

DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

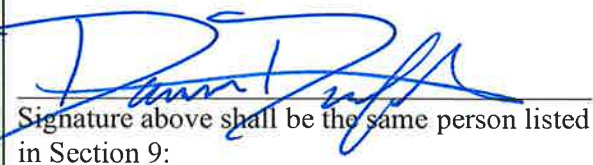
(Revised January 1, 2023)

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 | <i>LA 44: I-10 Roundabouts</i> |
| 2. Contract Number(s) as shown in the advertisement | <i>Contract No. 4400028432</i> |
| 3. State Project Number(s), if shown in the advertisement | <i>H.015569.5</i> |
| 4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law) | <i>Meyer Engineers, Ltd.</i> |
| 5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law) | <i>EF.0000562 DUNS #043959022</i> |
| 6. Prime consultant mailing address | <i>P.O. Box 763 Metairie, LA 70004</i> |
| 7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria) | <i>4937 Hearst Street, Suite 1B Metairie, LA 70001</i> |
| 8. Name, title, phone number, and email address of prime consultant's contract point of contact | <i>David H. Dupre, Vice President Phone: 504-885-9892 Email: ddupre@meyer-e-l.com</i> |
| 9. Name, title, phone number, and email address of the official with signing authority for this proposal | <i>Donovan P. Duffy, P.E., President Phone: 504-885-9892 Email: dduffy@meyer-e-l.com</i> |

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.



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

Date: *February 7, 2024*

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.

| | |
|----------------------------|--------------------|
| <u>Firm(s):</u> | <u>Firm(s)' %:</u> |
| <i>Urban Systems, Inc.</i> | <i>10%</i> |

12. Past Performance Evaluation Discipline Table:

| Past Performance Evaluation Discipline(s) | % of Overall Contract | Prime <i>Meyer Engineers, Ltd.</i> | Firm B <i>Urban Systems, Inc.</i> | Firm C <i>Modjeski and Masters, Inc.</i> | Each Discipline must total to 100% |
|--|-----------------------|---------------------------------------|--------------------------------------|---|------------------------------------|
| <i>Road</i> | <i>60%</i> | <i>100%</i> | | | <i>100%</i> |
| <i>Traffic</i> | <i>10%</i> | | <i>100%</i> | | <i>100%</i> |
| <i>Bridge</i> | <i>30%</i> | | | <i>100%</i> | <i>100%</i> |
| Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant. | | | | | |
| Percent of Contract | <i>100%</i> | <i>60%</i> | <i>10%</i> | <i>30%</i> | <i>100%</i> |

13. Firm Size:

| Firm name | DOTD Job Classification | Number of personnel committed to this contract | Total number of personnel available in this DOTD Job Classification (if needed) |
|--|------------------------------|--|---|
| <i>Meyer Engineers, Ltd.</i> | | | |
| <i>Meyer Engineers, Ltd.</i> | <i>Accountant</i> | <i>1</i> | <i>3</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Administrative</i> | <i>1</i> | <i>1</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Clerical</i> | <i>1</i> | <i>3</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Engineer</i> | <i>3</i> | <i>9</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Engineer Intern</i> | <i>0</i> | <i>2</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Inspector</i> | <i>0</i> | <i>4</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Inspector – Certified</i> | <i>0</i> | <i>4</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Inspector – Lead</i> | <i>0</i> | <i>1</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Planner</i> | <i>0</i> | <i>1</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Principal</i> | <i>1</i> | <i>1</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Supervisor – Engineer</i> | <i>1</i> | <i>2</i> |
| <i>Urban Systems, Inc.</i> | | | |
| <i>Urban Systems, Inc</i> | <i>Supervisor – Engineer</i> | <i>1</i> | <i>2</i> |
| <i>Urban Systems, Inc</i> | <i>Engineer</i> | <i>1</i> | <i>2</i> |
| <i>Urban Systems, Inc</i> | <i>Engineer Intern</i> | <i>1</i> | <i>3</i> |
| <i>Urban Systems, Inc</i> | <i>Senior Technician</i> | <i>1</i> | <i>1</i> |
| <i>Urban Systems, Inc</i> | <i>CADD Technician</i> | <i>1</i> | <i>1</i> |
| <i>Urban Systems, Inc</i> | <i>Inspector</i> | <i>0</i> | <i>1</i> |
| <i>Urban Systems, Inc</i> | <i>Engineering Aide</i> | <i>1</i> | <i>3</i> |
| <i>Modjeski and Masters, Inc.</i> | | | |
| <i>Modjeski and Masters, Inc.</i> | <i>Principal</i> | <i>2</i> | <i>7</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Supervisor – Eng</i> | <i>4</i> | <i>15</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Supervisor – Other</i> | <i>0</i> | <i>11</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Engineer</i> | <i>3</i> | <i>6</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Engineer – Other</i> | <i>0</i> | <i>21</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Engineer Intern</i> | <i>2</i> | <i>19</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Technician</i> | <i>1</i> | <i>2</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Senior Technician</i> | <i>0</i> | <i>3</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CADD Technician</i> | <i>1</i> | <i>9</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Professional</i> | <i>0</i> | <i>1</i> |

14. Organizational Chart:



Department of Transportation & Development



Principal-In-Charge
Donovan P. Duffy, P.E., Civil Engineer

Project Manager/Civil Engineer
Mark A. Schutt, P.E.


Quality Control
David H. Dupre, P.E.

Civil / Structural / Hydraulic Engineers

- Ann M. Theriot, P.E.
- Jitendra C. Shah, P.E.
- Eric Colwart, P.E.
- Tyler Gettys, P.E.
- Raymond Hartley, P.E.
- Robert Harvey, P.E.
- Matthew Rogers, P.E.


Bridge Design & Bridge Rating
Modjeski and Masters, Inc.

- Cullen J. Ledet, P.E.
- Yu Ouyang, P.E.
- Jared Weisman, P.E.
- Stacey P. Carr, P.E.
- Jason W. Miles, P.E.
- James W. H. Costigan, P.E.



Traffic Engineering (DBE)
Urban Systems, Inc.


- Alison Catarella Michel, P.E., PTOE, PTP, RSP_{2i}
- Nicole Stewart, P.E., PTOE
- Christine M. Darrah, P.E.
- Matthew H. Morgan, P.E.




15. Minimum Personnel Requirements:

| MPR No. Do not insert wording from ad | Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement) | Firm employed by | Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil) | State of license | License / certification expiration date |
|--|--|-----------------------------------|---|------------------|---|
| <i>1</i> | <i>Donovan P. Duffy, P.E.</i> | <i>Meyer Engineers, Ltd.</i> | <i>Professional Civil Engineer / 41844</i> | <i>LA</i> | <i>03/31/2024</i> |
| <i>2</i> | <i>David H. Dupre, P.E.</i> | <i>Meyer Engineers, Ltd.</i> | <i>Professional Civil Engineer / 23422 Professional Environmental Engineer / 23422 Traffic Control Supervisor Flagger</i> | <i>LA</i> | <i>03/31/2024 03/12/2025 08/04/2025</i> |
| <i>3</i> | <i>Mark A. Schutt, P.E.</i> | <i>Meyer Engineers, Ltd.</i> | <i>Professional Civil Engineer / 30528 Traffic Control Supervisor Flagger</i> | <i>LA</i> | <i>03/31/2025 10/20/2027 11/06/2027</i> |
| <i>4</i> | <i>Yu Ouyang, P.E.</i> | <i>Modjeski and Masters, Inc.</i> | <i>Professional Civil Engineer / 26117</i> | <i>LA</i> | <i>09/30/2025</i> |
| <i>5</i> | <i>Stacey P. Carr, P.E.</i> | <i>Modjeski and Masters, Inc.</i> | <i>Professional Civil Engineer / 26796</i> | <i>LA</i> | <i>09/30/2024</i> |
| <i>6</i> | <i>Alison Catarella Michel, P.E.</i> | <i>Urban Systems, Inc.</i> | <i>Professional Civil Engineer / 30261 PTOE #1023, PTP #626 RSP_{2i} #148</i> | <i>LA</i> | <i>11/06/2026</i> |

16. Staff Experience:

| | | | | | | |
|--|---|------------|--|---|---|--|
| Firm employed by: <i>Meyer Engineers, Ltd.</i> | | | | | | |
| Name | <i>Donovan P. Duffy, P.E.</i> | | Years of relevant experience with this employer | 7 |  | |
| Title | <i>President</i> | | Years of relevant experience with other employer(s) | 4 | | |
| Degree(s) / Years / Specialization | | | <i>B.S. Civil Engineering 2013, Louisiana State University</i> | | | |
| Active registration number / state / expiration date | | | <i>41844/LA/03-31-2024</i> | | | |
| Year registered | <i>2017</i> | Discipline | <i>Civil Engineering</i> | | | |
| Contract role(s) / brief description of responsibilities | | | <i>Principal-in-Charge / Meets MPR No. 1</i> | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | | | |
| Donovan P. Duffy has over eleven years of experience in Civil and Structural Engineering and Construction Management. He has extensive experience leading design and construction administration operations within a diverse range of industries and government entities. He specializes in structural engineering including analysis of existing structures and foundations, as well as design of concrete foundations, concrete structures, and steel framing for new buildings and structures. He is also involved in many fields of <i>civil engineering design including roads</i> , drainage, sanitary sewer: collection, lift stations, force mains and treatment systems, water treatment and distribution networks, environmental, and recreation. His experience in construction administration includes coordination with contractors and clients; organization, oversight, and record-keeping of pre-construction and construction progress meetings; shop drawing review; evaluation of change orders and pay requests; and various other construction coordination responsibilities. He has designed projects in accordance with DOTD’s “Roadway Design Manual”, “Hydraulics Manual”, “Bridge Manual”, AASHTO’s “Green Book”, the “Louisiana Standard Specifications for Roads and Bridges”, “American Concrete Institute Standards”, and the “AISC Manual of Steel Construction”. | | | | | | |
| <i>12/18-11/21</i> | <i>Chalmette Slip Reconstruction, St. Bernard Parish:</i> Project Engineer for the <i>reconstruction of the Chalmette Slip</i> . Meyer is a subconsultant to Volkert to perform design of entrance roads, drainage design, and independent cost estimates. The slip has six sections of cargo wharves at Section A through F, three continuous sections on each side of the slip. The project will rehabilitate the last two original wharf sections. Work shall include selective demolition and reconstruction of Wharf Sections A and F. Construction Cost: \$32M (EST) | | | | | |
| <i>07/22-07/24</i> | <i>State Project No. H.015101: Lowes Avenue @ LA 44 Roundabout, Ascension Parish:</i> Project Principal for the design of a <i>3-legged roundabout</i> at the intersection of LA 44 and Lowes Avenue in Gonzales, Louisiana. The <i>roundabout design complies with the design guidelines specified in LADOTD Road Design Manual</i> , AASHTO’s A Policy on Geometric Design of Highway and Streets, and <i>other LADOTD required directives for roundabout design</i> . Tasks Meyer is performing include conceptual design, preliminary and final plans, drainage design, sequence of construction, permanent striping and signing, cross sections, quality control / quality assurance, cost estimates and meetings. Construction Cost: \$3.2M (EST) | | | | | |
| <i>03/23-Present</i> | <i>Sharp Road (Florida Boulevard to Old Hammond Highway), East Baton Rouge Parish:</i> Project Principal for a Design Study for the <i>roadway improvements</i> from Sharp Road which will include the design of subsurface drainage along both sides of the road, asphalt patching, roadway reconstruction, and asphalt mill and overlay of roadway surface. A <i>sidewalk path</i> is to be added on the north side of the roadway. | | | | | |
| <i>06/22-Present</i> | <i>US 190 @ LA 433 Intersection Improvements, St. Tammany Parish:</i> Project Principal for preparing a Stage 0 Study for intersection improvements which may include tying Dixie Ranch Road into this intersection. Several alternatives to the design are several <i>roundabout layouts as well as intersection improvements</i> . Meyer is <i>coordinating with</i> subconsultants, Parish Officials, Stakeholders, and <i>DOTD</i> . Meyer is preparing conceptual drawings with critical scheduling and AutoTurn analysis, and typical sections for the alternates. Meyer is also coordinating on right-of-way issues, utility relocations, and drainage analysis. Meyer will prepare a Stage 0 Preliminary Scope and Budget Checklist as well as the Stage 0 Environmental Checklist. Alternatives are being compared in an Alternative Comparative Evaluation Matrix. All results and analysis will be compiled in a report. | | | | | |

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|---|---|------------|--|----|
| Firm employed by: <i>Meyer Engineers, Ltd.</i> | | | | |
| Name | <i>Raymond G. Hartley, P.E.</i> | | Years of relevant experience with this employer | 7 |
| Title | <i>Civil Engineer</i> | | Years of relevant experience with other employer(s) | 36 |
| Degree(s) / Years / Specialization | | | <i>B.S. Civil Engineering 1982, Louisiana State University</i> | |
| Active registration number / state / expiration date | | | <i>20084/LA/03-31-2025</i> | |
| Year registered | <i>1985</i> | Discipline | <i>Civil Engineering</i> | |
| Contract role(s) / brief description of responsibilities | | | <i>Civil Engineer</i> | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | |
| <p>Raymond G. Hartley has served throughout his 43-year engineering career in all aspects of engineering <i>design, construction management</i> and more recently asset management and program management. <i>He has successfully completed a multitude of projects from planning and conceptual stage through design and finally through construction.</i> A number of these efforts required developing financial solutions to allow the project to continue. Mr. Hartley spent his time serving as a program manager of various wastewater agencies dealing with their day-to-day asset management issues, operational issues, and developing a strategic outlook for the sustainable growth of the agency. As the program manager of the City of Atlanta Department of Watershed Management “Clean Water Atlanta” program, Mr. Hartley worked closely with the leadership team to develop a comprehensive 10-year CIP on the water, wastewater, and storm drainage utilities and to prioritize the projects in accordance with the available funding mechanism. This required multiple meetings with the department leadership, administration, and council members to ensure the merits and prioritization matched the expectations of the stakeholders. He has overseen Meyer employees and subconsultants working on various projects within Baton Rouge, Ascension Parish, and Plaquemines Parish areas. During these efforts he has <i>ensured on-time delivery of all project deliverables and maintained client relationships throughout the Planning, Design and Construction Phases.</i></p> | | | | |
| <i>01/18-Present</i> | <p><i>Mid-Barataria Sediment Diversion Bridge, Plaquemines Parish:</i> Project Manager for the Mid-Barataria Sediment Diversion project which is one of <i>the largest sediment capture and transport projects being undertaken under this aggressive program to rebuild the coast.</i> Meyer’s scope includes the development of lifecycle cost estimates prepared for each alternative screened and all architectural components of the reservation area. The project also includes the relocation of LA Highway 23 to accommodate the diversion complex which includes a <i>2,176 linear foot four (4) lane bridge</i> spanning the diversion. This work was coordinated with DOTD and the Program Manager.</p> | | | |
| <i>06/18-Present</i> | <p><i>Runway 13/31 Safety Area/RPZ Improvements for Plank Road (LA 67) Relocation, East Baton Rouge Parish:</i> Project Manager to relocate a portion of Plank Road (LA 67) including required improvements to Hooper Road (LA 408). The purpose of this project was to obtain Federal Aviation Administration’s (FAA) required Runway Safety Area at the end of Runway 31. The relocated Plank Road alignment is approximately 3,500 ft. in length and is being constructed as a 4-lane divided roadway. One (1) through lane will be added in each direction along Harding Boulevard/Hooper Road for approximately 5,900 ft. Total estimated length of required roadway is approximately 9,400 LF. Included within the required work on Hooper Road median changes is work within restricted access property and providing two (2) signalized U-turn intersections located between two major intersections.</p> | | | |
| <i>01/17-Present</i> | <p><i>State Project No. H.013830: Duplessis Road Safety Widening, Ascension Parish:</i> Project Manager for engineering services for the design of the Duplessis Road Safety Widening project in Gonzales, Louisiana. The roadway length is approximately 1.0 mile and provides a connection from the intersection of Duplessis Road to LA Highway 621. Meyer is providing the design, preparation of plans and specifications and construction engineering and inspection services for this project which is part of the “Move Ascension Roadway Improvement Program”. Tasks Meyer will complete include the <i>development of preliminary plans, final plans, specification preparation, right-of-way maps, bidding, and quality control and assurance during construction.</i> The project includes the roadway reconstruction to widen the existing roadway from approximately 18’ wide with no shoulder to two (2) 12’ wide lanes and 4’ wide paved shoulders. Additionally, the roadway section will include roadside ditches with foreslopes and backslopes conforming to the “DOTD Minimum Design Guidelines”. The project will include portions of subsurface drainage where roadside ditch sections would affect the acquisition of private property or severely impact areas of large trees.</p> | | | |
| <i>07/22-07/24</i> | <p><i>State Project No. H.015101: Lowes Avenue @ LA 44 Roundabout, Ascension Parish:</i> Project Manager for the design of a <i>3-legged roundabout</i> at the intersection of LA 44 and Lowes Avenue in Gonzales, Louisiana. The <i>roundabout design complies with the design guidelines specified in LADOTD Road Design Manual, AASHTO’s A Policy on Geometric Design of Highway and Streets, and other LADOTD required directives for roundabout design.</i> Tasks Meyer is performing include conceptual design, preliminary and final plans, drainage design, sequence of construction, permanent striping and signing, cross sections, quality control / quality assurance, cost estimates and meetings. Construction Cost: \$3.2M (EST)</p> | | | |



| | | | | |
|--|---|--|---|-----------|
| Firm employed by: <i>Meyer Engineers, Ltd.</i> | | | | |
| Name | <i>David H. Dupre, P.E.</i> | | Years of relevant experience with this employer | 34 |
| Title | <i>Quality Control</i> | | Years of relevant experience with other employer(s) | 3 |
| Degree(s) / Years / Specialization | | <i>B.S. Civil Engineering 1984, Louisiana State University</i> | | |
| Active registration number / state / expiration date | | <i>23422/LA/03-31-2024</i> | | |
| Year registered | <i>1989</i> | Discipline | <i>Civil Engineering</i> | |
| Contract role(s) / brief description of responsibilities | | <i>Quality Control / Meets MPR No. 2</i> | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | |
| <p>David H. Dupre is a Principal and a Professional Civil Engineer, registered in the State of Louisiana. He will provide <i>quality control</i>. He is involved with all aspects of administering engineering projects which include client contact, cost estimates, design, quality control, construction administration, preparation of reports, plans and specifications. He participates in most facets of Civil Engineering design including roads, bridges, drainage, sanitary sewer, water and structural. He was the 2020-2021 Chairman of the Board of the American Council of Engineering Companies Louisiana (ACECL), and former New Orleans Chapter President. In 2016, he was honored in receiving the Outstanding Civil Engineer award from the New Orleans Branch of the ASCE. He is also a member of SAME, ASCE, APWA, CMAA and LES. He has designed projects in accordance with DOTD’s “Roadway Design Manual”, “Hydraulics Manual”, “Bridge Manual”, “Complete Streets Manual”, and the “Louisiana Standard Specification for Roads and Bridges”. He is certified in Local Public Agency Qualification Core Training, Construction Engineering and Inspection (CE&I) Training, Project Planning, Feasibility & Application Workshop, Project Design and Delivery Training. He completed the Designing Streets for Pedestrian & Bicycle Safety Workshop. He is a <i>LADOTD certified Traffic Control Supervisor and Flagger</i>.</p> | | | | |
| <i>03/23-Present</i> | <i>Sharp Road (Florida Boulevard to Old Hammond Highway), East Baton Rouge Parish:</i> Project Manager and Senior Design Engineer completing the Design Study of the Sharp Road Corridor Improvement project. The project spans from Old Hammond Highway to Florida Boulevard. The project proposes to <i>improve intersections</i> and enhance both pedestrian and cyclist mobility along the Sharp Road Corridor. One option for Mollylea is to add a <i>roundabout</i> . Construction Cost: \$5.9M | | | |
| <i>09/22-Present</i> | <i>State Project No. H.014374: US 11 and Spartan Roundabout, St. Tammany Parish:</i> Quality Control for the design, plan preparation, and construction administration for the <i>LADOTD Urban Systems Project</i> includes the <i>construction of a roundabout</i> to replace the existing 4-way signalized intersection. Meyer is tasked with designing the roundabout at the intersection as well as the full roadway reconstruction for road approaches to both US Hwy. 11 and Spartan Drive. | | | |
| <i>09/17-Present</i> | <i>Claiborne Corridor Streetscape Improvements, Orleans Parish:</i> Project Manager who completed the Master Plan and the design for Phase I for the Claiborne Corridor. The 19-block corridor is on North Claiborne Avenue from Canal Street to St. Bernard Avenue, typically underneath the I-10 bridge. Elements of the Master Plan include urban streetscape, green infrastructure, landscaping with rain gardens, rainwater harvesting pools, skate park, picnic areas, world class marketplace with kiosks, performance stages with amphitheater seating, playgrounds, basketball courts, a four-block pedestrian plaza, youth city hall, non-profit campus offices, outdoor café, restrooms, bike lanes, sidewalks, decorative light poles, demolition of the Esplanade I-10 ramp, a and a roundabout. | | | |
| <i>10/20-Present</i> | <i>MOVEBR: Scenic Highway (Harding Boulevard to Swan Avenue), East Baton Rouge Parish:</i> Project Manager and Senior Design Engineer completing the preliminary design for the <i>corridor enhancement project</i> . As part of the MOVEBR Program, the project proposes to enhance pedestrian, transit, and bicycle safety and mobility by improving the existing corridor to better accommodate the Complete Streets needs in the area. Curbs and turn lanes will be shifted. | | | |
| <i>05/22-Present</i> | <i>State Project No. H.013522.5: S. Lewis Street Widening, Iberia Parish:</i> Project Manager and Senior Design Engineer for the design to <i>widen South Lewis Street with turn lanes to improve its intersection</i> with LA 674 (East Admiral Doyle). The limits on South Lewis Street are approximately 1,100’ south and approximately 700’ north of LA 674 (East Admiral Doyle) in New Iberia, Louisiana. The project will also incorporate improvements on LA 674 (East Admiral Doyle). The improvements will include the addition of turn lanes, minor pavement widening, mill and overlay, and adjustments to the existing drainage. | | | |
| <i>01/21-04/23</i> | <i>Jefferson Highway at Bluebonnet Boulevard, East Baton Rouge Parish:</i> Project Manager and Senior Design Engineer for the design of the Jefferson Highway Bluebonnet intersection project. As part of the MOVEBR Program, the project included <i>extending the north and south bound left and right turn lanes</i> on Bluebonnet. Other work included drain inlet structures, driveways, and light pole relocation. Construction Cost: \$1.3M | | | |
| <i>06/13-12/15</i> | <i>State Project No. H.007855: LA 431 @ LA 934 Intersection Improvements, Ascension Parish:</i> Project Manager and Senior Design Engineer for the completion of preliminary and final plans for the LA 431 at LA 934 (Gold Place Road) intersection project. This DOTD Urban Systems project included <i>widening 1,800’ of the highway and adding right and left turn lanes</i> . Additional items included subsurface drainage at the intersection, roadside drainage, base course, paved shoulders, mill and overlay, driveway replacements, striping, utility relocations, and traffic signals. | | | |



