferred construction methods, sequencing, and equipment.

Engaging the contractor during this phase often results in improved cost efficiency, reduced potential for change orders, and greater overall clarity in project execution. Incorporating contractor feedback early helps align design intent with practical construction considerations, ultimately contributing to a smoother and more predictable project delivery.

The transition from an asset management planning to preservation design package is where assessment-driven contracts often falter. When the assessment and design is handled by separate teams, the engineering rationale behind recommendations can be lost. Our structural assessment and bridge design teams operate as an integrated unit with a shared quality and review framework. The engineer who wrote the assessment recommendation participates in the design kickoff, and the designer participates in the final assessment review. The assessment field record — sketches, mapped photographs, NDT results, load rating analysis — directly informs the design, and the resulting preservation plan has already been screened for constructability, traffic management, and cost.

Our structural engineering team will collaborate with the roadway and traffic disciplines to assess project impacts and develop effective traffic control strategies. This evaluation will consider the feasibility of phased construction versus full structural closure, with safety as the priority, alongside cost and operational efficiency.

Both options will be analyzed with careful consideration of community and stakeholder impacts, ensuring that disruptions are minimized while maintaining safe and constructible solutions.

Key factors influencing detour route selection will include:

- Approved load ratings to accommodate anticipated traffic
- Avoidance of residential areas to reduce community disruption
- Compliance with vertical clearance requirements
- Identification of the most direct and efficient routes

These considerations will guide decision-making to deliver a solution that prioritizes safety, construction efficiency, and stakeholder needs.

At this stage, project cost estimates are developed into a more detailed and reliable level of cost certainty. Our approach emphasizes the use of database-

driven unit prices, with a focus on comparable project types, geographic location, and bid data within the past six to 18 months. This methodology confirms that estimates reflect current market conditions and provide a realistic basis for project budgeting and decision-making.

Preservation design changes the structure, which may impact the load rating. We confirm ratability and document capacity impacts at the preliminary and final design stages by comparing as-designed and existing ratings, identifying any rating reductions, and quantifying capacity recovery from rehabilitation work that address section loss or strengthen deficient elements.

Throughout the duration of the project, and as the plans continue to develop, we will maintain ongoing engagement with all stakeholders and conduct proactive public outreach. Consistent communication confirms that stakeholder input is incorporated, potential concerns are addressed early, and the project remains aligned with community expectations and project goals.

Finally, our quality management approach is a proven and reliable process that will be followed throughout the duration of the project. Our quality team, Peter Kau and Heath Pope, will oversee implementation and compliance. Our QA Manager, Heath, will conduct regular audits to verify that the project is being properly tracked and that the project manager, project engineers, and QC reviewers adhere to established procedures using the appropriate manuals, standards, checklists, and review guidelines. Coordination efforts and audit findings are communicated with the project manager to confirm that all work meets DOTD's quality expectations prior to submission.

Quality is embedded in our culture at every level of the organization. We employ a range of verification methods, including independent quality control reviews, peer reviews, discipline-specific checklists, and compliance verification tools. Additionally, our plan markup process requires reviewers to account for every item on every sheet, exceeding typical industry standards.

Discipline leads are responsible for verifying that plans, calculations, and supporting documents meet the high level of quality expected by LADOTD. Our standard QC process, applied to all deliverables, including plans, reports, and calculations, is outlined below:

1. The originator performs a thorough self-check using QC checklists, CADD compliance tools, and other resources.
2. A front checker reviews the originator's work and provides comments.
3. The originator addresses all comments and revises the documents accordingly.
4. The originator submits updated documents for independent peer review.
5. The originator collaborates with reviewers to resolve comments and implement necessary corrections.
6. A back checker conducts both discipline-specific and interdisciplinary reviews to ensure consistency across the full PS&E package.
7. The originator confirms that all comments have been addressed and prepares final deliverables.
8. All QC documentation and final deliverables are submitted to the Project Manager and Quality Manager for final review prior to submission to DOTD.