| Firm Employed by: <i>Meyer Engineers, Ltd.</i> | | | | |
|--|---|---|---|-----------|
| Name | <i>Jitendra C. Shah, P.E.</i> | | Years of relevant experience with this firm/employer | <i>36</i> |
| Title | <i>Civil Engineer</i> | | Years of relevant experience with other firm(s)/employer(s) | <i>11</i> |
| Degree(s) / Years / Specialization | | <i>M.S. Civil Engineering 1975, Wayne State B.S. Civil Engineering, 1973, The Detroit Institute of Technology</i> | | |
| Active registration number / state / expiration date | | <i>19551 / LA / 03-31-2025</i> | | |
| Year registered | <i>1981</i> | Discipline | <i>Civil Engineering</i> | |
| Contract role(s) / brief description of responsibilities | | <i>Civil Engineer</i> | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | |
| <p>Jitendra C. Shah is involved with all aspects of administering engineering projects which include client contact, cost estimates, <i>design</i>, quality control, construction administration, and contract closeout, preparation of reports and plans and specifications. He participates in most facets of Civil Engineering design including structural, sanitary and storm sewerage, water, sidewalks, drainage, <i>roads and bridges</i>, and airport designs. He has completed the DOTD/RPC sponsored course “Designing Streets for Pedestrian & Bicycle Safety. He has completed the FHWA and DOTD sponsored course on Stream Stability and Scour at Highway Bridges. He is an Associate Member of the Institute of Transportation Engineers, and a member of the American Society of Civil Engineers and the Louisiana Engineering Society.</p> | | | | |
| <i>01/18-Present</i> | <p><i>Mid-Barataria Sediment Diversion Bridge, Plaquemines Parish:</i> Project Engineer for the plans and structural bridge design of the Highway 23 roadway which will be elevated to cross the proposed sediment diversion channel. <i>The 85’ wide concrete bridge will be 2,500’ long, including approach slabs and the spanning of the 300’ wide channel.</i> Bridge design includes concrete deck, barriers, and girders, battered and plumb pile bents, with cylindrical concrete piles, and concrete pile caps. All plans and design calculations will be <i>in accordance with the LADOTD Bridge Design Manual</i>, and AASHTO LRFD Bridge Design Specifications. Meyer is coordinating the bridge design with other disciplines involved in the diversion project including roadway, design, geotechnical soil analysis, and hydraulic design and analysis of the channel. Meyer is also <i>coordinating the bridge design with LADOTD</i> who will review all plans and calculations and give input in the design process. Construction Cost: \$1B (EST)</p> | | | |
| <i>03/15-09/17</i> | <p><i>State Project No. H.011855: West Causeway Approach Pathway, St. Tammany Parish:</i> Provided quality control on the West Causeway Approach Pathway in Mandeville. The project included 6,600’ of 10’ wide asphalt bicycle/pedestrian path along the northeast right-of-way on West Causeway Approach and extended from Moores Road to Shadow Oaks Lane. The project was funded in part by DOTD through the Transportation Alternatives Program (TAP), therefore <i>plans and construction were in accordance with DOTD requirements.</i> Construction Cost: \$803K</p> | | | |
| <i>01/18-Present</i> | <p><i>Holmes Boulevard Rehabilitation (Browning Lane to Behrman Highway), Jefferson Parish.</i> Project Engineer for the Holmes Boulevard Rehabilitation Project. The project consisted of removing and replacing the existing two lane undivided concrete roadway and adding a 6’ foot continuous shoulder/bike lane on either side of Browning Lane to Behrman Highway. The six-foot continuous shoulder on each side serves as a bike lane and was constructed using a 10” pervious concrete section 4.5 feet wide with a 1.5-foot-wide barrier curb and gutter of standard concrete for a total width of 6’ feet. A 3’ foot mountable <i>curb island is to be used to separate the bike lane from the automobile travel lanes.</i> Construction Cost: \$5.8M (EST)</p> | | | |
| <i>11/14-05/18</i> | <p><i>S. Galvez Street (Toledano Street to Martin Luther King Boulevard, Orleans Parish:</i> Project Engineer for the design of the <i>reconstruction</i> of S. Galvez from Toledano Street to Martin Luther King Boulevard (approximately 1,800 feet). The construction of the <i>concrete roadway</i> included two 12-foot-wide traveling lanes and 8’ parking lane in each direction separated by a median. Additional features included curbs, new traffic signals, subsurface drainage, water line, sewer line, and street lighting replacement. Construction Cost: \$5.5M</p> | | | |
| <i>01/19-Present</i> | <p><i>Destrehan Avenue Bike Path, Jefferson Parish:</i> Project Engineer currently designing a bike path on Destrehan Avenue on the Westbank of Jefferson Parish. The first phase includes a concrete path from 4th Street to the Westbank Expressway and a new striped bike path with restriping of Destrehan Avenue from Westbank Expressway to Patriot Street. The second phase has a new striped bike path with restriping of Destrehan Avenue from Patriot Street to the turn of Destrehan Avenue near Lapalco Boulevard, and a concrete bike path form the turn to Chadwood Drive. Construction Cost: \$2.7M (Ph. 1) & \$3.3M (Ph. 2) (EST)</p> | | | |
| <i>08/18-Present</i> | <p><i>Oakwood Smart Growth – Holmes Boulevard, Jefferson Parish:</i> Project Engineer for the design of a new brick paver sidewalk around the Oakwood Mall and upgrading multiple traffic signals to allow for new crosswalks. The project also includes replacing all the driveways that the sidewalk crosses and miscellaneous utility relocations.</p> | | | |



| Firm Employed by: <i>Meyer Engineers, Ltd.</i> | | | | |
|--|--|------------|---|-----------|
| Name | <i>Ann M. Theriot, P.E.</i> | | Years of relevant experience with this firm/employer | <i>31</i> |
| Title | <i>Civil Engineer</i> | | Years of relevant experience with other firm(s)/employer(s) | <i>2</i> |
| Degree(s) / Years / Specialization | | | <i>B.S. Civil Engineering, 1987, Louisiana State University</i> | |
| Active registration number / state / expiration date | | | <i>25155 / LA / 09-30-2025</i> | |
| Year registered | <i>1987</i> | Discipline | <i>Civil Engineering</i> | |
| Contract role(s) / brief description of responsibilities | | | <i>Civil Engineer</i> | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | |
| Ann M. Theriot is involved in many aspects of engineering projects, which include preparation of reports, plans and specifications. Ann M. Theriot also has experience in the design of <i>bicycle/pedestrian systems, roadways</i> , levees and parking lots, sanitary sewer systems, subsurface drainage systems, and water systems; drainage analysis, calculations of project quantities, cost estimates and writing job specifications. | | | | |
| <i>06/22-Present</i> | <i>US 190 @ LA 433 Intersection Improvements, St. Tammany Parish:</i> Project Engineer for preparing a Stage 0 Study for intersection improvements which may include tying Dixie Ranch Road into this intersection. Several alternatives to the design are several <i>roundabout layouts as well as intersection improvements</i> . Meyer is <i>coordinating with</i> subconsultants, Parish Officials, Stakeholders, and <i>DOTD</i> . Meyer is preparing conceptual drawings with critical scheduling and AutoTurn analysis, and typical sections for the alternates. Meyer is also coordinating on right-of-way issues, utility relocations, and drainage analysis. Meyer will prepare a Stage 0 Preliminary Scope and Budget Checklist as well as the Stage 0 Environmental Checklist. Alternatives are being compared in an Alternative Comparative Evaluation Matrix. All results and analysis will be compiled in a report. | | | |
| <i>03/13-02/14</i> | <i>Severn Avenue Corridor Improvements (RPC Task A-1.13), Jefferson Parish:</i> Project Engineer for the Severn Avenue Corridor <i>Study</i> which fosters connectivity and provides a complete streets approach emphasizing pedestrian, bicycle and transit access, and safety along Severn Ave. from W. Esplanade to Veterans Blvd. Information was gathered regarding existing utilities, land use and traffic. Once this information was analyzed and field visits were completed, conceptual designs were presented. A <i>Stage 0 Feasibility Study</i> was completed so the Regional Planning Commission (RPC) could move forward with securing funding for the selected alternative. The selected alternate included 8’ wide sidewalks, bike lanes, landscaping, decorative pavement, pedestrian cross signals, and major drainage improvements. <i>Coordinated with</i> the RPC, Jefferson Parish Engineers and Planners, Jefferson Parish President, and Councilman, <i>DOTD</i> , JEDCO and the Project Management Committee. Construction Cost \$2.9M (EST) | | | |
| <i>10/12-06/13</i> | <i>LA Hwy. 21 – Bicycle and Pedestrian Improvements Feasibility Study (RPC Task MC 5-13), St. Tammany Parish:</i> Project Engineer for the design of the LA Hwy. 21 – <i>Bicycle and Pedestrian Improvements</i> . The study involved reviewing large-scale residential development on large lots and accompanying retail and commercial development along rural roadways which has resulted in widening projects to accommodate growth in traffic along LA 21 that acts as a major arterial corridor between Covington and Madisonville/Mandeville city limits in St. Tammany Parish. The Regional Planning Commission was reviewing the LA 21 corridor to investigate enhancements to bicycle and pedestrian mobility and safety and to reduce congestion and improve air quality. Meyer prepared a final report of all study findings. Construction Cost: \$13.3M (All Alternatives) | | | |
| <i>07/15-11/15</i> | <i>Veterans Boulevard Corridor (Virginia Street – Belleview Boulevard, Infrastructure Assessment Jefferson Parish:</i> Project Engineer for the design of a <i>Master Plan for the infrastructure needs</i> along Veterans Boulevard from near Loyola Boulevard to Williams Boulevard. In anticipation of the massive redevelopment of the Louis Armstrong New Orleans International Airport, City of Kenner Officials were concerned with the increased <i>infrastructure needs of this corridor</i> . She performed field investigations and developed an inventory of the various infrastructure systems existing within the study area. A key part of the planning effort was evaluating each system to reflect the likely need for capacity-related improvements based on anticipated development resulting from the Airport’s new north terminal. Infrastructure analyzed included streets, sidewalks, drainage, signage, beautification, water, sewer, electrical, cable and natural gas. Construction Cost: \$6.1M | | | |
| <i>11/11-12/12</i> | <i>Mandeville Bicycle/Pedestrian Master Plan, St. Tammany Parish:</i> Project Engineer for the <i>Mandeville Bicycle/Pedestrian Master Plan</i> for the City of Mandeville which provided <i>alternative transportation features</i> . The Master Plan suggested routes such as bicycle and pedestrian routes, improvements necessary for these routes and prioritized construction of these routes. The Master Plan was based on general trail characteristics outlined in AASHTO’s “Guide for the Development of Bicycle Facilities” and RPC’s sponsored course “Designing Streets for Pedestrian and Bicycle Safety.” The plan also investigated complex pedestrian crossings at intersections including Monroe Street at Causeway Boulevard. She conducted several meetings, including a public meeting, to gather input for the most desirable routes. She coordinated with many agencies including Mandeville’s Planning and Zoning Board, Mandeville Public Works Department, the Mandeville Council, the Regional Planning Commission, and the Causeway Commission. Construction Cost: \$2.6 M (EST) | | | |



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| Firm employed by: <i>Meyer Engineers, Ltd.</i> | | | | |
| Name | <i>Mark A. Schutt, P.E.</i> | | Years of relevant experience with this firm/employer | <i>21</i> |
| Title | <i>Project Manager / Civil Engineer</i> | | Years of relevant experience with other firm(s)/employer(s) | <i>2</i> |
| Degree(s) / Years / Specialization | | <i>M.S. Civil Engineering, 1999, Tulane University B.S. Civil Engineering, 1997, Tulane University</i> | | |
| Active registration number / state / expiration date | | <i>30528 / LA / 03-31-2025</i> | | |
| Year registered | <i>2003</i> | Discipline | <i>Civil Engineering</i> | |
| Contract role(s) / brief description of responsibilities | | <i>Project Manager / Meets MPR No. 3</i> | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s). | | | |
| <p>Mark A. Schutt performs Civil Engineer design for the firm. This includes client contact, cost estimates, design, construction administration, preparation of reports, plans and specifications, and computer programming as needed. While with other firms he conducted extensive research on pile-supported approach slabs. He has designed projects in accordance with DOTD’s “Roadway Design Manual”, “Hydraulics Manual”, “Bridge Manual”, AASHTO’s “Green Book” and the “Louisiana Standards and Specifications for Roads and Bridges”. He is a member of the Louisiana Engineer’s Society of Civil Engineers, and the National Society of Professional Engineers. He attended DOTD’s CADconform and ControlCAD Indexer seminars.</p> | | | | |
| <i>06/22-Present</i> | <p><i>State Project No. H.011310: Ford Street Extension, East Baton Rouge Parish:</i> Project Engineer preparing the preliminary plans for the Ford Street Extension in East Baton Rouge Parish. The design is being coordinated by DOTD in conjunction with East Baton Rouge Parish. The project will <i>extend 2,700’ from LA 67 (Plank Road) to Howell Place Boulevard</i>. The extension will consist of a concrete roadway with 2-11’ lanes, 30’ wide raised median, subsurface drainage, and sidewalks on both sides. Water and sewer design is also included. Plans include typical sections, plan and profile sheets, design drainage map, geometric details, pavement markings, signing layout, construction signing and sequence of construction, temporary erosion plan, and cross sections.</p> | | | |
| <i>06/13-07/16</i> | <p><i>State Project No. H.010184: LA 59: Curve Realign and Tunnel at Trace, St. Tammany Parish:</i> Project Engineer designing the road, geometry, and drainage for LA 59: Curve Realign and Tunnel at Trace project. Improvements included <i>flattening the radius of LA 59 at the existing dangerous “S” curve</i> as the road crosses the trace. Other improvements included drainage, utility relocations, and raising the grade of the road two feet for the tunnel. This portion of the project is paid for under the Highway Safety Improvement Program (HSIP). Work also includes <i>construction of a pedestrian tunnel</i> under LA 59. The tunnel work includes a 14’ x 10’ box culvert, approach ramps, sump pump, wet well, waterproofing, and vandal resistant lighting. This portion of the project is funded through the Transportation Alternatives Program (TAP). Construction Cost: \$3.6M (EST)</p> | | | |
| <i>09/22-Present</i> | <p><i>State Project No. H.014374: US 11 and Spartan Roundabout, St. Tammany Parish:</i> Project Manager/Engineer for the design, plan preparation, and construction administration for the US 11 at Spartan Drive project located in Slidell. The LADOTD Urban Systems project includes the <i>construction of a roundabout</i> to replace the existing 4-way signalized intersection. Meyer is tasked with designing the roundabout at the intersection as well as the full roadway reconstruction for road approaches to both US Hwy. 11 and Spartan Drive.</p> | | | |
| <i>01/16-07/19</i> | <p><i>State Project No. H.011835: Washington Parish Sidewalk Improvements, Washington Parish:</i> Project Manager/Engineer for the design which consisted of 4,000 linear feet of 6-foot-wide decorative concrete sidewalks. The sidewalks provide a <i>non-motorized transportation link in the community</i> and will tie into the Safe Routes to School Project around the Franklinton Junior High School. Future phases to extend the path along Main Street (LA 25) and along Boat Ramp Road are in conceptual design phase. The project <i>provides connectivity</i> between residential neighborhoods and established commercial areas and government services. This project is being funded in part by DOTD through the Transportation Alternatives Program. Meyer is <i>coordinating with DOTD</i> as well as Washington Parish. Construction Cost: \$345K (EST)</p> | | | |
| <i>07/22-07/24</i> | <p><i>State Project No. H.015101: Lowes Avenue @ LA 44 Roundabout, Ascension Parish:</i> Project Engineer for the design of a <i>3-legged roundabout</i> at the intersection of LA 44 and Lowes Avenue in Gonzales, Louisiana. The <i>roundabout design complies with the design guidelines specified in LADOTD Road Design Manual</i>, AASHTO’s A Policy on Geometric Design of Highway and Streets, and <i>other LADOTD required directives for roundabout design</i>. Tasks Meyer is performing include conceptual design, preliminary and final plans, drainage design, sequence of construction, permanent striping and signing, cross sections, quality control / quality assurance, cost estimates and meetings. Construction Cost: \$3.2M (EST)</p> | | | |
| <i>03/15-09/17</i> | <p><i>W. Causeway Approach Pathway, St. Tammany Parish:</i> Project Engineer for the design of the 6,600’ 10’ wide asphalt bicycle/pedestrian path along the northeast right-of-way on West Causeway Approach and extended from Moores Road to Shadow Oaks Lane. The project included new drainage culverts, culvert extensions, driveway replacements, signing, and striping. Also included was a <i>92’ long wooden boardwalk</i>. Construction Cost: \$803K</p> | | | |
| <i>01/22-Present</i> | <p><i>LA 25: Washington Parish Sidewalks, Segment A, Washington Parish:</i> Project Manager/Engineer for the design of an estimated 3,200 LF of 5’ wide decorative sidewalk along Main Street (LA 25) and an estimated 1,500 LF of 7’ wide decorative concrete sidewalk along Cleveland Street in Franklinton. The project will tie into the Safe Routes to School project around Franklinton Junior High School. Construction Cost: \$491K (EST)</p> | | | |



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| Firm employed by: <i>Meyer Engineers, Ltd.</i> | | | |
| Name | <i>Eric Colwart, P.E.</i> | Years of relevant experience with this firm/employer | <i>15</i> |
| Title | <i>Civil Engineer</i> | Years of relevant experience with other firm(s)/employer(s) | <i>0</i> |
| Degree(s) / Years / Specialization | | <i>B.S. Civil Engineering, 2005, Louisiana State University</i> | |
| Active registration number / state / expiration date | | <i>36290 / LA / 09-30-2023</i> | |
| Year registered | <i>2011</i> | Discipline | <i>Civil Engineering</i> |
| Contract role(s) / brief description of responsibilities | | <i>Civil Engineer</i> | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s). | | |
| Eric Colwart will perform Civil Engineering design and drafting for this project. His experience includes client contact, cost estimates, design, construction administration, preparation of reports, plans and specifications. This also includes plan/profile sheets, preparation of as-builts and record drawings, updating facility plans and CADD details. He has designed projects in accordance with <i>DOTD’s “Roadway Design Manual”, “Complete Streets Manual”, “Hydraulics Manual”, “Bridge Manual”, AASHTO’s “Green Book”, and the “Louisiana Standards and Specifications for Roads and Bridges”.</i> | | | |
| <i>11/14-05/18</i> | <i>S. Galvez Street (Toledano Street to Martin Luther King Boulevard, Orleans Parish:</i> Project Engineer for the design of the <i>reconstruction</i> of S. Galvez from Toledano Street to Martin Luther King Boulevard (approximately 1,800 feet). The construction of the <i>concrete roadway included two 12-foot-wide traveling lanes and 8’ parking lane in each direction separated by a median</i> . Additional features included curbs, new traffic signals, subsurface drainage, water line, sewer line, and street lighting replacement. Construction Cost: \$5.5M | | |
| <i>08/12-05/20</i> | <i>Treme-Lafitte Neighborhood Infrastructure Rehabilitation, Orleans Parish:</i> Project Engineer for the design for the <i>infrastructure rehabilitation</i> project for the Treme-Lafitte Neighborhood. The neighborhood consists of about 200 blocks in the City of New Orleans bounded by Esplanade Avenue, St. Louis Street, N. Broad Street, and N. Rampart Street. The project consists of the repair or replacement of roadway pavement, curbs, sidewalks, and driveways damaged by Hurricane Katrina. The project also consists of upgrading of the water line system including modifications to the existing system and upgrading or constructing handicapped ramps at intersections to bring the neighborhood up to current ADA standards. Construction Cost: \$5.8M (EST) | | |
| <i>02/18-06/22</i> | <i>State Project No. H.013525: 40 Arpent Trail, St. Bernard Parish:</i> Project Engineer for the design of <i>two bicycle/pedestrian bridges</i> across the canal at Val Riess Park and De Bouchel Boulevard. The work also includes a 10’ wide asphalt multi-use path including striping, signage, and signals along the Forty Arpent Canal for approximately 8 miles from Arabi near Alexander Avenue to the Violet Canal. The multi-use path will be designed for walkers, joggers, bicyclists, skaters, and other non-motorized users. The funding is being provided by a federal grant from the Federal Highway Administration’s Surface Transportation Program. He is <i>coordinating with DOTD</i> and local parish officials. Construction Cost: \$4.5M (EST) | | |
| <i>12/21-Present</i> | <i>Gayoso Street / Greenway Pedestrian Bridge, Orleans Parish:</i> Project Engineer for the design of a <i>pedestrian bridge</i> over an existing drainage canal from the Lafitte Greenway Trail to North Gayoso Street. The <i>steel bridge is 10’ wide by 46’ long with composite decking and pedestrian safety rails</i> . The project also includes ADA accessible ramps leading up to the bridge and sidewalk improvements at the N. Gayoso Street and St. Louis Street intersection. The bridge allows residents on the east side of the canal to access the Lafitte Greenway Trail. The project is a Cooperative Endeavor Agreement between a private developer and the City of New Orleans. | | |
| <i>01/18-Present</i> | <i>Mid-Barataria Sediment Diversion Bridge, Plaquemines Parish:</i> Assisting with the plans and structural bridge design of the Highway 23 roadway which will be elevated to cross the proposed sediment diversion channel. <i>The 85’ wide concrete bridge will be 2,500’ long, including approach slabs and the spanning of the 300’ wide channel</i> . Bridge design includes concrete deck, barriers, and girders, battered and plumb pile bents, with cylindrical concrete piles, and concrete pile caps. All plans and design calculations will be in <i>accordance with the LADOTD Bridge Design Manual</i> , and AASHTO LRFD Bridge Design Specifications. Meyer is coordinating the bridge design with other disciplines involved in the diversion project including roadway, design, geotechnical soil analysis, and hydraulic design and analysis of the channel. Meyer is also <i>coordinating the bridge design with LADOTD</i> who will review all plans and calculations and give input in the design process. Construction Cost: \$1B (EST) | | |





| Firm employed by: <i>Meyer Engineers, Ltd.</i> | | | |
|---|---|---|--------------------------|
| Name | <i>Tyler J. Gettys, P.E.</i> | Years of relevant experience with this firm/employer | 2 |
| Title | <i>Civil Engineer</i> | Years of relevant experience with other firm(s)/employer(s) | 4 |
| Degree(s) / Years / Specialization | | <i>B.S. Civil Engineering, 2017, Louisiana State University</i> | |
| Active registration number / state / expiration date | | <i>46806 / LA / 09-30-2024</i> | |
| Year registered | <i>2022</i> | Discipline | <i>Civil Engineering</i> |
| Contract role(s) / brief description of responsibilities | | <i>Civil Engineer</i> | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s). | | |
| <p>Tyler J. Gettys has over six years of engineering experience and will assist with engineering design and CADD drafting. His experience includes roadway design, bridge replacements, safety projects, roundabouts, and signalized intersections. He has developed typical sections, summary of quantities, design plan and profiles, geometric details/graphical grades, pavement marking/signing sheets, sequencing of construction and detour signing, diversion bridges and cross sections. He is proficient in Bentley Software Systems including MicroStation, Inroads & ProjectWise, AutoTURN, IHSDM Safety Predictive Analysis, AASHTO Ware Project Preconstruction Software, AutoCAD, GIS systems, HYDRWIN Hydraulic Software and Watershed Modeling System (WMS).</p> | | | |
| <i>06/22-Present</i> | <p><i>US 190 @ LA 433 Intersection Improvements, St. Tammany Parish:</i> Assisting with preparing a Stage 0 Study for intersection improvements which may include tying Dixie Ranch Road into this intersection. Several alternatives to the design are several <i>roundabout layouts as well as intersection improvements</i>. Meyer is <i>coordinating with</i> subconsultants, Parish Officials, Stakeholders, and <i>DOTD</i>. Meyer is preparing conceptual drawings with critical scheduling and AutoTurn analysis, and typical sections for the alternates. Meyer is also coordinating on right-of-way issues, utility relocations, and drainage analysis. Meyer will prepare a Stage 0 Preliminary Scope and Budget Checklist as well as the Stage 0 Environmental Checklist. Alternatives are being compared in an Alternative Comparative Evaluation Matrix. All results and analysis will be compiled in a report.</p> | | |
| <i>07/22-07/24</i> | <p><i>State Project No. H.015101: Lowes Avenue @ LA 44 Roundabout, Ascension Parish:</i> Assisting with the design of a <i>3-legged roundabout</i> at the intersection of LA 44 and Lowes Avenue in Gonzales, Louisiana. <i>The roundabout design complies with the design guidelines specified in LADOTD Road Design Manual, AASHTO’s A Policy on Geometric Design of Highway and Streets, and other LADOTD required directives for roundabout design.</i> Tasks Meyer is performing include conceptual design, preliminary and final plans, drainage design, sequence of construction, permanent striping and signing, cross sections, quality control / quality assurance, cost estimates and meetings. Construction Cost: \$3.2M (EST)</p> | | |
| <i>03/23-Present</i> | <p><i>Sharp Road (Florida Boulevard to Old Hammond Highway), East Baton Rouge Parish:</i> Assisting with completing the Design Study of the Sharp Road Corridor Improvement project. The project spans from Old Hammond Highway to Florida Boulevard. The project proposes to <i>improve intersections</i> and enhance both pedestrian and cyclist mobility along the Sharp Road Corridor. One option for Mollylea is to add a <i>roundabout</i>. Construction Cost: \$5.9M</p> | | |
| <i>01/18-Present</i> | <p><i>State Project No. H.013850: Duplessis Road Safety Widening, Ascension Parish:</i> Assisting with the design for the Duplessis Road Safety <i>Widening</i> Project. Duplessis Road is categorized as an <i>Urban Collector Roadway</i> that provides <i>a connection between major LA DOTD roads:</i> Airline Highway (US 61) and Old Jefferson Highway (LA Highway 73). As part of the Move Ascension roadway improvement program, Meyer is tasked with designing the <i>full roadway reconstruction</i> of the 1.65-mile portion of the road to <i>widen the road</i> from 18’ wide to 26’ wide (two (2) 11’ lanes and two (2) 2’ wide paved shoulders). The <i>roadway and shoulder safety widening</i> will aid in vehicle recovery and provide a safer roadway for traveling motorists. Also included in this project is the drainage design and layout of the new subsurface and roadside ditch sections. Construction Cost: \$5.2M (EST)</p> | | |
| <i>2018-2021</i> | <p>Mr. Gettys <i>previously worked for the Louisiana Department of Transportation and Development (LADOTD) (2018-2021), where he was a Roadway Designer who designed/developed roadway plans. Below are projects he worked on with LADOTD:</i></p> <ul style="list-style-type: none"> <i>🌿 State Project No. H.012852: I-20 WB Off Ramp at LA 617, Ouachita Parish</i> <i>🌿 State Project No. H.001140: LA 124: Hooter Creek Bridge, Catahoula Parish</i> <i>🌿 State Project No. H.012052: LA 3092 Roundabout Calcasieu Parish</i> | | |




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| Firm employed by: Thompson Engineering, Inc. | | | | |
| Name | Matthew C. Rogers, P.E. | | Years of relevant experience with this firm/employer | 3 |
| Title | Principal Civil Engineer | | Years of relevant experience with other firm(s)/employer(s) | 15 |
| Degree(s) / Years / Specialization | | | B.S. Civil Engineering, 2005, University of Alabama | |
| Active registration number / state / expiration date | | | 44622 / LA / 09/30/2024 | |
| Year registered | 2020 | Discipline | Civil Engineering | |
| Contract role(s) / brief description of responsibilities | | | Principal Civil Engineer | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s). | | | |
| Matthew Rogers, P.E. is a Principal Civil Engineer and the Team Leader of our Municipal and Utility Division. He has over 18 years of engineering experience including project management, civil design, cost estimating, and construction administration. | | | | |
| 10/21-Ongoing | PW-2021-D-01 Bell Creek Road Roadway Improvements, Poarch Band of Creek Indians: Project Manager responsible for the design of a grade, drain, base and pave project near Atmore, Alabama. This project will improve approximately 3.5 miles of an existing dirt road with an improved base and asphalt pavement and will realign the roadway where it crosses Bell Creek. Design alternatives were provided to replace the existing timber bridge with a concrete bridge or series of box culverts. The horizontal and vertical geometry was also improved to increase the design speed to 45 MPH. | | | |
| 07/20-10/21 | MCR-2014-005 West Lake Road North, Mobile County Commission: Professional Engineer for the design and construction of a grade, drain, base and pave project for Mobile County. This project included approximately 0.5 miles of new roadway alignment to connect West Lake Road to Johnson Road South in West Mobile. The project scope of work included preliminary and final design, drainage design, setting alignments, coordinating survey limits and right-of-way acquisition, and assisting with public involvement meetings. This project also included coordination with the US Army Corps of Engineers for the installation of a new box culvert across from Unnamed Tributary to Turkey Creek. | | | |
| 04/21-7/22 | MCR-2020-003 Silver Pine Road, Mobile County Commission: Project Manager for the design and construction of a full-depth resurfacing project in Semmes, Alabama. This project begins at the intersection with Shillinger Road and extends approximately 1 mile to the west. Project scope also includes drainage improvements and utility coordination. | | | |
| 02/19-Ongoing | MCR-2018-306 Bass Drive, Beam Drive, and Striped Drive, Mobile County Commission: Project Engineer for the design of a grade, drain, base and pave project for Mobile County. This project will improve three existing gravel roads near Fowl River Road in South Mobile County by providing new drainage, an improved base and asphalt pavement, as well as realigning the road for improved driving conditions. Scope of work included preliminary and final design, drainage design, and setting alignments. | | | |
| 02/19-Ongoing | GOMESA-1803-01 Sediment Reduction/Paving of Dolphin Drive, Perch Drive, Johnson Road, Henry Johnson Road, and Sunset Road, Mobile County Commission: Project Manager for the design of a grade, drain, base and pave project for Mobile County. This project will improve five existing unpaved roads in South Mobile County by providing new drainage, an improved base and asphalt pavement, as well as realigning the road for improved driving conditions. Scope of work included preliminary and final design, drainage design, and setting alignments. | | | |
| 02/13-12/20 | MCR-2012-206, MCR-2014-205 & MCR-2016-206 Randolph Foster Road (Three Phases), Mobile County Commission: Project Engineer for the design and construction of a grade, drain, base, and pave project for Mobile County. The project was broken into three phases and provided an existing dirt road with new drainage facilities, an improved base and asphalt pavement, and realigned the roadway for improved driving conditions. The scope of work included preliminary and final design, setting alignments, quantity take off, coordinating utility relocation, public involvement meetings, bidding, and construction administration. | | | |
| 02/17-12/20 | MCR-2016-011 Three Notch-Kroner Road, Mobile County Commission: Project Engineer for the design and construction of a resurfacing project in Theodore, Alabama. This project included widening and resurfacing approximately 2.0 miles of roadway from Dawes Road to McDonald Road as well as replacing undersized roadway culverts. Project scope included preparing construction plans and documents, quantity take off, as well as bidding and construction services. | | | |



| Firm employed by: <i>Thompson Engineering, Inc.</i> | | | | |
|--|--|------------|---|-----------|
| Name | <i>Robert Harvey, P.E.</i> | | Years of relevant experience with this firm/employer | <i>30</i> |
| Title | <i>Senior Structural Engineer</i> | | Years of relevant experience with other firm(s)/employer(s) | <i>0</i> |
| Degree(s) / Years / Specialization | | | <i>B.S. Civil Engineering, 1993, Auburn University</i> | |
| Active registration number / state / expiration date | | | <i>35665 / LA / 09/30/2024</i> | |
| Year registered | <i>2010</i> | Discipline | <i>Civil Engineering</i> | |
| Contract role(s) / brief description of responsibilities | | | <i>Senior Structural Engineer</i> | |
|  | | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s). | | | |
| Robert Harvey, P.E. is the Structural Engineering Manager. He has extensive experience in structural analysis and wind design and analyses as well as in the marine, industrial/petrochemical, and commercial development sectors. He has specific experience incorporating finite element modeling techniques. His projects have included military facilities, schools, medical facilities, waterfront, chemical, petroleum, commercial, and bridges. | | | | |
| <i>05/18-08/18</i> | <i>Port of New Orleans – St. Claude Bascule Bridge Repair, Orleans Parish:</i> Structural Engineer for the design of the temporary restraint system utilized to hold the St. Claude Bascule Bridge in the “raised” position for 10+ days so that canal traffic could be maintained during repair of the bridge. The design included evaluation of the roughly 90’ span against 75+ mph winds. The restraint system included a combination of steel struts, heavy duty industrial straps, and turnbuckles. Connection brackets had to be designed utilizing all bolted connections as welding to the riveted structure was not allowed. A severe thunderstorm caused closure of several bridges during the storm event and the St. Claude Bascule Bridge remained stable during the event and allowed the contractor to complete the repairs successfully. | | | |
| <i>11/13-06/15</i> | <i>USACE, Range Road 211 Design/Build of Five Bridges, Eglin Air Force Base, Florida:</i> Structural Engineer responsible for the professional services contract to provide engineering and construction support for the design and construction of five two -lane bridges. Professional services included topographic, hydraulic & utility survey, soil investigations with geotechnical report, hydrologic and hydraulic evaluation and scour analysis, environmental and scour analysis, environmental permitting and reporting, bridge design, specifications and design analysis, design engineer support during construction, and post construction bridge inspection. Construction Cost: \$4.7M | | | |
| <i>01/15-06/15</i> | <i>ALDOT Ross Clark Circle (SR 210) Slide-in Bridge, Dothan, AL:</i> Structural Engineer who assisted in the design of the temporary steel shoring boxes used to maintain existing traffic and allow for installation of permanent abutment piling and concrete cab beam support. The innovative accelerated bridge construction solution included individual component designs for the top and bottom struts, columns, cap beam, upper removable lid with longitudinal and transverse beams, lagging, and ground support matting. | | | |
| <i>07/10-12/11</i> | <i>New Orleans East Levee, Lake Pontchartrain and Vicinity Hurricane Protection, Orleans Parish:</i> Senior Structural Engineer for providing geotechnical engineering for the LPV 190.02a hurricane protection system from the East Bank of Orleans Parish in Southeast Louisiana between the Mississippi River and Lake Pontchartrain, the LPV 110-CSX railroad gate and LPV 111.01 levee improvement. The purpose of the 109.02a project was to raise the levee to elevations as high as +25 fee. The levee project is 39,452-ft. in length and was reinforced with high strength geotextiles while promoting consolidation of the subsoils using wick drains. Long-term monitoring was achieved by electronic geotechnical instrumentation. The LPV 110 improvements included raising the elevation of 27,984’ of existing levee from CSX railroad to the Michoud Canal. | | | |
| <i>08/15-09/19</i> | <i>ALDOT Mobile River Bridge and Bayway Widening, Mobile, Alabama:</i> Senior Structural Engineer for the design for the west-side approaches on Interstate 10 in Mobile, Alabama for the new Mobile River Bridge. The project consisted of the design of 2.0 miles of I-10 reconstruction to a four-lane urban interstate with multiple diverging diamond interchanges. The scope of work involved environmental documents, geotechnical studies, surveying, traffic studies and analysis, signal and ITS plans, utility relocation plans, preliminary right-of-way plans, preliminary roadway plans, and maintenance traffic plans. | | | |
| <i>05/16-06/19</i> | <i>City of Mobile Fire Stations, Mobile, Alabama:</i> Senior Structural Engineer for the 4-bay, 12,137 SF fire station. The building design delineates the business and training area on one side of the apparatus bay and the crew/living quarters at the other side of the apparatus bay. | | | |

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| Firm employed by Modjeski and Masters, Inc. | | | |  | |
| Name | Cullen J. Ledet, PE | | Years of relevant experience with this employer | | 21 |
| Title | Vice President | | Years of relevant experience with other employer(s) | | 0 |
| Degree(s) / Years / Specialization | | BS 2000 Civil Engineering | | | |
| Active registration number / state / expiration date | | 33222 LA 9/30/2025 Work Zone Training Compliant | | | |
| Year registered | 2007 | Discipline | Civil | | |
| Contract role(s) / brief description of responsibilities | | | | | |
| Mr. Ledet has been employed as a Design Engineer in the New Orleans office of Modjeski and Masters, Inc. since 2002, after having interned two summers with the firm. During this period he has been engaged in the design of both fixed and movable highway and railroad bridges. Mr. Ledet has prepared designs, plans, and specifications for a number of projects both for improvements as well as complex projects. | | | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | | |
| 3/17 - Ongoing | LA 1 – Port Allen Bridge Replacement, Port Allen, LA LADOTD: The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. Mr. Ledet serves as Deputy Project Manager for this project and is developing the General Plan and Elevation drawings while identifying any potential conflicts with utilities and existing structures. | | | | |
| 12/15-02/17 | H.010620 US 90 Albertson Pkwy to Ambassador Caffrey Pkwy – Frontage Road Bridges, Lafayette Parish, LA LADOTD: M&M provided an independent QC review of the frontage road bridges over the BNSF Railroad. The bridges included construction of various continuous precast prestressed concrete girder spans supported on bent columns and pile footing foundations. Mr. Ledet performed the review of the structural plans and details at every submittal milestone. | | | | |
| 6/12 –12/16 | S.P. H.009933: MacArthur Drive Interchange. Harvey, Louisiana LADOTD: The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services. Mr. Ledet provided peer review services of the original design. Mr. Ledet detailed the flared reinforced concrete columns and provided construction related engineering services for this project. | | | | |
| 01/14-06/15 | US 90 (Future I-49) from Albertsons Pkwy to Ambassador Caffrey Pkwy, Lafayette Parish, LA LADOTD: As a member of the Design-Build team with C.H. Fenstermaker & Associates, M&M provided an independent QC review of the structures over the BNSF Railroad and Albertsons Parkway. Both bridges included construction of various continuous precast prestressed concrete girder Spans supported on bent columns and pile footing foundations. The structures over the BNSF Railroad included a phased sequence of construction. Mr. Ledet performed the review of the structural plans and details at every submittal milestone. | | | | |


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| Firm employed by Modjeski and Masters, Inc. | | | |  |
| Name | Yu Ouyang, PE | Years of relevant experience with this employer | 32 | |
| Title | Senior Vice President | Years of relevant experience with other employer(s) | 2 | |
| Degree(s) / Years / Specialization MS / 1990 / Civil Engineering MS / 1985 / Structural Engineering BS / 1982 / Civil Engineering | | | | |
| Active registration number / state / expiration date | | 26117 | LA | 9/30/2025 |
| Year registered | 1994 | Discipline | Civil | |
| Contract role(s) / brief description of responsibilities Mr. Ouyang has been with Modjeski and Masters, Inc. since 1991, and has vast bridge engineering experience, ranging from conventional designs to special projects of high complexity, and from feasibility studies to construction services. Mr. Ouyang meets MPR No. 4. He specializes in the design of fixed and movable highway and railroad bridges, and the rating and rehabilitation of existing bridges. His expertise also extends to analysis of complex bridge structures, vessel collision risk assessment and protection systems, seismic design, analysis and retrofit, and fatigue evaluations. He brings extensive experience in managing engineering and design efforts of varying sizes and difficulties, and in leading, coordinating and managing technical teams and subconsultants. His hands-on project management has led to successful and on-time completion of large and highly technical projects. Mr. Ouyang will be utilized for MPR No. 4, Bridge Design. | | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | |
| 3/17 - Ongoing | LA 1 – Port Allen Bridge Replacement, Port Allen, LA LADOTD: The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. Mr. Ouyang serves as Project Manager for this project. | | | |
| 09/17 – 09/21 | LA 16 over Tangipahoa River, Tangipahoa Parish, LA LADOTD: M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 16, between LA 51 and LA 1054, in Amite City, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that traffic shall be maintained during construction with an on-site diversion roadway and bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going. Mr. Ouyang served as the Project Manager for this project. | | | |
| 09/17 – 03/21 | US 61 at Thompson Creek, West Feliciana Parish, LA LADOTD: M&M provided all necessary preliminary and final plans for the rehabilitation of the northbound bridge and replacement of the southbound bridge on US 61 over Thompson Creek, between LA 10 and LA 964, near St. Francisville, LA. It was anticipated that traffic would be maintained during the construction of the new southbound bridge with temporary two-way traffic on the rehabilitated northbound bridge. The project also included the design and detailing of adding a helper bent to the northbound bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going. Mr. Ouyang served as the Project Manager for this project. | | | |

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| 09/17 – 02/20 | <p>LA 1064 at Little Natalbany River, Livingston Parish, LA LADOTD: M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 1064, near LA 43 and Hoover Road, in Albany, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that the roadway would be closed during construction and a detour route was detailed. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, DOTD Hydraulics Manual, and DOTD Location and Survey Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was also provided. Mr. Ouyang served as the Project Manager for this project.</p> |
| 6/12 –12/16 | <p>S.P. H.009933: MacArthur Drive Interchange. Harvey, Louisiana LADOTD: The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services. Mr. Ouyang was Principal-In-Charge for this project.</p> |
| 02/01-08/14 | <p>S.P. 700-18-0014 – Huey P. Long Bridge Widening new New Orleans, LA LADOTD: The widening project for the H.P. Long Bridge included new vehicular approach structures on both sides of the Mississippi River consisting of three lanes plus shoulders and ramps. The project entailed replacing existing approaches in an urban setting while maintaining traffic through the corridor. Included elements: existing foundations, pile and drill-shaft supported piers, prestressed concrete girder spans and multiple-span steel continuous units. Mr. Ouyang provided the primary analysis of the combined main span trusses under numerous loading conditions and stages of construction.</p> |
| 08/09-12/11 | <p>S.P. 700-08-0109: LA 160 Bridges – Caney Creek and Bodcau Bayou LADOTD: M&M developed final plans, permit drawings, construction cost estimate and special provisions for a new integral bridge design and analysis developed for the LADOTD. The two subject bridge sites that cross Caney Creek and Bodcau Bayou in Bossier Parish, LA were the first two fully integral bridges in the state. Strain gauge and other testing was conducted to follow the behavior of the bridge design over a period of time. Mr. Ouyang served as the project manager and supervised a team of engineers that performed the LUSAS analysis, bridge design and detailing, and construction services.</p> |