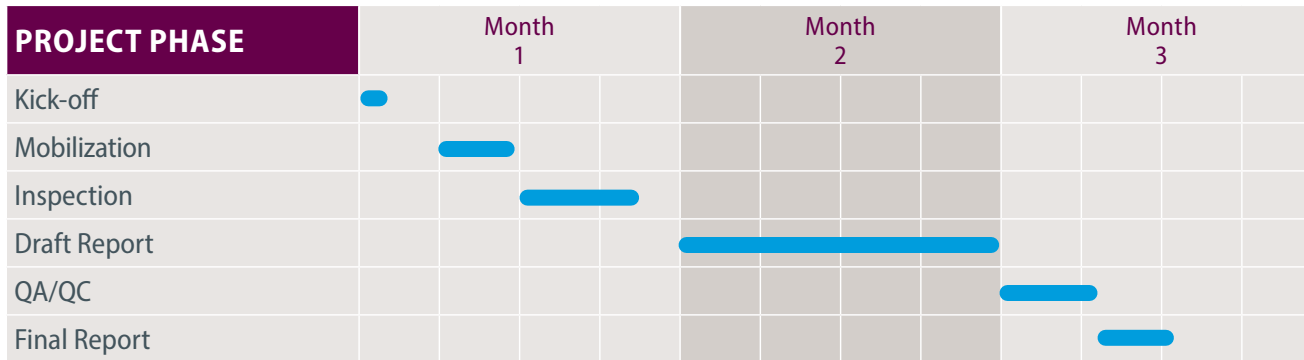
Our formal QA/QC Plan will be submitted to LADOTD within 10 business days of award notification, providing for multi-tier review of every deliverable and final sign-off by a Louisiana-registered PE independent of the project team.

Task 3: Post-Design Construction Support Services

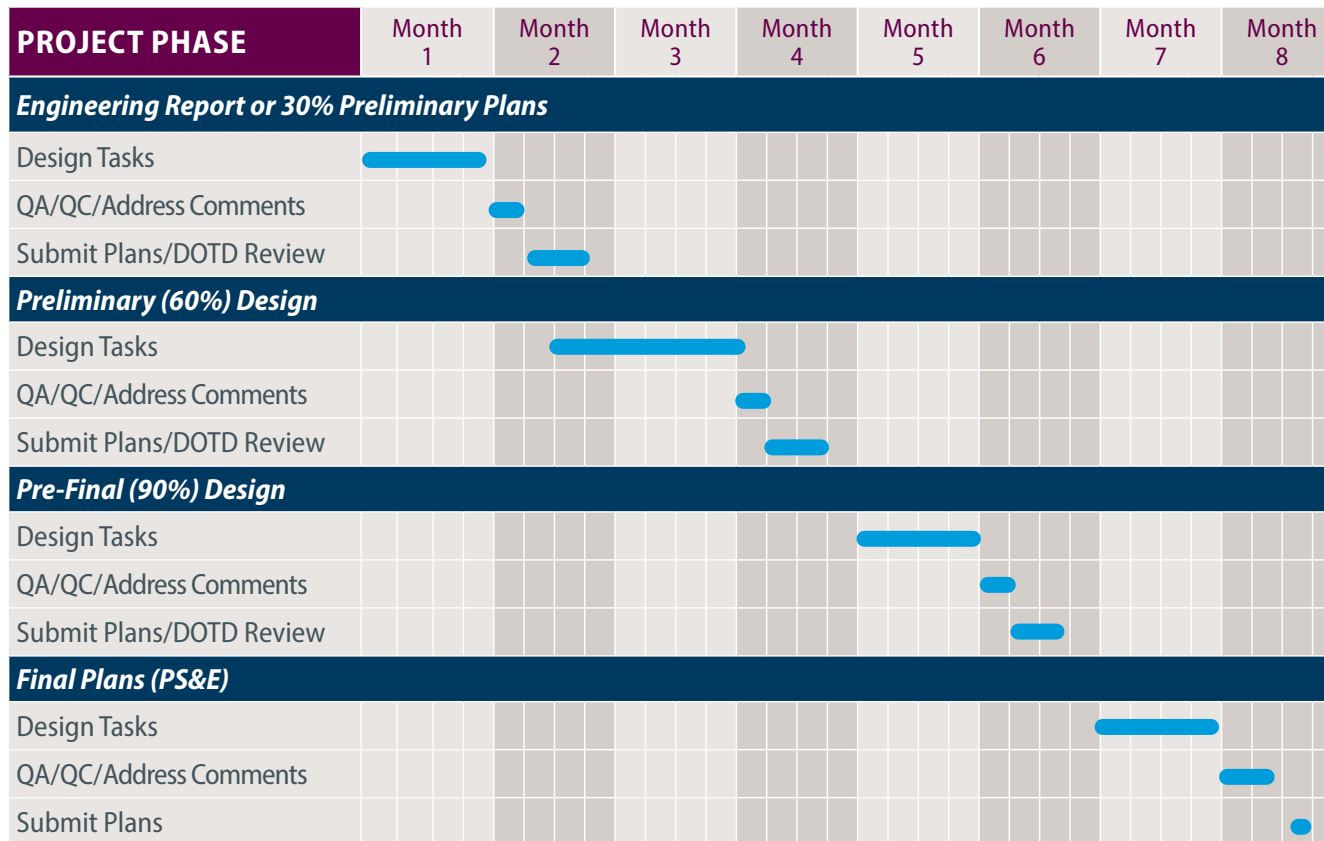
Availability and timely communication are central to our post-design construction support services. We recognize that prompt responses to RFIs and contractor inquiries are essential. We will maintain open lines of communication, including email, video conferencing, and phone calls. Upon receipt, we promptly acknowledge any request, determine the appropriate course of action, internally review the solution for accuracy and consistency, and clearly communicate the resolution to all relevant parties. We also understand that unforeseen conditions, material shortages, or field constraints may require deviations from the original design. We are well-equipped to adapt and refine design solutions while maintaining project objectives and addressing the issue.