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| Firm employed by Modjeski and Masters, Inc. | | | |
| Name | Jared Weisman, PE | | Years of relevant experience with this employer ⁵ |
| Title | Project Manager - Structures | | 13 |
| Degree(s) / Years / Specialization | | Years of relevant experience with other employer(s) | |
| BS / 2008 / Civil Engineering | | 0 | |
| MS / 2010 / Civil Engineering | | | |
| Active registration number / state / expiration date | | 43452 | LA 9/30/2025 |
| Year registered | 2019 | Discipline | Civil |
| Contract role(s) / brief description of responsibilities | | | |
| Mr. Weisman has been employed with Modjeski and Masters since August of 2010. He has experience in the design, inspection, rating, and rehabilitation of a number of new and existing highway and railroad bridges. He has worked on a variety of bridge types including deck and through plate girders, prestressed concrete girders, swing, fixed, and bascule trusses, and inclined steel arch bridges. | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 03/17 - Ongoing | <p>LA 1 – Port Allen Bridge Replacement, Port Allen, LA LADOTD: The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. Mr. Weisman serves as the Lead Engineer for this project.</p> | | |
| 09/17 – 05/19 | <p>LA 16 over Tangipahoa River, Tangipahoa Parish, LA LADOTD: M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 16, between LA 51 and LA 1054, in Amite City, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that traffic shall be maintained during construction with an on-site diversion roadway and bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QA/QC was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going. Mr. Weisman serves as the Lead Engineer for this project.</p> | | |
| 09/17 – 01/20 | <p>US 61 at Thompson Creek, West Feliciana Parish, LA LADOTD: M&M provided all necessary preliminary and final plans for the rehabilitation of the northbound bridge and replacement of the southbound bridge on US 61 over Thompson Creek, between LA 10 and LA 964, near St. Francisville, LA. It was anticipated that traffic would be maintained during the construction of the new southbound bridge with temporary two-way traffic on the rehabilitated northbound bridge. The project also included the design and detailing of adding a helper bent to the northbound bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QA/QC was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going. Mr. Weisman serves as the Lead Engineer for this project.</p> | | |




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| <p>09/17 – 02/20</p> | <p>LA 1064 at Little Natalbany River, Livingston Parish, LA LADOTD: M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 1064, near LA 43 and Hoover Road, in Albany, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that the roadway would be closed during construction and a detour route was detailed. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, DOTD Hydraulics Manual, and DOTD Location and Survey Manual. QA/QC was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was also provided. Mr. Weisman serves as the Lead Engineer for this project.</p> |
| <p>10/14-06/16</p> | <p>S.P. 700-18-0014 Huey P. Long Bridge Widening at New Orleans, LA LADOTD: This Project widens the existing bridge roadways through the widening of river piers using conventional and post-tension concrete, two new truss lines and 43’ roadways to replace existing 18’ roadways. The Project construction cost is \$1.2B. This Project was a major complex design involving adding truss lines while maintaining existing traffic. Mr. Weisman helped produce ratings for the widened structure for a variety of vehicle types, performed gusset plate analysis and helped in the creation of the project report.</p> |
| <p>03/11-09/14</p> | <p>I-74 Mississippi River Bridge Arch. Bettendorf, IA Iowa and Illinois DOTs: The I-74 corridor in the Quad Cities is approximately seven miles long and crosses the Mississippi River between Bettendorf, Iowa and Moline, Illinois. Twin, 800’ span basket handle true arch bridges are being constructed to replace the existing crossing. M&M, as part of the Alfred Benesch team, designed the twin arch superstructures. Mr. Weisman assisted in the design of the variable depth plate girder floorbeams and analyzed preliminary erection schemes for the basket handle arch superstructure. He also calculated quantities for cost estimation and checked calculations for the pedestrian railings.</p> |

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| Firm employed by Modjeski and Masters, Inc. | | | |  | |
| Name | Stacey P. Carr, PE | | Years of relevant experience with this employer | | 32 |
| Title | Project Manager - Structures | | Years of relevant experience with other employer(s) | | 1 |
| Degree(s) / Years / Specialization | | MS 2004 Structural BS 1990 Civil | | | |
| Active registration number / state / expiration date | | 26796 LA 9/30/2024 | | | |
| Year registered | 1996 | Discipline | Civil | | |
| Contract role(s) / brief description of responsibilities: Ms. Carr has extensive experience in the rating, strengthening and design of highway, railroad, and combined highway/railroad structures, including large cantilever spans and movable bridges. Ms. Carr meets MPR No. 5. Ms. Carr has overseen the gamut for rating bridges from small concrete slab spans to complex steel structures, movable bridges and gusset plates, as featured below. She is well experienced with AASHTOWare Bridge Rate (BrR) and is knowledgeable of both LFR and LRFR rating requirements. Special Training: NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures. Ms. Carr meets MPR No. 5 for Bridge Load Rating. | | | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | | |
| 02/23 – Ongoing | H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD: Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr is the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges. | | | | |
| 11/19 – 06/21 | H.009859.5: Load Rating of Fourteen Complex Bridges LADOTD: Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges. | | | | |
| 03/21 – 09/21 | H.009859.5 Two Bridges Load Rating. Caddo and St. Tammany Parishes, Louisiana LADOTD: Modjeski and Masters, Inc. performed plan and document retrieval, bridge analysis, and load and resistance factor rating of two bridge structures. AASHTOWare BrR was used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr was the Project Manager who oversaw and performs primary QA/QC for the load rating of the bridges. | | | | |
| 07/19 – 05/21 | H.012485.1: Load Rating of 354 Off System Bridges LADOTD: Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges. | | | | |



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| 07/19 – 06/21 | H.000303.6: Danziger Bridge Repair and Rating LADOTD: Modjeski and Masters, Inc. performed repair and load rating services for the Danziger Bridge, a steel vertical lift structure with a steel girder superstructure supported by reinforced concrete piers, and the flanking prestressed concrete approach structures. AASHTOWare Bridge Rating BrR software was used to perform load rating based on the present condition, capacity and loading of the bridge. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating. |
| 1/17 - 08/18 | H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD: Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr was the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges. |
| 02/16 - 10/17 | H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD: Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Ms. Carr was Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges. |
| 09/14-12/16 | H.009859.5 (A): Rating and Posting of On-System State Bridges. Louisiana LADOTD: M&M performed load rating analyses for 110 existing bridge structures using the Load and Resistance Factor Rating Method. Elements to be rated include superstructure and substructure components. Provisions in the AASHTO Manual for Bridge Evaluation as well as LADOTD Policies and Guidelines for Bridge Rating and Evaluation were followed. Ms. Carr was group leader, oversaw, and performed primary QA/QC for the load rating of the structures which included reinforced concrete, prestressed concrete and steel plate girder bridges. |
| 02/13-02/15 | H.009859.5: Crescent City Connection, Bridge No. 1, New Orleans, LA LADOTD: M&M performed an inspection and LRFR load rating of the Greater New Orleans Bridge #1, a 13,428 foot truss bridge with a main span of 1,575 feet. The rating included the superstructure, including gusset plates and deck, and selected substructure elements. Ms. Carr oversaw and performed primary QA/QC for the load rating of the bridge. |
| 04/10-12/12 | T.O. 701-65-1460 & H.005710: US 190 Miss. River Bridge, Baton Rouge, LA LADOTD: The US 190 Mississippi River Bridge carries one railroad track between the main bridge trusses and has two-lane highways brackets either side of the main cantilever truss bridge. This Task Order and Supplements were for the rating of the railroad portions per AREMA requirements and rating of the vehicular portions per AASHTO LRFR requirements. Ms. Carr oversaw and participated in the rating of the bridge. |

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| Firm employed by Modjeski and Masters, Inc. | | | |  | |
| Name | Jason W. Miles, PE | | Years of relevant experience with this employer | | 14 |
| Title | Project Manager - Structures | | Years of relevant experience with other employer(s) | | 0 |
| Degree(s) / Years / Specialization | | BS | 2008 | | Civil |
| Active registration number / state / expiration date | | 37773 | LA | | 09/30/2025 |
| Year registered | 2013 | Discipline | Civil | | |
| Contract role(s) / brief description of responsibilities: Mr. Miles has been employed as a Design Engineer in the New Orleans office of Modjeski and Masters, Inc. since 2009. During this period, he has been engaged in multiple complex projects. The majority of his time has been spent in complex structural analysis, 3-D structural modeling, steel member shop drawing review, assessment of steel fabricator quality control reports, and in performing finite element analysis using both the LUSAS and Florida Pier programs. Mr. Miles attended the AASHTOWare Bridge Rate (BrR) meeting titled “AASHTOWare Bridge Design and Rating Software User Group Meeting” in August 2014 and 2016. He also completed NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures and NHI Course No. 130081, LRFD for Highway Bridge Superstructures. Mr. Miles also has experience with finite element analysis, in particular through the use of Lusas software to check AASHTOWare BrR results. | | | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | | |
| 02/23 – Ongoing | H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD: Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Miles provides technical guidance to bridge raters involved in a variety of bridge types, including steel trusses and movable spans. Ratings are being performed using AASHTOWare BrR with refinements done in Excel when needed. Mr. Miles is also performing general QA/QC and rating report review. | | | | |
| 06/20 - Ongoing | H.010603.6 I-20 Mississippi River Bridge at Vicksburg Monitoring LADOTD: Piers E-2 and E-1 of the I-20 Bridge in Vicksburg have been experiencing movements and have been under a monitoring program since 2002. The objective of this project is to capture both longitudinal and transverse displacements and tilts of the piers and provide system redundancy through the installation of jointmeter/tiltmeters and GPS instrumentation systems. Replacement vibrating wire jointmeters will be installed at five locations to determine the magnitudes of displacement over time. Replacement biaxial tiltmeters will be installed at four locations to determine the changes in tilt occurring over time at the bridge piers. All measurements will be reported wirelessly to a data logger connected to a cellular modem. Mr. Miles serves as the project manager and will be analyzing and monitoring data to provide advance warning of pier and bridge longitudinal movement and pier tilt. | | | | |
| 03/21 - 10/21 | H.009859.5 I-210 Bridge over Prien Lake Structural Rating, Calcasieu Parish LADOTD: Modjeski and Masters, Inc. performed the as-is/as-repaired Load and Resistance Factor Rating (LRFR) of Prien Lake Eastbound and Westbound Main Bridge and Approaches for a total length of over 17,000 feet. Analysis included LUSAS FEM models, AASHTOWare BrR models of continuous span girders and ratable superstructure components, analysis of girder splices for rating and use of the AISC moment Gradient Modified Cb as needed. The “Girder System Superstructure” definition was used for the girder spans, and the “Floor System Superstructure” definition was used to model the continuous stringer units and floorbeams without crossframes. The steel plate girders were modeled separately from the multi-span continuous stringer floor system because of the pin and hanger arrangements. All BrR-models utilized a line girder analysis. Design and legal load capacity ratings were calculated for the girders and link joint connections of the steel plate girder spans, and for the caps of the pile bents. Ratings for the superstructure and substructure were calculated using Load and Resistance Factor Rating (LRFR) methodology. Mr. Miles provided QA/QC, including calculation checking and report review | | | | |



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

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| Firm employed by Modjeski and Masters, Inc. | | | |  | |
| Name | James W. H. Costigan, PE | | Years of relevant experience with this employer | | 8 |
| Title | Senior Engineer – Field Services | | Years of relevant experience with other employer(s) | | 0 |
| Degree(s) / Years / Specialization | | BS 2015 Civil | | | |
| Active registration number / state / expiration date | | 0044328 LA 9/30/2024 Work Zone Training Compliant NBIS Certified Inspector | | | |
| Year registered | 2020 | Discipline | Civil | | |
| Contract role(s) / brief description of responsibilities | | | | | |
| Mr. Costigan joined M&M in 2015 and is a Structural Engineer Intern for the Field Service Section. His experience includes highway and railroad large river and movable bridge inspection, design and construction monitoring. He has been the resident engineer on a highway bascule bridge roadway grating replacement project, a railroad bascule bridge floor system replacement project, and a railroad bascule bridge link pin replacement project. Mr. Costigan has assisted in the design of a new bridge fender system and many other repair designs following inspection findings. Mr. Costigan is a FHWA Certified Bridge Inspector and is an Inspection Team Leader, actively participates in Modjeski and Master's Technical Access Program as a Worker. | | | | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | | |
| 12/19 – 12/20 | Alaska Bridges Inspections – Statewide, AK Alaska Railroad: Modjeski and Masters performed the in-depth inspection, pin ultrasonic testing, structural capacity assessment and rating, pin and gusset evaluations and fatigue analysis for three bridges in Alaska. The Hurricane Gulch Bridge is a 910’ ft deck arch bridge over the Hurricane Creek carrying a single railroad track. The main arch span is 388 feet long and flanking deck truss is 120’. The approach includes DPG spans on steel towers. The Mears Bridge is a 1300 ft bridge over the Tanana River carrying a single railroad track. The main through truss span is 700 feet long and the approach includes 118’ deck truss and several DPG span on steel towers. The Gold Creek Bridge is a 704 ft bridge over the Susitna River carrying a single railroad track. The main through truss span is 504 feet long and the approach includes several TPG span on concrete piers. Mr. Costigan assisted in the inspection of two large truss railroad bridges and was the team leader for a third railroad truss inspection. These inspections included technical access work, standard climbing, eyebar load sharing verification, and UAV drone flights. Mr. Costigan was also responsible for authoring the 30 day and 90 day inspection reports for these three bridges. | | | | |
| 10/18-03/19 | H.012343.6 Sunshine Bridge Collision – Emergency Response. Donaldsville, LA LADOTD: The Louisiana Route 70 Sunshine Bridge is a steel cantilever through truss bridge that carries four lanes of traffic over the Mississippi River near Donaldsonville, LA. The three main truss spans are each about 800 feet in length and provide up to 133 feet in vertical clearance above high water. On October 12, 2018, a barge mounted crane was traveling upstream in the western most channel of the river. There was insufficient clearance as the barge passed underneath the bridge, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge to traffic directly after the incident and engaged Modjeski and Masters to perform an emergency hands-on inspection using technical rope access techniques. With the damage documented, work on repair concepts began. Mr. Costigan was instrumental in the inspection of the damage as well as the construction engineering and inspection of the repair efforts. | | | | |
| 2/17 – 6/17 | H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD: Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly steel vertical lifts. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Costigan was responsible for inspection services and was an Inspection Team Leader | | | | |



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| <p>3/16 – 7/16</p> | <p>H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD: Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Costigan was responsible for special inspections and inspection documentation.</p> |
| <p>11/15-2/16 10/17-4/18</p> | <p>Huey P. Long Inspection. Jefferson Parish, LA. Public Belt Railroad: The Huey P. Long Bridge is a high-level, combination highway and railroad bridge which crosses the Mississippi River. Modjeski and Masters, Inc. provides the following services for this bridge: annual routine inspections, 1/3 in-depth inspection each year, analysis of special railroad loading, emergency accident inspections repairs, engineering services for bridge maintenance, valuation (or Replacement Value). Mr. Costigan was part of the inspection team.</p> |
| <p>5/16 -07/16</p> | <p>H.010016: US 11 Bridge over Lake Pontchartrain, New Orleans, LA: Within the US 11 Bridge, commonly known as the 5 mile bridge, are two double-leaf bascule spans (North Draw and South Draw). There was considerable damage to the bridge as a result of Hurricane Katrina. M&M was retained to determine the improvement needs structural, electrical and mechanical to extend the life by 20-30 years and to prepare rehabilitation plans. Mr. Costigan was responsible for bridge inspection and repair/ replacement design and documentation.</p> |

| Firm employed by Urban Systems, Inc. | | | |
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|  <p>Alison C. Michel, P.E., PTOE, PTP, RSP_{2i} President/Transportation Engineer</p>  | Years of relevant experience with this employer | | 22 |
| | Years of relevant experience with other employer(s) | | 3 |
| Degree(s) / Years / Specialization | | BS / 1997 / Civil Engineering | |
| Active registration number / state / expiration date | | 30261 / Louisiana / 03/31/2025 | |
| Year registered | 2002 | Discipline | Professional Engineer: Civil Engineering |
| Active registration number / state / expiration date | | 1023 / Louisiana / 11/06/2026 | |
| Year registered | 2002/2017 | Discipline | Professional Traffic Operations Engineering/ No.1023 / 11/06/2026 |
| Active registration number / state / expiration date | | Professional Transportation Planner /No. 626/ 11/20/2026 | |
| Year registered | 2023 | Discipline | Road Safety Professional 1/ No. 115 / 12/2024 |
| Active registration number / state / expiration date | | Road Safety Professional 2i / No. 148/ 03/2026 | |
| Contract role(s) / brief description of responsibilities | | Professional In Charge of Traffic Engineering Tasks / Meets MPR No. 6 | |
| <p>Ms. Michel has over twenty-five (25) years' experience in Traffic Engineering and Transportation Planning. Ms. Michel has a wide array of experience with transportation studies including traffic impact, safety, corridor, feasibility/Stage 0, environmental/Stage 1, multi-modal and transit facilities. She has experience in the timing of coordinated signal systems and progression analyses. She is proficient in microscopic simulation modeling using VISSIM and CORSIM and also in analysis programs such as Highway Capacity Software (HCS),Tru-Traffic and SIDRA. She has extensive design experience that includes permanent and temporary traffic signals, traffic control devices for work zones, intelligent transportation systems, signage and striping.</p> | | | |
| 11/08-11/12 | <p>Interstate 10 at LA 44 and LA 44 at Edenborne Pkwy Traffic Signal Design: Ms. Michel was the Principal in Charge responsible for the management and QA-QC of the project to design the new traffic signals for the River Parish Community College (RPCC) based development in Gonzales, LA. The design included interconnection between the signals and connected into LADOTD's mainline fiber network. She coordinated between the developer and the LADOTD District Traffic Engineer to obtain a permit for the construction. This included collaborating with the LADOTD Traffic Engineering Management section on use of the latest TSI forms and with the LADOTD Intelligent Transportation System office regarding tying into the mainline fiber optic communication network along Interstate 10.</p> | | |
| 01/14-08/19 | <p>US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design-Build Project, Lafayette Parish, LA (LADOTD): Ms. Michel was a member of the key personnel for this design-build project as the Traffic Engineer. The project included converting US 90 to a controlled access facility by converting at-grade intersections to an interchange in Lafayette, LA. The bridge structure had to span the intersection and a railroad. She supervised the design and analysis and performed QA-QC for temporary and permanent signal plans, permanent signage plans, temporary traffic control plans and the Transportation Management Plan. Signal plans were prepared using the DOTD's latest TSI format. Analysis included developing design hour volumes for the design year and modeling signals in Synchro. Phasing and timing were developed for both permanent and temporary signal operation.</p> | | |
| 01/06-06/07 | <p>Intersection Improvements Livingston & St. John Parishes: Ms. Michel was project manager for intersection signal design for intersections on US 190, LA 3282 and LA 1030, where signalization was added or modified. A left turn lane was added to the eastbound approach of LA 64 and the westbound approach of LA 1026. A left turn lane was added on the eastbound LA 44 approach and separate right turn lanes on the LA 44 westbound and LA 3223 southbound approach. The signage and striping were designed by Ms. Michel to incorporate the added lanes.</p> | | |

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| <p>10/10-Current</p> | <p>Pecue Lane / I-10 Interchange Environmental Assessment: Ms. Michel was the Principal in Charge for the Traffic Engineering tasks as a sub-consultant for the Pecue Lane / I-10 Interchange project. She managed the staff, communicated with clients and performed the technical QA/QC for each phase. The phases included preparing a traffic study for the <i>Stage 1 Environmental Assessment</i>, updating the <i>Interchange Justification Report</i> for submittal to FHWA, preparing a Transportation Management Plan, and designing traffic signals using the LADOTD TSI format. At the time of the design, this was to be Louisiana’s first Diverging Diamond Interchange (DDI). Ms. Michel worked closely with DOTD and Baton Rouge City-Parish to develop signal phasing and timing for the DDI using Highway Capacity Software and VISSIM. The design of the signal at the intersection of Pecue Ln at Rieger Rd was also reviewed by Ms. Michel. Her familiarity with Highway Capacity Software, Transcad, CORSIM and VISSIM was critically important during the various phases of the project. Ms. Michel reviewed the construction cost estimates for each signal. The last phase of this project will be construction administration.</p> |
| <p>10/15-09/16</p> | <p>Ascension Parish TIAs: Ms. Michel has been conducting Traffic Impact Analyses (TIA) for proposed developments in Ascension Parish for more than twenty years. TIAs for the Ascension Parish School Board included K-5 Bluff Road, K-5 Emory Ficin Road and Central Primary. Under Ms. Michel’s direction, USI staff prepared TIAs for East Creek Villas, Mosaic Faustina Facility Expansion, Serenity Oaks, Eagles Landing Subdivision, Megan’s Lake Subdivision, Mossy Oaks Subdivision, Prairieville C-Store and many others. She is familiar with the roadway network in Ascension Parish, LADOTD Traffic Impact and Access Management Policies, and preparing plans in LADOTD format. Many of these projects included designing improvements for impact mitigation. She also supervised two projects for Ascension Parish to review their Traffic Impact Policy and prepare updates.</p> |
| <p>01/08-06/08</p> | <p>Tanger Boulevard Traffic Signal Design and Modification / Tanger Outlet Mall Parking Lot Re-Design: For Tanger Properties regarding the Tanger Outlet Mall, Ms. Michel, conducted a traffic study, prepared a parking lot re-design and developed traffic signal design and modification plans for Tanger Boulevard at LA 30/Nicholson Drive in Gonzales, LA. Modifications were required to accommodate the new triple left turn geometry, including the removal and replacement of a mast arm. She performed capacity and progression analysis to determine the optimum phasing and timing for the subject signal and the coordinated signal plans to provide progression between the signal and the signals at the Interstate 10 ramps. Design sheets included striping layout, traffic signal layout, traffic signal wiring diagram, coordinated signal timing, and standard plans and details.</p> |
| <p>02/20-Current</p> | <p>LA 23: Belle Chasse Bridge & Tunnel: Ms. Michel is managing USI’s tasks for Owner Verification services focused on reviewing design plans for traffic related submittals from the design-builder. These submittals included capacity analysis, plans for traffic signals, signage and striping. Ms. Michel conducted Quality Assurance/Quality Control reviews to confirm adherence with LADOTD standards and the Manual of Uniform Traffic Control. During the construction, Ms. Michel may provide support by reviewing Traffic Control Devices Plans for proposed lane closures, detours and advanced warning signage in Plaquemines Parish, LA .</p> |

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| Firm employed by Urban Systems, Inc. | | | | |
|  | Nicole Stewart, P.E., PTOE Vice President / Transportation Engineer  | | Years of relevant experience with this employer | 19 |
| | | | Years of relevant experience with other employer(s) | |
| Degree(s) / Years / Specialization | | BS / 1997 / Civil Engineering | | |
| Active registration number / state / expiration date | | 34750 / Louisiana / 09/30/2025 | | |
| Year registered | 2009 | Discipline | Professional Engineer: Civil Engineering | |
| Active registration number / state / expiration date | | 2923 / Louisiana / 08/14/2024 | | |
| Year registered | 2012 | Discipline | Professional Traffic Operations Engineering | |
| Contract role(s) / brief description of responsibilities | | Traffic Engineering/Striping signage TCDP & TMP | | |
| | | Ms. Stewart has nineteen (19) years of experience in Traffic and Transportation Engineering and is a certified Traffic Control Design Specialist. Ms. Stewart has extensive experience in preparing Transportation Management Plans and site-specific traffic control devices plans for every possible environment. This includes closing downtown streets with bike lanes and sidewalks, suburban road closures on multilane highways, and rural road closures requiring extensive detours as well as ramp and interstate closures, both intermittent and long term. Ms. Stewart has designed numerous traffic signals with and without pedestrian accommodations. She has conducted safety studies for public and private clients to improve pedestrian mobility and safety in areas with high volumes of pedestrian activity. Ms. Stewart has experience in signal design and timing of coordinated systems for LADOTD. She has experience using Highway Capacity Software (HCS), Synchro, and SIDRA. | | |
| 01/06-04/09 | Ryan Street at Prien Lake Road Intersection Improvements: Ms. Stewart prepared the design plans for roadway modifications and traffic signal upgrade in Lake Charles, LA. The turn lanes on both Ryan Street and Prien Lake Road had to be designed within limited Right of Way. Modifications to existing subsurface drainage were included. The construction documents were prepared per LADOTD standards. Ms. Stewart prepared an opinion of probable cost based on LADOTD pay items. The intersection improvements were successfully constructed. | | | |
| 04/08-11/10 | LA 431 Corridor Stage 0 Traffic Study: Ms. Stewart led the efforts as the engineer responsible for the safety analysis in Ascension Parish . The primary focus of the study was to identify the causes of the high number of roadway departures on LA 431 between LA 42 at US 61. Improvements were identified and analyzed for the eight major intersections within the study area. After conducting a review of detailed accident reports, speed studies and intersection analysis, recommendations included converting the LA 431 at LA 42 intersections to a roundabout with lighting to reduce nighttime collisions. The roundabout was successfully constructed. | | | |
| 02/15-06/16 | Bridge Preventative Maintenance District 61: Ms. Stewart was the principal in charge for Traffic Management Plans (TMP) for bridge replacement and repairs for various locations in Louisiana. This included developing various levels of TMP's based on LADOTD EDSM guidelines. Tasks included conducting capacity analysis, safety analysis, detour analysis and developing proposed mitigations where applicable. For the reconstruction of the LA 1 bridge over the Intracoastal Waterway, a detailed Level 3 TMP was prepared. For this TMP, detailed work zone impact management strategies were developed to help minimize the project's impact on mobility. | | | |

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| 04/10-08/11 | <p>LA 447 and I-12 Interchange Stage 0 Feasibility Traffic Study: This traffic study was conducted by Ms. Stewart along with other team members to develop and analyze seven (7) intersections along LA 447 in the vicinity of the I-12 interchange in Livingston Parish. Roundabouts were considered for three (3) of the intersections. Ms. Stewart managed the data collection efforts that included vehicle and traffic assignments forecasting based on Transcad model output classification, speed, and crash data. Ms. Stewart was responsible for the QA/QC of the traffic analyses using Highway Capacity Software, Plus and SIDRA. The roundabouts have since been designed and constructed by others.</p> |
| 02/20-01/23 | <p>US 190 at Northshore and Camp Villere Roundabouts: As the principal in charge, Ms. Stewart was responsible for the Quality Assurance/ Quality Control check of the temporary signal design plans that were required for the complex phasing of roundabout construction. Ms. Stewart also reviewed the preliminary Traffic Control Devices Plans prepared by the prime consultant and provided detailed comments to ensure that the plans conformed to the most recent edition of the MUTCD and the latest LADOTD Traffic Control Details.</p> |
| 05/18-04/19 | <p>TMP for I-10: West of 108 to I-210 Interchange: Rubblize and Overlay: As the lead engineer for this Traffic Management Plan, Ms. Stewart was responsible for the preparation of the safety analysis. She conducted the analysis per the guidelines set forth by LADOTD in <i>Guidelines for Crash Data Analysis</i> for this TMP in Lake Charles, LA. She conducted queue analysis to identify when lane closures would be permitted, identified the construction impact area and reviewed crash data for more than 350 collisions. Ms. Stewart identified trends and calculated crash rates and determined that the section of I-10 that was going to be rubblized had a crash rate that was higher than the statewide average and required mitigation.</p> |
| 03/12-11/13 | <p>MacArthur Interchange Signal Modification/ Signage & Striping / Traffic Control Devices Plans: The traffic study to evaluate the existing and projected operating conditions of the lower Westbank Expressway in Harvey, LA was prepared by Ms. Stewart. In the second phase, Ms. Stewart designed the new traffic signals for the interchange and neighboring intersections. She prepared the striping and signage plans to accommodate the ramp changes and prepared Traffic Control Devices Plans for the various stages of construction.</p> |
| 02/20-05/21 | <p>MDOT Low Cost Safety: As the principal in charge, Ms. Stewart developed a plan to visit and document existing conditions at one hundred and sixty-four (164) intersections in Mississippi, that had been identified by MDOT as needing either basic, intermediate or enhanced low-cost safety improvements. Once a strategic plan to visit each intersection was prepared, Ms. Stewart was one of two engineers to visit each site. She was responsible for design plans for each of the intersections she visited and performed QA/QC on those she did not design. Upgrades to signage and striping was designed for each intersection in accordance with MUTCD and MDOT standards. Ms. Stewart prepared a construction cost estimate and performed a quality assurance check of the final plans.</p> |

| Firm employed by Urban Systems, Inc. | | | |
|---|---|---|--|
|  <p>Christine M. Darrah, P.E. Transportation Engineer</p>  | Years of relevant experience with this employer | | 9 |
| | Years of relevant experience with other employer(s) | | 20 |
| Degree(s) / Years / Specialization | | BS / 1997 / Civil Engineering | |
| Active registration number / state / expiration date | | 25828 / Louisiana / 09/30/2025 | |
| Year registered | 1999 | Discipline | Professional Engineer: Civil Engineering |
| Contract role(s) / brief description of responsibilities | | Traffic Engineer/Design Analysis and QA/QC | |
| <p>Ms. Darrah has experience in Transportation/Civil Engineering including maintenance of traffic, roadway design plans and specifications, construction management and quality control. She is proficient in the use of AutoCAD, Adobe Illustrator, and Highway Capacity Software (HCS). She also has experience using MicroStation and TransCAD. She has experience developing temporary striping and signage plans for various conditions including lane closures, road closures, flagging operations and full detour plans. Ms. Darrah has prepared traffic signal design plans in LADOTD format. She has been involved in Operational Analysis, Data Collection, Safety Studies, Crash Data Analysis, and Bike/ Pedestrian accommodations. Her many years and wide variety of experiences are valuable during studies, design development and QA/QC.</p> | | | |
| 11/20-02/23 | <p>US 190 at Northshore and Camp Villere Roundabouts: As project engineer, Ms. Darrah oversaw the design of permanent striping & signage plans per LADOTD standards and specifications. She also designed temporary traffic signals that would be required during the multiple phases of roundabout construction. A Level 2 Traffic Management Plan (TMP) was also prepared. Ms. Darrah coordinated with the prime-consultant, St Tammany Parish, and LADOTD as needed.</p> | | |
| 06/21-10/21 | <p>MSY Entrance Road Capacity, North Terminal Louis Armstrong New Orleans International Airport: Ms. Darrah prepared temporary and permanent striping and signage plans for the widening of the Southbound Airport Access Roadway, realignment of TNC Road, and widening of Northbound Airport Access Rd. As part of this project, she performed a comprehensive review of the adjacent Airport Access Rd Improvements included in the I-10/Loyola Interchange Improvement project. The proposed improvements required temporary closure of one lane of the airport roundabout, roundabout slip lane and right lane of Northbound Airport Access Rd.</p> | | |
| 03/18-05/18 | <p>Ascension Parish TIA Policy Update: Ms. Darrah updated Ascension Parish's Traffic Impact Assessment Policy and created a Traffic Scoping Information form to assist the parish with reviews. She coordinated with Ascension Parish Administration, the Engineering Review Personnel, and Planning Commission on the updates to the policy and the parish ordinance.</p> | | |
| 03/14-Current | <p>Transmission Line Reconductoring Projects: Ms. Darrah designed numerous Traffic Control Devices Plans for over 100 miles of transmission line replacement to meet US Army Corps of Engineers, LADOTD, parish and MUTCD standards in New Orleans, LA. The plans and specifications included, but were not limited to, the proper placement of temporary Traffic Control Devices (signs, barricades, and drums, etc.) for city street, highway, and interstate closures to facilitate traffic and oversized equipment safely and efficiently through the traffic control zones. Interstate projects included lane closures, intermittent full closures and rolling closures of the interstate system. Ms. Darrah assisted Entergy with permit preparation for work on state routes and road closure request with local entities.</p> | | |
| 09/14-12/14 | <p>SELA 26 Widening of Florida Ave. Canal Phase II and III: Ms. Darrah designed Traffic Control Devices Plans to meet US Army Corps of Engineers, LADOTD and MUTCD standards at Florida Avenue Canal in New Orleans, LA. The plans and specifications included, but were not limited to, the proper placement of temporary Traffic Control Devices (signs, barricades, drums, roadway markings, etc.) to facilitate traffic safely and efficiently through the traffic control zone. Haul routes were designated when necessary.</p> | | |

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| <p>04/18-01/22</p> | <p>N. Peters Sidewalk Expansion: Ms. Darrah prepared construction drawings and specifications for the reconstruction of the sidewalk adjacent to Canal Place Shopping Center in the Downtown Development District (DDD) in New Orleans, LA. The plans included the geometric layout, grading, drainage, street lighting, striping and traffic control. The plans followed all DDD, MUTCD, ADA, New Orleans DPW and S&WB requirements. Ms. Darrah also provided Construction Management Services. This included field inspections, responding to inquiries and reviewing contractors invoices.</p> |
| <p>06/22-10/22</p> | <p>KCS Acadian Thruway: This project included lane closures and full closure of Acadian Thruway at the KCS bridge near the I-10 interchange in East Baton Rouge Parish. Ms. Darrah prepared the Traffic Control Devices Plans applying MUTCD and LADOTD standards for proper placement of traffic control devices. Additional project efforts included designing lane closures on an I-10 onramp for laydown access and police-controlled haul routes.</p> |
| <p>06/14-01/17</p> | <p>City Park Parking Lot Improvements: Ms. Darrah lent her expertise to design roadway and parking lot improvements in City Park, New Orleans, LA. Ms. Darrah provided QA-QC of the construction drawings and specifications to ensure accordance with all MUTCD, ADA, and New Orleans DPW requirements. Permeable asphalt pavement was used in the parking lot to incorporate green infrastructure in the project. The work consisted of geometric layout, grading, drainage, utility adjustments, striping and signage. Ms. Darrah also conducted construction administration services to ensure compliance with City of New Orleans DPW standards.</p> |
| <p>07/22-08/22</p> | <p>Mossville: As the project Manager Ms. Darrah designed Traffic Control Devices Plans for two rolling closures of I-10 and associated ramps in Lake Charles, LA for transmission line repairs. Efforts included designing plans for interstate closure and detours. Ms. Darrah coordinated with LADOTD and Calcasieu Parish in identifying optimal locations for Dynamic Message Signage.</p> |

| | | | | |
|---|---|--|---|----|
| Firm employed by Urban Systems, Inc. | | | | |
|  | Matthew H. Morgan, P.E. Transportation Engineer | | Years of relevant experience with this employer | 12 |
| | | | Years of relevant experience with other employer(s) | |
|  | | | | |
| Degree(s) / Years / Specialization | | BS / 2009 / Civil Engineering | | |
| Active registration number / state / expiration date | | 47060 / Louisiana / 03/31/2024 | | |
| Year registered | 2022 | Discipline | Professional Engineer: Civil Engineering | |
| Contract role(s) / brief description of responsibilities | | Transportation Engineer | | |
| | | Mr. Morgan has twelve years' experience that ranges from starting as a Data Collection Manager while in college to an E.I and now a P.E. for Traffic Engineering/ Transportation planning projects. He has collected and delivered volume, class, and speed data to project managers using road tube equipment and camera systems. Mr. Morgan has been a team member for many projects that involved intersection, freeway, and highway analysis. He has assisted with Traffic Impact Studies, Traffic Control Device Plans, Interchange Modification/Justification Reports, Stage 0 Studies, Transportation Management Plans, and a variety of other studies. Mr. Morgan's design experience includes from traffic signals, signage and striping. He has been heavily involved in complete streets projects with a focus on bike/ pedestrian facilities. Morgan's wide range of experience in a short time will bring creativity and innovation to roadway projects when traditional methods won't meet the unique needs of the community. He is proficient in the following software: PetraPro, TraxPro, MetroCount, Excel, AutoCAD, SIDRA, HCS, SIDRA, VISSIM, CORSIM, and Adobe Suite. | | |
| 09/22-Current | Greenwell Springs: The objective of the preliminary assessment was to evaluate the feasibility of converting the intersection of Greenwell Springs at Morgan Road, in East Baton Rouge Parish into a roundabout . Mr. Morgan coordinated to obtain the collection of 48-hour vehicular turning movement count data. Mr. Morgan reviewed the data and selected peak hours for analysis. He also used the data along with LADOTD historical traffic data to calculate D, K, and T factors and 2022/2042 ADTs for the study roadways. Mr. Morgan used SIDRA traffic analysis software to analyze the intersection as an unsignalized, signalized, and roundabout intersection. He reviewed the reported crashes from the LADOTD database near the intersection for the years 2019-2021 and developed crash rates for comparison to statewide averages. | | | |
| 03/22-09/22 | Hundred Oaks Broussard Bridges TCDP: The objective of the Traffic Control Devices Plan (TCDP) was to provide adequate advanced notice and signage to drivers for the closure of two local roadway bridges in East Baton Rouge Parish. Mr. Morgan led the design of the TCDP for each bridge closure which incorporated local municipalities' standards, as well as the Manual on Uniform Traffic Control Devices (MUTCD) standards. Mr. Morgan used aerial photography and the Google Earth mapping program to designate placement of detour and advanced warning signage. He oversaw the creation of the plans in AutoCAD, a CAD-type software oriented to drawing and modeling. He used QA/QC to verify the plans before delivering electronic versions of preliminary plans to the client using Adobe PDF format. | | | |
| 07/22-Current | LA 3127 Widening: This traffic study to analyze the impact of widening the LA 3127 corridor in St. James Parish, LA from LA 3213 to LA 20 to a four-lane divided highway is being conducted following the LADOTD Traffic Engineering Process and Report (TEPR) guidelines. Mr. Morgan conducted in-person site observations at study intersections during the critical peaks of traffic to identify queuing, circulation, and driving patterns, as well as any other factors, that impact traffic operations. He coordinated the data collection effort to obtain 7-day, 48-hour and, turning movement counts as well as speed data on the study corridors. Mr. Morgan summarized the traffic data collected, the observations, existing study area conditions, and the projected growth rate for the area in Appendix A, Appendix B, and Chapter 1 format following the TEPR. These and Chapter 2 with Appendices C & D which summarized the Existing Safety Analysis and the Existing Conditions Capacity Analysis have been approved by LADOTD. Ongoing tasks include identifying potential improvements at the intersections of LA 3127, LA 3213 and at LA 20. | | | |
| 10/22- Current | US 190 at LA 433: Mr. Morgan conducted in-person site observations at study intersections during the critical peaks of traffic which included identification of queuing, circulation, and driving patterns that could impact traffic operations in St. Tammany Parish. The report and submittals were in accordance with LADOTD's Traffic Engineering Process and Report (TEPR) guidelines. He performed existing and No Build analysis using SIDRA. Mr. Morgan is currently analyzing potential improvements for this Intersection Control Evaluation (ICE) which includes signalized and roundabout alternatives. | | | |

17. Firm Experience:

| PROJECT NO. 1 | | | |
|---|---|---|---|
| Firm name | Meyer Engineers, Ltd. | Past Performance Evaluation Discipline(s)* | Road |
| Project name | Lowes Avenue @ LA 44 Roundabout | Firm responsibility (prime or sub?) | Prime |
| Project number | State Project No. H.015101 | Owner's name | Ascension Parish Government |
| Project location | Ascension Parish | Owner's Project Manager | Mr. Daniel Helms, PE, PTOE, RSP ₂₁ |
| Owner's address, phone, email | 42077 Churchpoint Road, Gonzales, LA 70737; 225.450.1320; Daniel.helms@apgov.us | | |
| Services commenced by this firm (mm/yy) | 07/22 | Total consultant contract cost (\$1,000's) | \$515 |
| Services completed by this firm (mm/yy) | 07/24 | Cost of consultant services provided by this firm (\$1,000's) | \$341 |

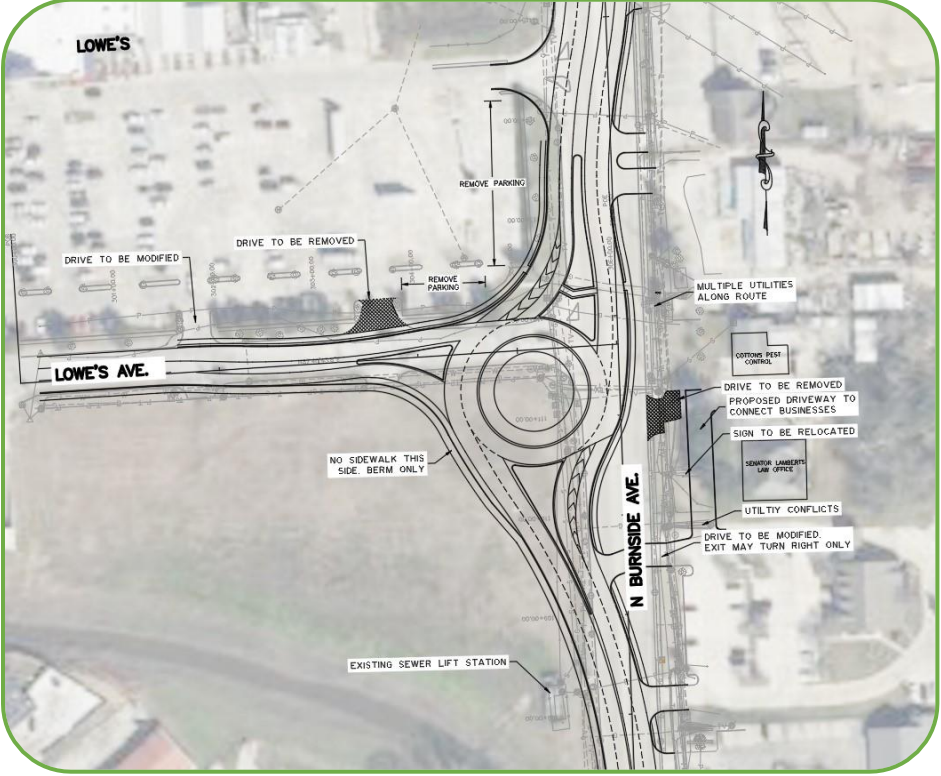
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Meyer Engineers, Ltd. (Meyer) is providing Engineering Services for the Lowes Avenue at LA 44 Roundabout. The scope of this project consists of the design of a 3-legged roundabout at the intersection of LA 44 and Lowes Avenue in Gonzales, Louisiana. The roundabout design complies with the design guidelines specified in the LADOTD Road Design Manual, AASHTO's A Policy on Geometric Design of Highway and Streets, and other LADOTD required directives for roundabout design.

Tasks Meyer is performing include conceptual design, preliminary and final plans, drainage design, sequence of construction, permanent striping and signing, cross sections, quality control/quality assurance, cost estimates and meetings.

Meyer is coordinating topographic survey, subsurface utility engineering (SUE), geotechnical investigations, right-of-way maps, environmental clearance, and lighting design.

A design challenge occurred when laying out the roundabout, the original footprint would require property acquisition and relocation of several businesses. Meyer designed the revised layout with a shift in the roundabout to minimize effects to these businesses and maintain driveway access. The shift also reduced the amount of utilities to be relocated on the east side, which provided significant cost savings.



Construction Cost: \$3.2M (EST)

Team Members: Donovan P. Duffy, P.E. / David H. Dupre, P.E. / Raymond G. Hartley, P.E. / Mark Schutt, P.E. / Tyler Gettys, P.E.