Construction routinely reveals conditions that were not visible during assessment or design, for example additional section loss exposed after a member is cleaned for repair, substructure conditions revealed during partial demolition, or field dimensions that differ from the as-built record. Because our assessment, design, and load rating staff have worked together on the structure from Task 1 and Task 2, an RFI involving a field-discovered condition is evaluated against the original assessment record rather than against a blank-slate review. Our team can determine whether the discovered condition was anticipated and accounted for in the design or requires a design modification, load rating, or preservation recommendation that may affect downstream programming. This continuity is the practical value of an integrated assessment-design-rating team on a maintenance and preservation contract.

ASSESSMENT SCHEDULE



DESIGN SCHEDULE



 Plan Duration

19. Workload:

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Conсор North America, Inc.	Bridge	Co. #4400019122 SP #: H.009730.5	Statewide Underwater Bridge Inspections	\$2,875,919
SurvTech Solutions, Inc.	Survey	N/A	N/A	N/A
RoadSafe Traffic Systems, Inc.	Other (Traffic Control)	SP #: H.016057	LA 3227: Interset Realign @ LA 157 PH 2 in Bossier Parish	\$2,689

20. Certifications/Licenses

Michael Dukes, PE (LA PE.0040986) | Project Manager

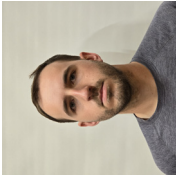
Heath Pope, PE (LA PE.0040986) | Quality Assurance Manager



Dylan Lewis, PE | Structure Asset Management Plan Development Support



Ryan Craig, PE | Structure Asset Management Plan Development Support



**SOCIETY OF PROFESSIONAL
ROPE ACCESS TECHNICIANS**

Rope Access Certification

SPRAT

Acknowledges that
RYAN CRAIG
has successfully completed the evaluation and written test
in accordance with SPRAT's Rope Access Certification Requirements
and is a certified
Level 2 Technician

SPRAT #2100273
AWARDED: 11 July, 2024
Expires: 11 July, 2027

[Signature]
DAVIDE SARTORI, EVALUATIONS COMMITTEE CHAIR

[Signature]
RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.



National Highway Institute
Certificate of Training
Ryan Craig
has participated in
FHWA-NHI-130055 Safety Inspection of In-Service Bridges
hosted by
New Jersey Department of Transportation

Date: August 05-16, 2019
Location: Trenton, NJ

[Signature]
Instructor

[Signature]
Instructor

[Signature]
Local Coordinator

[Signature]
Michael Davies, Director
National Highway Institute



National Highway Institute
Certificate of Training
Ryan Craig
has Successfully Completed
FHWA-NHI-130053 Bridge Inspection Refresher Training
hosted by
Pennoni Associates

Date: April 30-May 02, 2024
Location: Virginia Beach, VA

[Signature]
Instructor

[Signature]
Local Coordinator

[Signature]
Stacey J. Caston, Director
National Highway Institute



National Highway Institute
Certificate of Training
Ryan Craig
has participated in
FHWA-NHI-130078
Fracture Critical Inspection Techniques for Steel Bridges
hosted by
Oklahoma Department of Transportation

Date: October 15-18, 2019
Location: Oklahoma City, OK

[Signature]
Instructor

[Signature]
Local Coordinator

[Signature]
Michael Davies, P.E.
Director, National Highway Institute

Elizabeth McLaughlin, PE | Structure Asset Management Plan Development Support



Kyler Wattenbarger, EIT | Structure Asset Management Plan Development Support



Randy Bazhaw, PE | Structure Asset Management Plan Development Support



Conсор North America, Inc. | SOS Screenshot

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Print Detailed Record

Name

CONSOR NORTH AMERICA, INC.