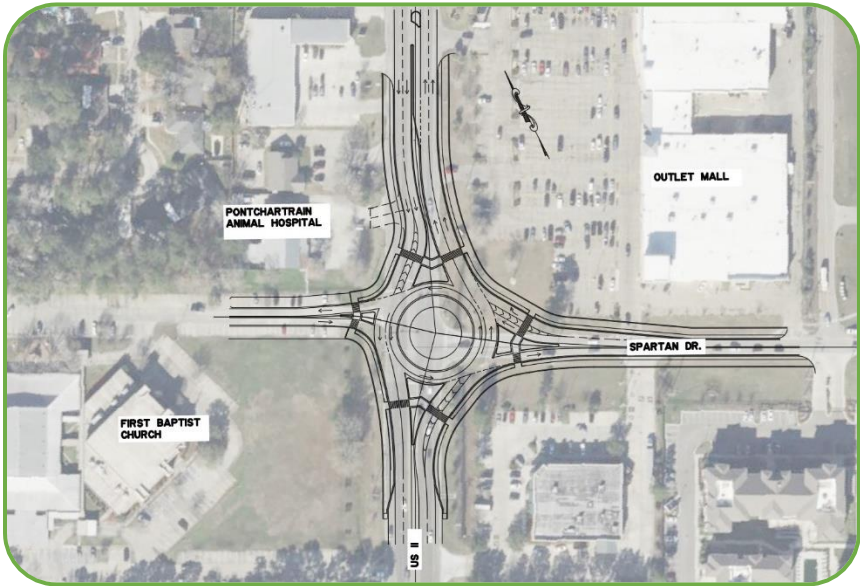
100% of the work for this project is performed in Louisiana.



| PROJECT NO. 2 | | | |
|---|--|---|------------------------|
| Firm name | Meyer Engineers, Ltd. | Past Performance Evaluation Discipline(s)* | Road |
| Project name | US 11 @ Spartan Drive Roundabout | Firm responsibility (prime or sub?) | Prime |
| Project number | State Project No. H.014374 | Owner's name | City of Slidell |
| Project location | St. Tammany Parish | Owner's Project Manager | Ms. Christi Lambertson |
| Owner's address, phone, email | 250 Bouscaren Street, Suite #302, Slidell, LA 70459; 985.646.4270; clambertson@cityofslidell.org | | |
| Services commenced by this firm (mm/yy) | 09/22 | Total consultant contract cost (\$1,000's) | \$384 |
| Services completed by this firm (mm/yy) | 06/24 | Cost of consultant services provided by this firm (\$1,000's) | \$369 |

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

Meyer Engineers, Ltd. (Meyer) is providing engineering services for the design, plan preparation, and construction administration for the US 11 at Spartan Drive roundabout project located in Slidell, LA in St. Tammany Parish. This LA DOTD Urban System project includes the construction of a roundabout to replace the existing 4-way signalized intersection. Meyer is tasked with the roundabout design at the intersection as well as the full roadway reconstruction for the road approaches on both US Highway 11 and Spartan Drive. The roundabout will also include a connection to Church Drive for First Baptist Church. Also included in this project is the drainage design and layout of new subsurface and roadside ditches. Meyer is coordinating with numerous consultants and agencies to complete the design process. Meyer is in coordination with the Owner, the City of Slidell, and LA DOTD to provide for a design meeting local and state guidelines for roundabouts. Additional coordination involves the Regional Planning Commission along with multiple subconsultants for topographic survey, geotechnical engineering, traffic engineering, and landscape design. Project specific design solutions are necessary to provide a design that meets local and state guidelines as well as improves user access and experience. These include:



- ✿ Minimizing the disruption and property acquisition to the properties immediately adjacent to the intersection.
- ✿ Improving motorist safety by removing unprotected left turns at properties near the intersection.
- ✿ Providing improved access management for adjacent commercial properties which are difficult to access with the existing 4-way intersection layout.
- ✿ Improving pedestrian access to the area by providing a concrete sidewalk through the intersection, providing a connection to the adjacent shopping center to the apartment complexes and school located on Spartan Drive.
- ✿ Designing a connection to a recently widened portion of US 11, completed in 2018.
- ✿ Designing streetlights to improve intersection safety.
- ✿ Beautifying the intersection with landscape elements and a brick wall in the roundabout center.

Meyer's tasks for this project include a conceptual design to confirm DOTD Traffic's requirements, the development of preliminary plans for the project in accordance with the Stage 0 Feasibility Study, the development of final plans conforming to all coordinated comments from the preliminary stage, the development of specifications and a cost estimate, the coordination with the surveyor for the preparation of right-of-way plans and necessary property acquisition, the coordination with the geotechnical engineer for roadway section pavement recommendations, and the coordination with the traffic engineer for traffic data. The design criteria for this project are in accordance with AASHTO, FHWA, and DOTD requirements.

Team Members: Donovan P. Duffy, P.E. / David H. Dupre, P.E. / Mark Schutt, P.E. / Raymond G. Hartley, P.E. / Tyler Gettys, P.E.
 100% of the work for this project is performed in Louisiana.

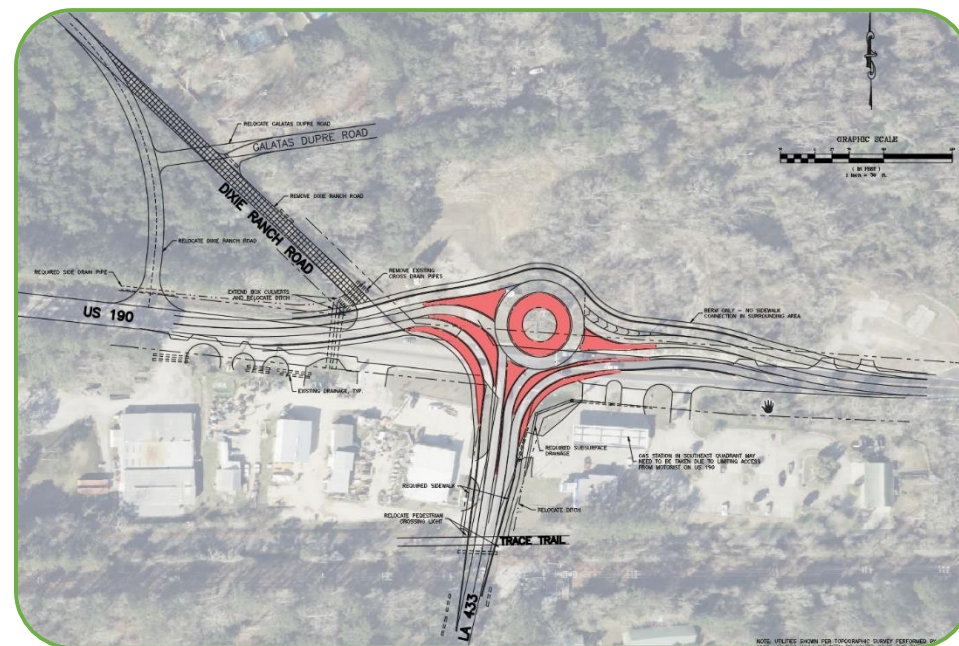
| PROJECT NO. 3 | | | |
|---|---|---|-----------------------|
| Firm name | Meyer Engineers, Ltd. | Past Performance Evaluation Discipline(s)* | Road |
| Project name | US 190 @ LA 433 Intersection Improvements | Firm responsibility (prime or sub?) | Prime |
| Project number | N/A | Owner's name | St. Tammany Parish |
| Project location | St. Tammany Parish | Owner's Project Manager | Mr. Truman Sharp, III |
| Owner's address, phone, email | 21454 Koop Drive, Bldg. B, 3rd Floor, Mandeville, LA 70471; 985.898.2252; tsharp@stpgov.org | | |
| Services commenced by this firm (mm/yy) | 10/22 | Total consultant contract cost (\$1,000's) | \$167 |
| Services completed by this firm (mm/yy) | On-Going | Cost of consultant services provided by this firm (\$1,000's) | \$85 |

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

Meyer Engineers, Ltd. (Meyer) is preparing a **Stage 0 Study for intersection improvements** at US 190 @ LA 433 in St. Tammany Parish, Louisiana. The improvements may include tying Dixie Ranch Road into this intersection. Design also includes preparing an **Intersection Control Evaluation (ICE) Study** in accordance with DOTD procedures.

In order to complete these analyses, a traffic study was performed in accordance with DOTD guidelines and standards. A safety analysis was also conducted after reviewing crash reports and trends.

Several alternates to the design are **several roundabout layouts** as well as intersection improvemnets. Meyer is coordinating with Subconsultants, Parish Officials, Stakeholders, and DOTD. Meyer is preparing conceptual drawings with critical geometry and **AutoTurn analysis**, and typical sections for the alternates. Meyer is also coordinating on right-of-way issues, utility relocations, and drainage analysis. Meyer is preparing a Stage 0 Preliminary Scope and Budget Checklist as well as the Stage 0 Environmental Checklist. Alternatives are being compared in an Alternative Comparative Evaluation Matrix. All results and analysis will be compiled in a report.



Team Members: Donovan P. Duffy, P.E. / David H. Dupre, P.E. / Ann M. Theriot, P.E.
100% of the work for this project is performed in Louisiana.



PROJECT NO. 4

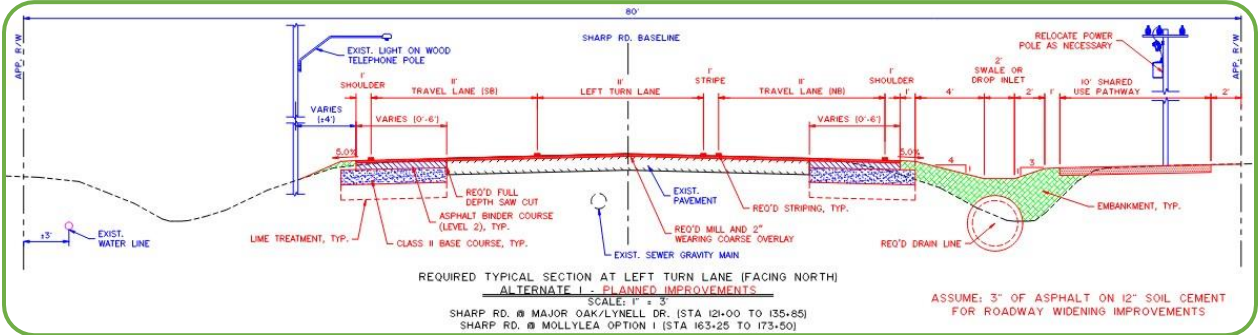
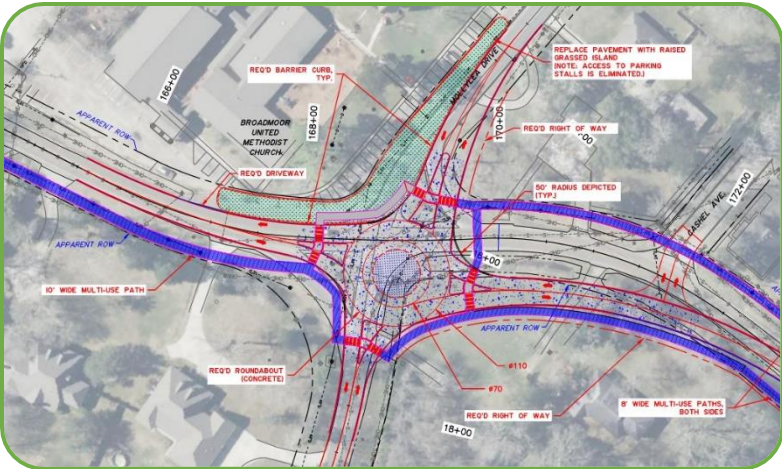
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|---|--|---|--------------------------------------|
| Firm name | <i>Meyer Engineers, Ltd.</i> | Past Performance Evaluation Discipline(s)* | <i>Road</i> |
| Project name | <i>Sharp Road Corridor Enhancement (Old Hammond Highway to Florida Boulevard)</i> | Firm responsibility (prime or sub?) | <i>Sub</i> |
| Project number | <i>N/A</i> | Owner's name | <i>Sub to GOTECH, Inc.</i> |
| Project location | <i>East Baton Rouge Parish</i> | Owner's Project Manager | <i>Mr. John Schexnayder, PE, CFM</i> |
| Owner's address, phone, email | <i>8383 Bluebonnet Boulevard, Baton Rouge, LA 70810; 225.766.5358; jschexnayder@gotech-inc.com</i> | | |
| Services commenced by this firm (mm/yy) | <i>03/23</i> | Total consultant contract cost (\$1,000's) | <i>\$195</i> |
| Services completed by this firm (mm/yy) | <i>08/24</i> | Cost of consultant services provided by this firm (\$1,000's) | <i>\$195</i> |

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

The Sharp Road Corridor project includes intersection improvements and bike paths on Sharp Road from Old Hammond Highway (LA 426) to Florida Boulevard (US 190). This project proposes to enhance both pedestrian and cyclist mobility along the Sharp Road Corridor. Access to public facilities as well as addressing walk ability / bike ability concerns in problematic areas by providing better crossing conditions are some of the main considerations to enhancing this corridor for pedestrian and bicycle users.

Improvements include turn lane additions, *a roundabout at Mollylea*, a 12' multi-use path, drainage, storm water mitigation, and other features consistent with the context of the area. The project includes coordinating planning and design efforts with vicinity projects that include, but may not be limited to, City-Parish roadway rehabilitation projects, the Baton Rouge Pedestrian and Bicycle Master Plan, and other projects.

The project includes preparing a Design Study, including stormwater and traffic considerations; performing a Traffic Study that includes the evaluation of previously developed geometric concepts (Concept Report); providing a corridor topographic survey; potential property surveys and right-of-way mapping; complete final design, construction plans and cost estimates. This project is under the MOVEBR Program in Baton Rouge, Construction Cost: \$5.9M



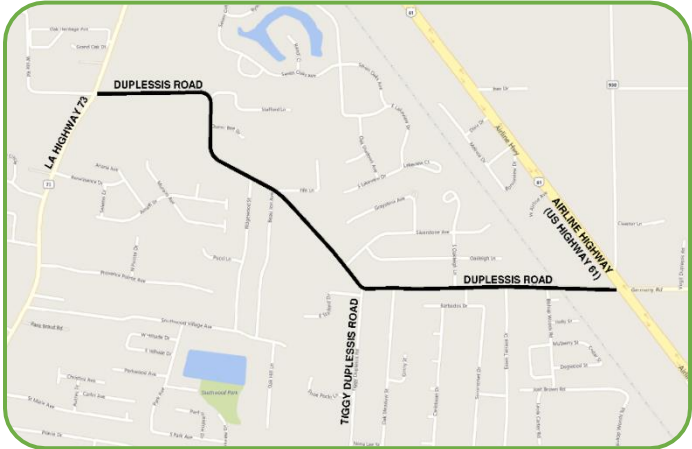
Team Members: Donovan P. Duffy, P.E. / David Dupre, P.E. / Ann Theriot, P.E. / Raymond G. Hartley
 100% of the work for this project was performed in Louisiana.

PROJECT NO. 5

| | | | |
|---|--|---|---|
| Firm name | <i>Meyer Engineers, Ltd.</i> | Past Performance Evaluation Discipline(s)* | <i>Road</i> |
| Project name | <i>Duplessis Road Safety Widening</i> | | Firm responsibility (prime or sub?) <i>Prime</i> |
| Project number | <i>State Project No. H.013850</i> | Owner's name | <i>Ascension Parish Government</i> |
| Project location | <i>Ascension Parish</i> | Owner's Project Manager | <i>Mr. Daniel Helms, PE, PTOE, RSP₂₁</i> |
| Owner's address, phone, email | <i>42077 Churchpoint Road, Gonzales, LA 70737; 225.450.1320; Daniel.helms@apgov.us</i> | | |
| Services commenced by this firm (mm/yy) | <i>06/18</i> | Total consultant contract cost (\$1,000's) | <i>\$591</i> |
| Services completed by this firm (mm/yy) | <i>On-Going</i> | Cost of consultant services provided by this firm (\$1,000's) | <i>\$591</i> |

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

Meyer Engineers, Ltd. (Meyer) is completing engineering services for the design, plan preparation and construction administration for the Duplessis **Road Safety Widening project**. Duplessis Road is categorized as an **Urban Collector Roadway** that provides a connection between major LADOTD roads: Airline Highway (US Highway 61) and Old Jefferson Highway (LA Highway 73). As a part of the Move Ascension roadway improvement program, Meyer has designed the full roadway reconstruction of the 1.65-mile portion of the road to widen the road from 18' wide to 26' wide (two (2) 11' lanes and two (2) 2' wide paved shoulders). **The roadway and shoulder safety widening will aid in vehicle recovery and provide a safer roadway for traveling motorists.** Also included in this project is the drainage design and layout of the new subsurface and roadside ditch sections. Meyer is coordinating with numerous consultants and agencies in order to complete the design process. Meyer is in constant coordination with the Move Ascension Program Management Provider, HNTB Corporation, and the Owner, Ascension Parish, in order to provide for a design that reflects the standards for the program and to provide for project specific solutions for Duplessis Road including:



- ✿ Minimizing the disruption to the properties along the roadway, including curtailing the effect of the widening near a cemetery.
- ✿ Realigning a dangerous curve to allow for a safer roadway layout and improve traffic maintenance.
- ✿ Improving the safety of a major intersection at Tigy Duplessis Road.
- ✿ Designing the connection to the widened portion of Duplessis Road near the construction of a major commercial property along Airline Highway.

Meyer's tasks for this project include the development of preliminary plans for the project in accordance with the Master GEC Contract, the development of final plans conforming to all coordinated comments from the preliminary stage, the development of specifications and a cost estimate, the coordination with the surveyor for the preparation of right-of-way plans and necessary property acquisition. The design criteria for this project is in accordance with AASHTO, FHWA, and DOTD requirements. Construction Cost: \$6.1M

Team Members: *Donovan P. Duffy, P.E. / David Dupre, P.E. / Raymond G. Hartley, P.E. / Tyler Gettys, P.E.*
 100% of the work for this project was performed in Louisiana.

PROJECT NO. 6

| | | | | |
|---|---|---|--|---------------------------|
| Firm name | Modjeski and Masters, Inc. | | Past Performance Evaluation Discipline(s)* | Bridge |
| Project name | LA 16 over Tangipahoa River Bridge Replacement | | Firm responsibility (prime or sub?) | Prime |
| Project number | H.013183 | Owner's name | Louisiana Department of Transportation and Development | |
| Project location | Tangipahoa Parish, LA | | Owner's Project Manager | Stephanie Doolittle, P.E. |
| Owner's address, phone, email | 1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1329, Stephanie.Doolittle@la.gov | | | |
| Services commenced by this firm (mm/yy) | 09/17 | Total consultant contract cost (\$1,000's) | \$454 | |
| Services completed by this firm (mm/yy) | 03/21 | Cost of consultant services provided by this firm (\$1,000's) | \$380 | |

M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 16, between LA 51 and LA 1054, in Amite City, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that traffic shall be maintained during construction with an on-site diversion roadway and bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.



M&M developed and delivered the following project documents:

- Final Roadway plans
- Final bridge design
- Final bridge plans
- Final temporary diversion and bridge plans
- Transportation Management Plan (TMP) Level 2
- Construction Signing Plans
- As Design Rating
- Construction Cost Estimate
- Final Roadway and Bridge Quantities
- Special Provisions
- Design Waivers and Exceptions

PERSONNEL: Zolan Prucz, PhD, PE, **Yu Ouyang, PE**, **Jared Weisman, PE**, Lindsey Woolverton, PE, **Cullen J. Ledet, PE**

PROJECT NO. 7

| | | | |
|---|--|---|--|
| Firm name | Modjeski and Masters, Inc. | Past Performance Evaluation Discipline(s)* | Bridge |
| Project name | LA 3249 (Well Road) Bridge Replacement Over I-20 | Firm responsibility (prime or sub?) | Prime |
| Project number | 700-99-0450 Task Order: 701-65-1098 | Owner's name | Louisiana Department of Transportation and Development |
| Project location | West Monroe, LA | Owner's Project Manager | Mark D. Bucci, PE |
| Owner's address, phone, email | 1201 Capital Access Road, Baton Rouge, LA 70802, (225) 379-1076, Mark.Bucci@la.gov | | |
| Services commenced by this firm (mm/yy) | 6/2008 | Total consultant contract cost (\$1,000's) | \$200 |
| Services completed by this firm (mm/yy) | 3/2011 | Cost of consultant services provided by this firm (\$1,000's) | \$184 |

The project involved the design of a replacement superstructure while providing minimal impact to traffic on both LA 3249 and I-20. Constructed in 1963, the existing structure consisted of four (4) simple spans (50'-85'-70'-55') consisting of four composite, welded steel girders with a 7-inch lightweight concrete deck. Due to deck deterioration from a high average daily traffic with heavy truck traffic, the superstructure was scheduled for replacement. In addition to replacing the superstructure, it was determined that the existing substructure would require strengthening. The strengthening was accomplished through the addition of drilled shafts on the end bents and collision walls on the interior bents.

PROJECT FEATURES:

- Design and development of plans and specifications for new steel girder spans with a composite concrete deck.
- Design and development of plans and specifications for strengthening the existing substructure.
- Investigate accelerated bridge construction methods and establish constructability.
- Provide traffic control plans for maintenance of traffic during construction.
- Provide construction engineering services including review of construction submittals and RFIs.

PERSONNEL: Zolan Prucz, Ph.D., PE, **Cullen J. Ledet, PE**, Dave W. Petermeier, PE, SE, Rachel. L. Mertz, PE, SE



| PROJECT NO. 8 | | | | |
|---|--|---|---|-------------------------|
| Firm name | Modjeski and Masters, Inc. | | Past Performance Evaluation Discipline(s)** | Bridge |
| Project name | Load Rating of 160 Bridges | | Firm responsibility (prime or sub?) | Prime |
| Project number | H.009859.5 | Owner's name | LADOTD | |
| Project location | Statewide, Louisiana | | Owner's Project Manager | Mr. William Metcalf, PE |
| Owner's address, phone, email | 1201 Capitol Access Road, Baton Rouge, LA (225) 379-1741, william.metcalf@la.gov | | | |
| Services commenced by this firm (mm/yy) | 03/2023 | Total consultant contract cost (\$1,000's) | \$5,906 | |
| Services completed by this firm (mm/yy) | Ongoing | Cost of consultant services provided by this firm (\$1,000's) | \$3,679 | |

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

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



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

PROJECT NO. 9

| | | | | |
|---|---|---|--|---------|
| Firm name | Urban Systems, Inc | | Past Performance Evaluation Category(ies)* | Traffic |
| Project name | US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design / Build | | Firm responsibility (prime or sub?) | Sub |
| Project number | SP H.010620 | Owner's name | LADOTD | |
| Project location | Lafayette Parish, LA | Owner's Project Manager | Peggy Jo Paine, P.E. | |
| Owner's address, phone, email | 1201 Capitol Access Road, Baton Rouge, Louisiana, 70802, 225-379-1065, peggy.paine@la.gov | | | |
| Services commenced by this firm (mm/yy) | 01/14 | Total consultant contract cost (\$1,000's) | n/a | |
| Services completed by this firm (mm/yy) | 08/19 | Cost of consultant services provided by this firm (\$1,000's) | \$232.6K | |

Urban Systems, Inc. was part of the Design/Build team under the engineering task for this project. The project included upgrading a portion of US 90 from a four-lane facility to a six-lane facility with controlled access. The project also included providing a system of frontage roads to provide connectivity. Urban Systems was responsible for a variety of tasks including developing a signage plan, traffic signal plans, temporary traffic control plans (TCDP), traffic analysis and a Level 3 Traffic Management Plan (TMP) based on **LADOTD EDSM VI.1.1.8.**

Signage and Traffic Signal Plans

As part of the definitive design portion of this project, USI developed signage and traffic signal plans based on LADOTD requirements. The traffic signal plans were also developed in the latest LADOTD TSI format. These plans were updated during the construction phase of the project as unforeseen issues arose. USI worked closely with the contractor, team members and local entities throughout the construction phase.



Temporary Traffic Control Plans (TCDP)

Temporary traffic control plans were developed for the various phases of construction. These plans also included temporary traffic signals for some of the phases. These plans were developed to meet the current LADOTD standards. Additional traffic control plans were developed during the construction phase of the project as required by the contractor. Some of these plans involved complicated detours and devices to maintain access while completing construction.

Traffic Study and TMP

Traffic analysis was conducted to determine the impact construction and the proposed configuration would have on traffic conditions. Traffic volumes were re-routed for each phase on construction and capacity analysis was conducted for each scenario.

Firm Members Involved:
N. Stewart
A. Michel
M. Morgan

A safety analysis was prepared for the study US 90 roadway segment, LA 182-roadway segment, and the US 90 at Albertsons Parkway/St. Nazaire Road intersection based on the guidelines set forth by LADOTD in *Part III: Guidelines for Conducting a Safety Analysis for Transportation Management Plans and Other Work Zone Activities, May 2013.* The purpose of this analysis was to assess the safety impacts of the construction activities within the project area and mitigate the impact on the state highway. Mitigation strategies were also identified to minimize work zone impacts for incident management to increase construction zone safety.

PROJECT NO. 10

| | | | | |
|---|---|---|--|-----------------|
| Firm name | Urban Systems, Inc | | Past Performance Evaluation Category(ies)* | Traffic |
| Project name | MacArthur Interchange Completion | | Firm responsibility (prime or sub?) | Sub |
| Project number | JP 2001-004-RB | Owner's name | Jefferson Parish | |
| Project location | Harvey, Jefferson Parish, LA | | Owner's Project Manager | Mr. Mark Drewes |
| Owner's address, phone, email | 1221 Elmwood Blvd., Ste 1002 Jefferson, LA 70123, mdrewes@jeffparish.net , 504.736.6607 | | | |
| Services commenced by this firm (mm/yy) | 09/10 | Total consultant contract cost (\$1,000's) | \$93.3K | |
| Services completed by this firm (mm/yy) | 08/11 | Cost of consultant services provided by this firm (\$1,000's) | unknown | |

Traffic Study

Urban Systems prepared a technical report which evaluated the existing operating conditions of the lower Westbank Expressway and analyzed the affect of modifications associated with the Mac Arthur Interchange project in Harvey, LA.

Traffic Control Devices Plans

Traffic Control Plans were developed for Phase 1 – Stages 1 through 4 and Phase 2 - Stages 1 and 2. The plans included the placement of traffic control devices and striping to facilitate traffic safely and efficiently through the traffic control zone. This included lane closures on both the Lower and Elevated West Bank Expressway. Signal Modifications were also included for the three signalized intersections within the study area.

Traffic Signals

New traffic signals were designed for both Maplewood and Brown at Lower Westbank Expressway. A two hundred foot median separated the east and westbound approaches of both intersections. The Maplewood Intersection signal was designed to operate with phasing to accommodate the new off ramp that tied into the Lower Westbank expressway at the westbound approach.

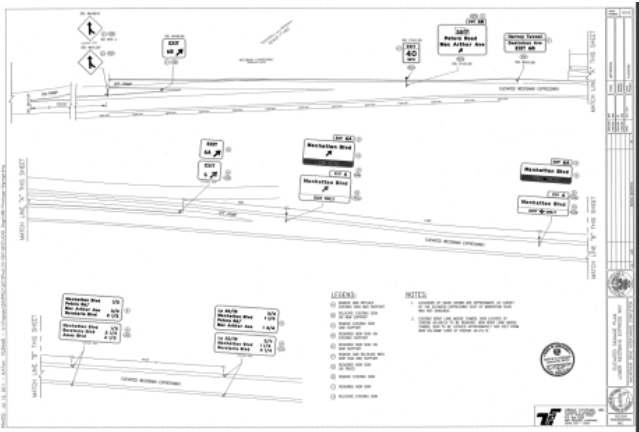
Permanent Striping

Striping plans were developed for the Lower and Elevated West Bank Expressway in accordance with DOTD specifications and Standard Details. The striping plans included pavement markings at intersections and on roadways with site specific details for the on and off ramp gore areas.

Firm Members Involved:
 N. Stewart
 A. Michel
 K.Pham

Permanent Signage

Permanent signage plans were prepared for the Westbank Expressway in accordance with DOTD specifications and Standard Details using the latest version of GuidSIGN. Guide Signs were designed to advise motorist of the new Mac Arthur Interchange. The design of each sign included size, color, sign supports and sign placement .



PROJECT NO. 11

| | | | | |
|---|---|---|--|---------|
| Firm name | Urban Systems, Inc | | Past Performance Evaluation Category(ies)* | Traffic |
| Project name | US 190 at Northshore and Camp Villere | | Firm responsibility (prime or sub?) | Sub |
| Project number | H.012812 | Owner's name | LADOTD | |
| Project location | St Tammany Parish, LA | Owner's Project Manager | Jacob Fusilier | |
| Owner's address, phone, email | Jacob.fusilier@la.gov , 225-379-1185, 1201 Capitol Access Road, Baton Rouge, LA, 70802 | | | |
| Services commenced by this firm (mm/yy) | 02/20 | Total consultant contract cost (\$1,000's) | \$55K | |
| Services completed by this firm (mm/yy) | 02/23 | Cost of consultant services provided by this firm (\$1,000's) | unknown | |

Urban Systems provided design services for the construction of two roundabouts on US 190 in St Tammany Parish, LA. Tasks included preparation of striping and signage plans for each roundabout location, and included temporary signalization design and a Level 2 transportation management plan (TMP).

Once base drawings of the geometric layouts were provided, striping and signage plans were designed for permanent conditions in accordance with LADOTD standard details.

Urban Systems reviewed the temporary Traffic Control Devices Plans (TCDP) and provided detailed comments to ensure constructability and compliant with the latest edition of the both the Manual of Uniform traffic Control Devices and the LADOTD Temporary Traffic Control (TTC) Details

The sequence of construction was developed through a number of meetings and concept level plan reviews. For the purpose of this proposal, we estimated that up to 2 temporary signals will be required. AM and PM peak hour analysis were conducted using HCS software for the temporary signalization to develop phasing and timing. The analysis was based on the volumes from the provided US 190 Roundabout Study with re-routing taken into consideration. This analysis was included as part of the Transportation Management Plan.

The Transportation Management Plan (TMP) was developed in coordination with LADOTD, St. Tammany Parish, FHWA and other relevant agencies. The Level 2 TMP was prepared in accordance with EDSM No. VI.1.1.8.

N. Stewart
K. Pham

100% Performed in Louisiana



18. Approach and Methodology:

Project Understanding

The **Meyer Team (Meyer)** understands the scope and purpose of the LA 44 roundabouts near I-10. The area in Ascension Parish south of I-10 along the LA 44 corridor is expected to have considerable growth. The area is mainly residential, and there are various proposed developments in the area. The growth is expected to produce considerably more traffic in the area. The purpose of this project is to **construct roundabouts at the on/off ramps of I-10 at LA 44 and another roundabout at the intersection of West Edenborne Parkway just south of I-10** to improve the traffic flow in the area to keep up with the expected additional demand. Services may include drainage maps, hydraulic report, geotechnical, preliminary plans, and final plans. DOTD will be providing the topographic survey and existing drainage map and will do the property survey and right-of-way maps. **Meyer has project managers, staff, and resources to complete this project.** Once the Contract is executed, and a Notice to Proceed (NTP) is issued, work may include the following steps:



Project Start/Kickoff Meeting

- ✿ Obtain a copy of the Stage 0 Checklist and any conceptual layouts that may be available in addition to the “Roundabout Justification Report – LA 44 Corridor Study (I-10 to LA 22).
- ✿ Confirm lane requirements for roundabout with DOTD Project Manager and/or DOTD Traffic Department.
- ✿ Discuss extents of realignment of W Edenborne Parkway and its proximity to the Conway Bayou bridges.
- ✿ Discuss utility relocations.
- ✿ Conduct Kickoff Meeting/Site Visit with LPA and DOTD.
- ✿ Determine if street lighting, landscaping, or a center island brick retaining wall is desired.
- ✿ Request background information, such as Stage 0 Reports, or Traffic Data that may be available in addition to the “Roundabout Justification Report – LA 44 Corridor Study (I-10 to LA 22).
- ✿ Visit site to observe any current issues such as existing utilities, quality of existing pavement, condition of bridges, condition of existing drainage structures, and if features encroach into the existing right-of-way.
- ✿ Request as-builts, utility information, typical sections and any geotechnical analysis.
- ✿ Determine the required level of environmental clearance.
- ✿ Prepare and distribute minutes from the meeting.
- ✿ Confirm established design schedule.

Bridge Evaluation

Modjeski & Masters, Inc. (M&M) will coordinate all contractual, inspection, design and load rating efforts with the Prime Consultant, Meyer with work beginning upon receipt of an NTP. M&M will also coordinate directly with Meyer on the design project schedule of milestone deliveries as it relates to any bridge items. It is our understanding that the scope of work consists of preparing a comprehensive bridge evaluation report for Conway Bayou at LA 44, and providing recommendations to LADOTD as to whether existing structures should be widened or replaced. LADOTD personnel will review the evaluation report/recommendations and make the final decision. Final bridge plans will then be prepared in accordance with the decisions made.

Prior to scheduling the in-depth inspection, M&M will retrieve and download all current and previous reports, as-built drawings, as-designed plans, repair/rehab details and any other project related documents using its access to InspectX, LADOTD Plan Rooms and ProjectWise. If no information is available through the asset management software, then M&M will contact General Files, FileNet Manager System, Inspection Documents Files Server, LADOTD Section 51 & 25 as well as the LADOTD District Office and local entities to collect and retrieve any documents that may exist for the existing structures. Using our experienced certified bridge inspectors, M&M and its Project Team led by Mr. Anthony Schoenecker will perform an in-depth field investigation in a concentrated effort to help determine the structural health and serviceability of the structures. The investigation shall include all bridge elements including, but not limited to, deck, slab, railing, guardrail, girder/diaphragm, approach slab, joint, bearing, abutment, bent, pile, column, column protection, revetment, connection, and all other miscellaneous items at the bridge site that may affect the widening, such as the bridge drainage system, lighting, utilities. Technical access will be utilized where possible in order to reduce or eliminate the need for traffic control devices and/or lane closures. Upon completion of field inspection and measurement activities, our inspectors will develop bridge inspection reports and field measurement forms that will contain an evaluation of the overall condition of the components supported by photographs, sketches, and diagrams.



Ms. Stacey Carr, assisted by Mr. Jason Miles, will lead all analysis and load rating efforts for the existing structures. M&M will strictly follow the policies and procedures set forth in the LADOTD Bridge Design and Evaluation Manual, AASHTO Manual for Bridge Evaluation and BDTM.96, Publication of Load Rating, Posting and Strengthening Standard Operating Procedure (including the Flowchart and 16 Detailed Steps). M&M will build a system structural model using the LADOTD's preapproved list of software and will perform an analysis of the bridge to determine dead and live load effects in the members. The load rating will be based on present condition capacity and loading of the bridge and all bridges will be modeled using AASHTOWare Bridge Rating (BrR) software. For any structural elements that cannot be rated using BrR, M&M will generate influence lines for critical members, including substructures, and the COMPSTIL2 input file submitted. Should any AASHTOWare BrR rating result in a load posting, M&M will perform a refined analysis as part of further investigation. As part of all load rating efforts and refined analysis (if needed), M&M will perform the highest level of quality assurance and quality control of our work through strict adherence to the QA/QC requirements set forth in the LADOTD Bridge Design and Evaluation Manual as well as M&M's QA/QC document.

A Final Rating Report package will be submitted to the LADOTD Project Manager based on the results of the in-depth investigation and load rating analysis, M&M will prepare and submit a bridge evaluation report for each structure with recommendations as to whether the existing structures should be widened or replaced. If the structures are recommended for replacement, detailed justifications and preliminary estimated cost data will be provided. Likewise, if the existing structures are recommended for widening, a comprehensive scope of rehabilitation work will be included as an appendix to the report. After the LADOTD makes a final decision to widen or replace the structures, M&M will immediately prepare and submit a comprehensive list of Design Criteria for DOTD approval. Once approved, M&M led by Mr. Yu Ouyang and Mr. Cullen Ledet will begin bridge design efforts which include utilizing DOTD approved bridge design and analysis software. All new structures including any widening will be designed in accordance with the latest AASHTO LRFD Bridge Design Specifications, LADOTD Bridge Design Manuals

and Bridge Design Technical Memoranda. M&M will also work with the Project Team to determine any construction sequencing which may required phased construction in order to maintain vehicular traffic. M&M will prepare bridge plans developed through the DOTD submittal milestones.

Preliminary Plans:

Meyer is *very familiar with DOTD processes and procedures* as shown in our project experience. Meyer will follow DOTD's Road Design Manual for this contract. Meyer will also use DOTD's Design Criteria Guidelines, the AASHTO "Green Book", and the DOTD Hydraulic Manual. Meyer will complete *Quality Reviews prior to each submittal*.

🌿 30% Preliminary Plan Submittal:

- Design typical sections in accordance with design criteria.
- Design the geometry of the road.
- Design layout for roundabout with these considerations:
 - Determine the extent of the existing right-of-way to locate the roundabouts at both the north side and south side of I-10 to minimize right-of-way acquisition and other issues/conflicts.
 - Determine the extent of the existing right-of-way to locate the roundabout at West Edenborne Parkway.
 - Determine realignment options for Edenborne Parkway to minimize impact to nearby bridges over Conway Bayou.
 - Determine if any driveways will be affected.
 - Determine issues, impacts, and costs of avoiding or relocating overhead electrical lines need to be relocated. Special attention will be paid to the overhead transmission lines located between I-10 and West Edenborne Parkway.
 - Layout roundabouts. Complete the Fastest Path Analysis to ensure traffic enters and circulates at acceptable speeds.
- Preliminary bridge plans will be prepared following the decisions made by DOTD based on the bridge evaluation report.
- 30% Submittal shall include the Title Sheet, Typical Sections, Plan and Profile Sheets, Bridge Plans, and geometric alignment.

🌿 60% Preliminary Plan Submittal:

- Incorporate/resolve comments from the 30% Submittal.
- Design the drainage in accordance with DOTD's Hydraulic Manual.
- Continue design to develop bridge plans.
- Coordinate if work on the DOTD property maps can commence.
- The 60% Submittal shall include the Title Sheet, Typical Sections, Plan and Profile Sheets, Bridge Plans, geometric alignment and details, drainage calculations, and cross sections.

🌿 95% Preliminary Plan Submittal (Plan-in-Hand):

- Incorporate/resolve comments from the 60% Submittal.
- Identify the limits of construction and required right-of-way lines.

- The 95% Submittal shall include the Title Sheet, Typical Sections, Plan and Profile Sheets, Bridge Plans, geometric alignment and details, and cross sections, sequence of construction and construction signing, summary of estimated quantities sheet (to identify the pay items), and the QA/QC checklist.
- Develop the Transportation Management Plan including traffic control details and plan.
- Assist the DOTD Project Manager in scheduling and conducting the Plan-in-Hand Meeting.
- Conduct the **Plan-in-Hand Meeting. Invite affected utility companies** to address problems and alert them of the schedule.
- Assist in conducting a Public Meeting (if needed).

🌿 **100% Preliminary Plan Submittal (If Necessary):**

- Incorporate/resolve Plan-in-Hand comments.
- Transmit the final right-of-way taking lines (if necessary).
- Complete the cost estimate.

Final Plan Submittal:

🌿 **60% Final Plan Submittal:** Include the **summary sheets**.

🌿 **95% Final Plan Submittal (Advance Check Prints):** Include the QA/QC checklist, the Constructability Review Form, Bridge Design Calculations, and As-Designed Bridge Rating Reports.

🌿 **98% and 100% Final Plan Submittal:** Include the **final cost estimate**, special provisions, and stamped final plans.

| SAMPLE PROJECT SCHEDULE | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| | MONTHS | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| Kickoff Meeting | | | | | | | | | | | | | | | | | | | | | | | | | |
| Topographic Survey | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feasibility Report | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traffic Counts | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30% Preliminary Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60% Preliminary Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95% Preliminary Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plan in Hand Meeting | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100% Preliminary Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60% Final Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95% Final Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| 98% Final Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100% Final Plans | | | | | | | | | | | | | | | | | | | | | | | | | |
| Right-of-Way Maps | | | | | | | | | | | | | | | | | | | | | | | | | |
| Appraisals | | | | | | | | | | | | | | | | | | | | | | | | | |
| Property Acquisition | | | | | | | | | | | | | | | | | | | | | | | | | |
| Utility Agreements | | | | | | | | | | | | | | | | | | | | | | | | | |
| Permits | | | | | | | | | | | | | | | | | | | | | | | | | |

Traffic Services:

The striping and signage for the proposed roundabouts will be designed per the latest Manual of Traffic Control Devices and LADOTD Standard Plans and Details. The nuances of each location will be taken into consideration during the design. The Sequence of Construction and associated Traffic Control Devices Plans will follow the same guidelines.

The impact to the motoring public will be minimized and temporary signals designed, if needed. The Transportation Management Plan level will be agreed upon prior to the Supplemental Agreement and the scope confirmed with LADOTD during the process.

19. Workload:

| Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE | Past Performance Evaluation Discipline(s) * | Contract Number and State Project Number | Project Name | Remaining Unpaid Balance** |
|---|--|--|---|----------------------------------|
| MEYER ENGINEERS, LTD. | | | | |
| <i>Meyer Engineers, Ltd.</i> | <i>CE&I/OV</i> | <i>#4400017430 H.001498</i> | <i>LA 24 & LA 316: Company Canal Bridge (CE&I)</i> | <i>\$145,552</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>CE&I/OV</i> | <i>#4400021186 H.013520</i> | <i>Barringer Drive Sidewalks</i> | <i>N/A</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Road</i> | <i>#4400023075 H.013522</i> | <i>S. Lewis Street Widening</i> | <i>\$225,592</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>CE&I/OV</i> | <i>#4400024988 H.006457.6</i> | <i>Roundabout @ PR 929 and Parker Road</i> | <i>\$38,272</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>Road</i> | <i>#4400027183</i> | <i>IDIQ Contractor for Design of Transportation Alternative Projects</i> | <i>N/A</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>CE&I/OV</i> | <i>#4400027338 H.014528.6</i> | <i>Terrace Avenue Pavement Rehabilitation (CE&I)</i> | <i>\$140,577</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>CE&I/OV</i> | <i>#4400025412 H.006459.6 (CE&I)</i> | <i>Roundabout Churchpoint Road and Roddy Road (CE&I)</i> | <i>\$259,375</i> |
| <i>Meyer Engineers, Ltd.</i> | <i>CE&I/OV</i> | <i>#4400025702 H.013813.6 (CE&I)</i> | <i>Vintage Drive Multi Use Path: Power - Wilson (CE&I)</i> | <i>\$151,293</i> |
| URBAN SYSTEMS, INC. | | | | |
| <i>Urban Systems, Inc</i> | <i>Traffic</i> | <i>No. 440005142 H.011309.5</i> | <i>Mac Arthur Final Design</i> | <i>\$30,687</i> |
| <i>Urban Systems, Inc</i> | <i>Traffic</i> | <i>No. PSLC-STJ-Supp-2 H.004891</i> | <i>Reserve to I-10</i> | <i>\$1,882</i> |
| <i>Urban Systems, Inc</i> | <i>Traffic</i> | <i>No. 4400022581 H.011221.5</i> | <i>I-10: NO CBD 3 (Poydras-Louisa)</i> | <i>\$100,364</i> |
| <i>Urban Systems, Inc</i> | <i>Traffic</i> | <i>No. 4400024185 H.015424.5</i> | <i>LA 67 Plank Road over US 61 (Airline Highway) TMP</i> | <i>\$2,914</i> |
| MODJESKI AND MASTERS, INC. | | | | |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>JN 3144</i> | <i>Expert witness services in bridge design, construction, repair and forensic analysis</i> | <i>\$263,277</i> |