Type

Business Corporation (Non-Louisiana)

City

SALEM

Status

Active

Previous Names

Business:

CONSOR NORTH AMERICA, INC.

Charter Number:

44849710F

Registration Date:

3/18/2022

Domicile Address

780 COMMERCIAL STREET SE, STE 100
SALEM, OR 97301

Mailing Address

101 GLENN LENOX DRIVE, SUITE 200
CHAPEL HILL, NC 27517

Principal Business Office

6505 WATERFORD DISTRICT DRIVE, SUITE 470
MIAMI, FL 33126

Registered Office in Louisiana

3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Status

Status:

Active

Annual Report Status:

In Good Standing

Qualified:

3/18/2022

Last Report Filed:

2/26/2026

Type:

Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent:

C T CORPORATION SYSTEM

Address 1:

3867 PLAZA TOWER DR.

City, State, Zip:

BATON ROUGE, LA 70816

Appointment Date:

12/8/2022

https://coraweb.sos.la.gov/CommercialSearch/CommercialSearchDetails.aspx?CharterID=1654030_C4076A0895

1/2

Officer(s)

Additional Officers: No

Officer:

SANDEEP N PATIL

Title:

Director

Address 1:

6505 WATERFORD DISTRICT DRIVE, SUITE 470

City, State, Zip:

MIAMI, FL 33126

Officer:

ZINA SCHWARTZ

Title:

Director

Address 1:

6505 WATERFORD DISTRICT DRIVE, SUITE 470

City, State, Zip:

MIAMI, FL 33126

Officer:

MINDY SHIMANEK

Title:

Executive Vice-President, Secretary, Director

Address 1:

6505 WATERFORD DISTRICT DRIVE, SUITE 470

City, State, Zip:

MIAMI, FL 33126

Officer:

PATRICK CASSITY

Title:

President, Officer

Address 1:

6505 WATERFORD DISTRICT DRIVE, SUITE 470

City, State, Zip:

MIAMI, FL 33126

Officer:

HEATHER YAZDAN

Title:

Officer

Address 1:

6505 WATERFORD DISTRICT DRIVE, SUITE 470

City, State, Zip:

MIAMI, FL 33126

Mergers (1)

Filed Date	Effective Date:	Type	Charter#	Charter Name	Role
3/13/2026	3/13/2026	MERGE	44849710F	CONSOR NORTH AMERICA, INC.	SURVIVOR
			35859244Q	CONSOR ENGINEERS, LLC	NON-SURVIVOR

Amendments on File (2)

Description	Date
Stmnt of Chg or Chg Prin Bus Off	12/8/2022
Merger	3/13/2026

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Firm Name: Conсор North America, Inc.

SurvTech Solutions, Inc. | SOS Screenshot

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Print Detailed Record

Name

SURVTECH SOLUTIONS, INC.

Type

Business Corporation (Non-Louisiana)

City

TAMPA

Status

Active

Previous Names

Business:

SURVTECH SOLUTIONS, INC.

Charter Number:

40224842F

Registration Date:

6/9/2010

Domicile Address

10220 EAST US HWY 92
TAMPA, FL 33610

Mailing Address

10220 EAST US HWY 92
TAMPA, FL 33610

Principal Business Office

10220 EAST US HWY 92
TAMPA, FL 33610

Registered Office in Louisiana

3867 PLAZA TOWER DR
BATON ROUGE, LA 708164378

Principal Business Establishment in Louisiana

3867 PLAZA TOWER DR., 1ST FLOOR
BATON ROUGE, LA 70816

Status

Status: Active

Annual Report Status:

In Good Standing

Qualified:

6/9/2010

Last Report Filed:

5/11/2026

Type:

Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent:

REGISTERED AGENT SOLUTIONS, INC.

Address 1:

3867 PLAZA TOWER DR

City, State, Zip:

BATON ROUGE, LA 708164378

Appointment

6/9/2010

Date:

6/9/2010

Officer(s)

Additional Officers: No

Officer:

DAVID O'BRIEN

Title:

President

Address 1:

11209 COVENTRY GROVE CIRCLE

City, State, Zip:

LITHIA, FL 33547

Officer:

STACY BROWN

Title:

Vice-President

Address 1:

2042 HEARTLAND CIRCLE

City, State, Zip:

VALRICO, FL 33594

Officer:

RYAN FOWLER

Title:

Vice-President

Address 1:

812 GARRETT COURT

City, State, Zip:

ORLANDO, FL 32807

Officer:

CARLOS PRIETO

Title:

Secretary, Vice-President

Address 1:

7250 LAKEWOOD ROAD

City, State, Zip:

MOBILE, AL 36695

Officer:

KENNETH COMEAUX

Title:

Vice-President

Address 1:

1621 WOLVERINE DR SE

City, State, Zip:

DECATUR, AL 35601

Officer:

BENJAMIN STINSON

Title:

Vice-President

Address 1:

1934 TUCKER COURT

City, State, Zip:

FORT PIERCE, FL 34950

Officer:

TIMOTHY MCCLINTIC

Title:

Vice-President

Address 1:

495 CABOOSE PLACE

City, State, Zip:

MULBERRY, FL 33860

Officer:

MATTHEW BROOKS

Title:

Vice-President

Address 1:

10220 US HIGHWAY 92 EAST

City, State, Zip:

TAMPA, FL 33610

Officer:

DAN CONGEL

Title:

Treasurer

Address 1:

10220 US-92

Officer:

JEFF SHEFFER

Title:

Officer

Address 1:

10220 US-92

City, State, Zip:

TAMPA, FL 33610

Amendments on File (1)

Description

Date

Stmnt of Chg or Chg Prin Bus Off

12/29/2025

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RoadSafe Traffic Systems, Inc. | SOS Screenshot

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Print Detailed Record

Name

Type

City

Status

ROADSAFE TRAFFIC SYSTEMS, INC. Business Corporation (Non-Louisiana) WILMINGTON Active

Previous Names

Business: ROADSAFE TRAFFIC SYSTEMS, INC.

Charter Number: 36783160F

Registration Date: 7/1/2008

Domicile Address

251 LITTLE FALLS DRIVE

WILMINGTON, DE 19808

Mailing Address

8750 W. BRYN MAWR AVE

SUITE 400

CHICAGO, IL 60631

Principal Business Office

8750 W. BRYN MAWR AVE

SUITE 400

CHICAGO, IL 60631

Registered Office in Louisiana

450 LAUREL STREET, 8TH FLOOR

BATON ROUGE, LA 70801

Principal Business Establishment in Louisiana

450 LAUREL STREET

8TH FLOOR

BATON ROUGE, LA 70801

Status

Status: Active

Annual Report Status: In Good Standing

Qualified: 7/1/2008

Last Report Filed: 6/12/2025

Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent: CORPORATION SERVICE COMPANY

Address 1: 450 LAUREL STREET, 8TH FLOOR

City, State, Zip: BATON ROUGE, LA 70801

Appointment Date: 1/4/2013

Officer(s)

Additional Officers: No

Officer: MARGARET BENNETT

Title: Secretary

Address 1: 8750 W. BRYN MAWR AVE

Address 2: SUITE 400

City, State, Zip: CHICAGO, IL 60631

Officer: KEVIN O'MEARA

Title: President, Director

Address 1: 8750 W. BRYN MAWR AVE

Address 2: SUITE 400

City, State, Zip: CHICAGO, IL 60631

Officer: RONALD EMMONS

Title: Treasurer

Address 1: 55 BODWELL ST.

City, State, Zip: AVON, MA 02322

Amendments on File (5)

Description	Date
Stmt of Chg or Chg Prin Bus Off	7/7/2008
Stmt of Chg or Chg Prin Bus Off	9/19/2008
Stmt of Chg or Chg Prin Bus Off	1/4/2013
Stmt of Chg or Chg Prin Bus Off	12/28/2015
Stmt of Chg or Chg Prin Bus Off	9/1/2023

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https://coraweb.sos.la.gov/CommercialSearch/CommercialSearchDetails.aspx?CharterID=815041_03884A6126

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21. QA/QC Plan:

This section has been left blank, per the RFP.

22. Sub-consultant information:

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
SurvTech Solutions, Inc.	10220 US Highway 92 East Tampa, FL 33610	David O'Brien dobrien@survtechsolutions.co	813.621.4929
RoadSafe Traffic Systems, Inc.	7041 West Bert Kouns Industrial Loop Shreveport, LA 71129	Ken Perrin kperrin@roadsafetraffic.com	318.688.9682

23. Location:

This section has been left blank, per the RFP.