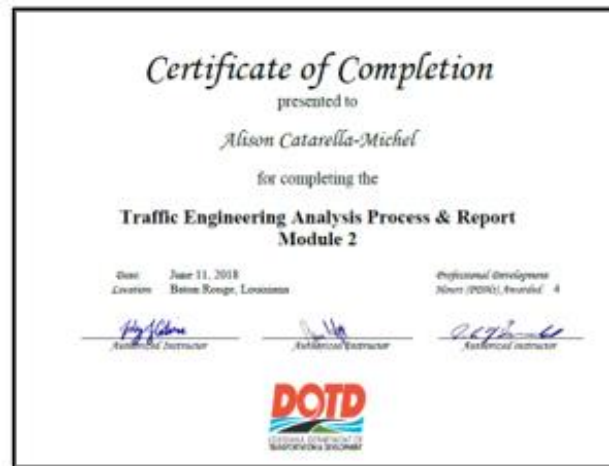
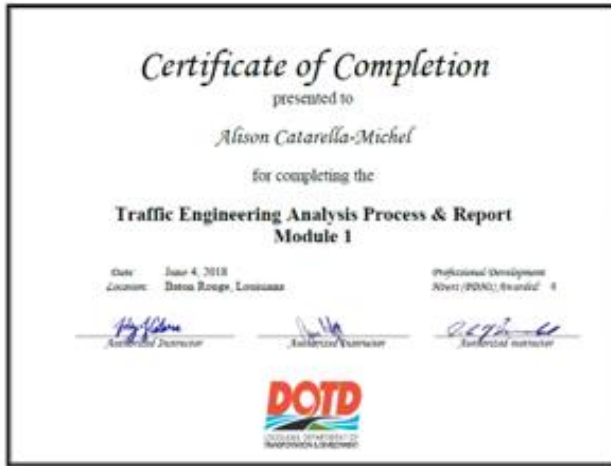
| | | | | |
|-----------------------------------|---|---|--|------------------|
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Retainer Contract 4400002538</i> | <i>Engineering Services for Bridge Preservation - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.010882.6</i> | <i>4th Street Bridge Rehabilitation Paint (Supplement No. 3) Route LA 18</i> | <i>\$1,460</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CE&I/OV</i> | <i>Retainer Contract 4400005395</i> | <i>Construction Engineering and Inspection with Painting - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CE&I/OV</i> | <i>H.011705.6</i> | <i>US 11 Lake Pontchartrain Bridge Rehabilitation - Ph2, Sup1</i> | <i>\$130,498</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CE&I/OV</i> | <i>H.011494.6</i> | <i>US 90 Atchafalaya River Bridge Rehabilitation</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Retainer Contract 4400004921</i> | <i>Complex Bridge Rating (on-system trusses and other complex bridges) Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.009859.5</i> | <i>Load Rating of 14 Complex Bridges</i> | <i>\$256,501</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Retainer Contract 4400005774</i> | <i>Bridge Preservation - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.001234.5</i> | <i>Port Allen Canal Bridge</i> | <i>\$64,231</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>IDIQ Contract 4400012382</i> | <i>Bridge Preservation - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.003144.6-2</i> | <i>Luling Bridge Cable Stay Replacement Project</i> | <i>\$324,366</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.004791</i> | <i>Subconsultant: Belle Chasse B7T Replacement P3 - Electrical and Structural</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>IDIQ Contract 4400017263</i> | <i>Bridge Preservation - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.013866.6</i> | <i>I-12: LA 21 to US 190 Navigation Lighting & Roadway Lighting</i> | <i>\$59,280</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.003184.6</i> | <i>I-10: Texas State Line - E. of Coone Gully - CRES</i> | <i>\$38,559</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.011485.6</i> | <i>LA336-1: Bayou Teche Bridge Rehabilitation</i> | <i>\$46,500</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.012889.5</i> | <i>I-20 Rehabilitation - Roadway Lighting (Pines Road to I-220)</i> | <i>\$102,973</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.014673.5</i> | <i>I-49 US 165 Debonded PPC Girder Rehab</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.014587</i> | <i>LA 302: Kerner Ferry Bridge Repairs PH 2 - Construction Support</i> | <i>\$66,388</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.013946.6</i> | <i>Sunshine Bridge Fender Construction - 2021</i> | <i>\$11,255</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.014406.6</i> | <i>Houma Navigation Canal Swing Bridge - Electrical Repair CRED</i> | <i>\$9,475</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.014465.5</i> | <i>Perry Bridge Rehabilitation - Final Design</i> | <i>N/A</i> |

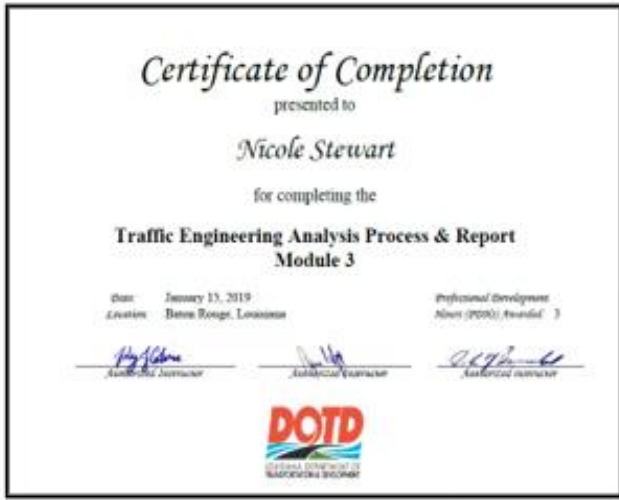
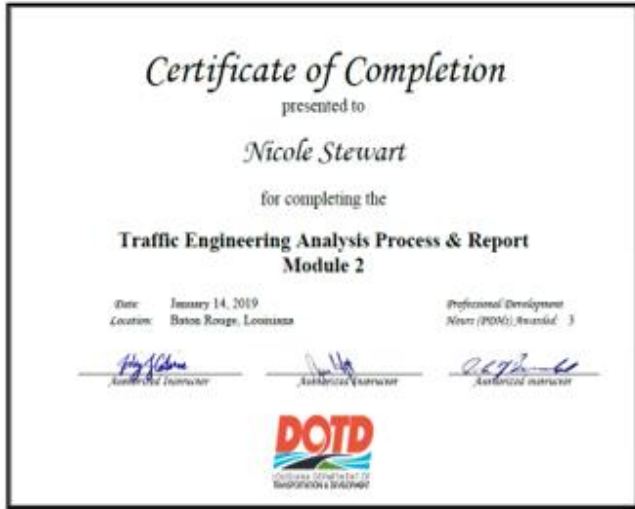
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| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.004647.6 (T.O. 1)</i> | <i>I-20 MS River Bridge at Vicksburg, - Monitoring</i> | <i>\$37,167</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.015028.6</i> | <i>Bayou Barataria Bridge MB Replacement - Phase I</i> | <i>\$135,539</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.001234.6</i> | <i>LA 1 Port Allen Bridge - Geotech Settlement Remediation</i> | <i>\$97,232</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.010882.6</i> | <i>LA18: 4th Street Bridge Rehabilitation Construction Support</i> | <i>\$20</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.009479.6</i> | <i>West Larose Lift Bridge Rehabilitation - Const Support</i> | <i>\$13,912</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.011705.6</i> | <i>US 11 Lake Pontchartrain Bridge Rehabilitation - Ph2</i> | <i>\$48,174</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.012889.6</i> | <i>I-20 Rehab (Pines Road to I-220) Bossier City Lighting CRES</i> | <i>\$120,841</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.009266.5</i> | <i>I-10 (LA 73 to LA 30)</i> | <i>\$2,327</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-18646 H.004100</i> | <i>Subconsultant: LA 415 to Essen Lane on I-10 and I-12 CMAR RCP Plans</i> | <i>\$235,785</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-21128 H.001234.6</i> | <i>Subconsultant: LA 1: Port Allen Canal Bridge Replacement - Phase 1 CRES</i> | <i>\$38,649</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-21128 H.014258.6</i> | <i>Subconsultant: LA 1: Port Allen Canal Bridge Repl. - Phase 2 NB Design</i> | <i>\$74,258</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>IDIQ Contract 4400020063</i> | <i>Electrical Services - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.014212.6</i> | <i>I-10 Atchafalaya Bridge Navigational Lights Repl</i> | <i>\$38,078</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.014646</i> | <i>I-20: US 165 to Garrett Road Lighting</i> | <i>\$58,881</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.014555.5</i> | <i>I-10 at LA109 Interchange Lighting (Toomey)</i> | <i>\$142,301</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.015019.5</i> | <i>I-10 at LA3063 Interchange Lighting (Vinton)</i> | <i>\$145,992</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.015085.5</i> | <i>I-10 @ LA108 Interchange (Vinton) Lighting</i> | <i>\$161,946</i> |

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| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-20156 H.011965.6</i> | <i>Subconsultant: LA 47 IWGO Bridge Rehab CRES</i> | <i>\$157,688</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CE&I/OV</i> | <i>IDIQ Contract 4400014317</i> | <i>Painting Inspection and Environmental Monitoring with Construction Engineering and Inspection - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CEI/OV</i> | <i>H.011487.6</i> | <i>LA 182: Berwick Bay Bridge Rehabilitation</i> | <i>\$2,502,298</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>IDIQ Contract 4400024187</i> | <i>Bridge Preservation - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Other (Roadway Lighting)</i> | <i>H.015504.5</i> | <i>CCC Decorative Lighting</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>CEI/OV</i> | <i>H.003144.6</i> | <i>MRB (Luling) CEI of Latent Defects</i> | <i>\$163,863</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.015115.5</i> | <i>LA 24 over ICWW Repair</i> | <i>\$185,166</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.011137.6</i> | <i>I-12: LA 1077 to LA 21</i> | <i>\$110,573</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.000263.5</i> | <i>Chef Menteur Pass Bridge and Approach</i> | <i>\$154,880</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-05673 H.011235.5</i> | <i>Subconsultant: I-49 South @ Verot School Road</i> | <i>\$22,339</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>IDIQ Contract 4400021593</i> | <i>Bridge Load Rating Services - Statewide</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>H.009859.5</i> | <i>Bridge Load Rating (Task Order 1)</i> | <i>\$1,763,449</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | | <i>Subconsultant: CEC - Acrow Bridge In-depth and Cursory Inspections Vacherie LA 20</i> | <i>\$29,673</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-024187 H.001779 (TO 3)</i> | <i>Subconsultant: Jimmie Davis Bridge (LA 511) (HBI)</i> | <i>N/A</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-22581 H.011221.5</i> | <i>I-10: N.O. CBD3 (Poydras - Louisa)</i> | <i>\$520,422</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-22581 H.011222.5</i> | <i>I-10: N.O. CBD4 (Louisa - I510)</i> | <i>\$416,551</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>Bridge</i> | <i>Contract 44-23512 Task Order No. 1</i> | <i>Subconsultant: I-10 Calcasieu Bridge Inspection 2023</i> | <i>\$111,838</i> |

20. Certifications/Licenses:

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





21. QA/QC Plan:

CONTRACT NO. 440028432
LA 44: I-10 ROUNDABOUTS
ROUTE: LA 44 & I-10
ASCENSION PARISH

**QUALITY CONTROL / QUALITY ASSURANCE PLAN
FOR BRIDGE DESIGN**

Prepared For:



Prepared By:



January 2024

M&M QUALITY CONTROL / QUALITY ASSURANCE PLAN

GENERAL

PROJECT

QC/QA POLICY

DEFINITIONS AND ROLES

RESPONSIBILITY AND AUTHORITY

QC/QA PROCESS CONTROLS

IDENTIFYING NON-CONFORMING WORK

SCHEDULES / DELIVERY DATES / BUDGETS

ADMINISTRATIVE QUALITY MANGEMENT PROCEDURES

DOCUMENT CONTROL

TECHNICAL QUALITY MANAGEMENT PROCEDURES

INTERNAL QUALITY AUDITING

EXTERNAL AUDITS

QC/QA CERTIFICATION

ATTACHMENTS 1 - 9

GENERAL

Quality is obtained when the design and rating calculations, plans, specifications and reports, correspondence, invoices and oral communication, related to a particular project, are delivered to the owner in an accurate, error-free, professional, and timely manner, and in a presentation consistent with the owner's requirements.

Modjeski and Masters Quality Management Plan relates to both the technical and administrative aspects of the full engineering service life cycle of a project, including proposal preparation, staffing, design activities, field activities, internal and external communication, project review, field operations, including inspection and construction observation, and document storage. The plan is applicable to all engineering services offered by the firm including: bridge design, bridge rating, highway design, bridge rehabilitation, bridge inspection, mechanical design, electrical design, instrumentation, geotechnical investigations/design, construction consultation, inspection of construction, research and code development. Checklists and forms are often developed to monitor special needs of the owner and/or a specific engineering activity.

CONTRACT

This contract is to provide engineering and related services for the design and development of construction plans for two multi-lane roundabouts at the interchanges of LA 44 and I-10 with another multi-lane roundabout at the intersection of LA 44 and West Edenborne Parkway. The Project is to build two (2) roundabouts at interchanges with LA 44 and I-10 and another roundabout north of I-10 on LA 44. The bridge sites in this segment are:

- LA 44 over Conway Bayou (Structure No. 610302650103661)
- LA 44 over Conway Bayou (Structure No. 610302650103662)

The scope of work consists of preparing a comprehensive bridge evaluation report for the stream crossing on LA 44, and providing recommendations to DOTD as to whether existing structures should be widened or replaced. DOTD will review the evaluation report and recommendations, and make the final decision. Final bridge plans will then be prepared in accordance with the decisions made.

QC/QA POLICY

Modjeski and Masters QC/QA policy is to meet or exceed the QC/QA requirements of the following documents, in addition to those described in this document.

1. AASHTO Standards – The American Association of State Highway Transportation Officials
2. AASHTO – A Policy of Geometric Design of Highways and Streets
3. ASTM Standards
4. CyberSecurity Training
5. DOTD – Bridge Design And Evaluation Manual
6. DOTD – Complete Streets
7. DOTD – Construction Contract Administration Manual
8. DOTD – Consultant Contract Services Manual
9. DOTD – Hydraulics Manual
10. DOTD – Location and Survey Manual
11. DOTD – Addendum “A” to the Location & Survey Manual
12. DOTD – Louisiana Standard Specifications for Roads and Bridges
13. DOTD – Materials Sampling Manual
14. DOTD – Minimum Design Guidelines
15. DOTD – Off-System Highway Bridge Program Guidelines
16. DOTD – Roadway Design Procedures and Details Manual
17. DOTD – Stage 1 Planning/Environmental Manual of Standard Practice
18. DOTD – Testing Procedures Manual
19. DOTD – Traffic Engineering Manual
20. DOTD – Traffic Engineering Process and Report
21. DOTD – Traffic Signal Manual
22. e-CFR – Electronic Code of Federal Regulations
23. FHWA – Bridge Inspections Reference Manual
24. FHWA – Manual on Uniform Traffic Control Devices for Streets and Highways
25. National Electrical Safety Code
26. NFPA 70 – National Electrical Code
27. NEPA – National Environmental Policy Act

QC/QA requirements for bridge design and preparation of plans and specifications are described in detail in the LADOTD Bridge Design Section QC/QA, and under this policy they will be fully adhered to by all team members. This document complements the LADOTD Bridge Design Section QC/QA with additional rating specific and inspection related QC/QA definitions and requirements.

A Quality Assurance Certification will be provided at the completion of each task using the Department's QC/QA Certification Form (Appendix D LADOTD BDEM Part I – Chapter 3) and Certification Form (Appendix I LADOTD BDEM Part I - Chapter 3). See Attachments 1 and 2.

DEFINITIONS AND ROLES

Quality Control (QC): A process of applying systematic procedures to ensure accuracy and consistency during bridge inspections, analyses, design, ratings and their documentations. It includes procedures for checking the accuracy of the calculations and consistency of design plans, rating reports, detecting and correcting design omissions and errors before the reports are finalized, and verifying the design/rating criteria has adequately been applied and any past changes to the bridge have been considered. QC is to be applied to all stages of the bridge design/load rating, including plan and document reviews and rating related inspections.

Quality Assurance (QA): A systematic process aimed to ensure that the quality control process was followed during the bridge design and rating activities. It includes procedures of reviewing the work to ensure that quality control is in place and effective in preventing mistakes, and providing consistency in the development of bridge plans and rating reports.

Supervisor or Team Leader: Project Manager or task assignee, responsible for overseeing the project and the personnel assigned to the project.

Design/Rating Engineer: Engineer directly responsible for the development of bridge design or rating calculations, reports, drawings and other related documents with a level of technical skills and experience commensurate with the complexity of the subject structure.

Checker: Engineer responsible for performing a full technical review of the bridge analyses, design/rating calculations and reports with a level of technical skills and experience commensurate with the complexity of the subject structure.

Reviewer: Engineer responsible for performing QA procedures for assuring that QA procedures have been performed as outlined in this policy and in accordance with LADOTD Bridge Design practices, policies and procedures. The Reviewer must have substantial technical skills and experience in the design/rating of similar structures and be independent of production.

Engineer of Record: The Engineer of Record is the registered, licensed professional responsible for the design shown on the plans and/or other deliverables and whose seal appears on the title sheet of the plans and/or deliverables. He typically ensures that the QC/QA certifications are signed by all parties, all design calculations and reports are included, and the names of all personnel are correctly shown.

Independent Technical Reviewer: Engineer who completes an independent review of the design/rating calculations and is part of the consultant team. Independent Technical Reviewer must have experience reviewing tasks that meet or exceed those of the designer and or checker.

Peer Review: Engineering group with no prior involvement in the project, performing an independent check of the design/rating calculations and results. Peer reviewers may not be employed by the same consultant.

RESPONSIBILITY AND AUTHORITY

Modjeski and Masters (M&M) will be fully responsible for QC/QA of their work as a sub-consultant to Meyer Engineers. All project submittals will include a QC/QA certification that the submittals meet the requirements of the QC/QA plan document. DOTD's role shall be limited to providing comments on the substance provided.

The Principal-In-Charge (PIC) and Project Manager (PM) assigned to this Contract will be responsible to ensure that the requirements of this QC/QA Plan are met.

Principal-In-Charge (PIC) in consultation with the Project Manager (PM) will assign a Supervisor/Team Leader, Design/Rating Engineer, Checker and Reviewer, with a level of technical skills and experience commensurate with the complexity of the structures included.

QC/QA PROCESS CONTROLS

a. Project Initiation

During the initial identification and proposal phase of each task order the Principal-in-Charge (PIC) and Project Manager (PM) determine the personnel that will be assigned to the project and their responsibilities. When possible, these individuals will participate in the initial conceptualization of the project and manpower estimating, as these initial activities identify the path to project completion. Design and Ratings tasks shall be assigned to engineers qualified by virtue of education and/or experience commensurate with the complexity of the subject project.

At the immediate initiation of the project, the PM will prepare a project schedule indicating the major milestone dates and deliverable dates on the project and, if required, submit it to the LADOTD for approval.

The staff assigned to the project will include an appropriate Supervisor/Team Leader, Design/Rating Engineer, Checker and Reviewer. Additional senior staff with experience related to the project will be assigned where appropriate. As additional staff joins the project, they will have a designated mentor among the senior staff to act as the first source for advice and counsel on technical and administrative matters. The technical scope of work contained in the Agreement will be made available to all individuals working on the project.

b. In-Office Design/Rating Phase

The PM will monitor the state of the project's progress, any unique technical issues that need to be resolved, and anticipated needs for increased or decreased staffing and report to the PIC.

The PM and senior staff assigned to the project, with assistance from the PIC as required, will develop an internal design/rating criteria worksheet identifying applicable specifications and guidelines required by the LADOTD, and specific QC/QA checklists and forms. These documents will be made available to all engineers and technicians working on the project. The design criteria worksheet and checklists will be kept current as the project evolves.

The PM will be responsible to see that M&M internal minutes are kept at meetings with the LADOTD and in-house project meetings. All the technical information in the minutes will be made available to all individuals working on the project. Where action is required, an individual will be identified as having been assigned that responsibility and a place shall be provided for the PM to indicate when that action has been completed.

All telephone contacts with the LADOTD, fellow design team members which lead to decisions or assignments will be recorded on a telephone log sheet. The telephone log sheet will be circulated to all individuals involved, and will become part of the correspondence file for the project. The log's project title and task order number will be edited as required for each project.

The PM will be responsible for establishing and maintaining a task list, which will identify the anticipated tasks, the team leaders, design/rating engineers, checkers and reviewers.

The PIC and the PM are responsible for being current with the project as it develops and for resolving all comments made by the LADOTD and document the resolution.

The PM, or his/her discipline reviewer designee, is responsible for overall quality assurance of the project deliverables.

All calculations and reports, which become superseded during the course of the project, will be clearly identified as being superseded and will be filed separately from the current work. Superseded work will not be discarded until the end of the project.

State-of-the-art computer hardware and software will be used to monitor and track the project development process. The software packages to be used are Microsoft Excel and Deltek Vision.

c. Communication Plan

All project team communication will flow through the PM or his/her team leader designee including all communication with the LADOTD.

The methods of communication to be used, listed in order of decreasing preference, include: face to face (not feasible in many cases), telephone, e-mail, express mail and regular mail.

d. Bridge Inspection

All field activities will be conducted by certified inspectors and will be supervised by a Registered Professional Engineer. The PM will identify one member of a field party to serve as a Safety Officer. It will be the Safety Officer's responsibility to:

- Identify local emergency services prior to the start of field work
- Review inspection and field safety requirements of the client, OSHA and Modjeski and Masters, Inc. with the field crew prior to the start of work,
- Verify that safety equipment is being properly used, and
- Supervise any accident reporting that may be necessary.

All field activities will be summarized in a report. Depending on the type of project, this report may be a memorandum to the files or a formal report to be submitted to a client. All reports will contain sufficient descriptions, measurements, sketches, or photographs to document conditions found and will undergo QC/QA reviews.

IDENTIFYING NON-CONFORMING WORK

The Project Manager or his/her designee will monitor day-to-day activities of the Design/Rating Team to confirm that the work is being performed as described in the scope of services and maintains the quality level expectations for the project, and it is within the established budget constraints. Discipline team leaders and reviewers will conduct quality control reviews at regularly scheduled intervals between and up to major milestone submissions throughout the course of the project. The schedule for these reviews will be established at the beginning of each major phase of the project by the Project Manager and the quality assurance reviewers based upon the agreed upon task schedule. Regular staff meetings will be held to discuss interim results, and to quickly identify work that may be considered non-conforming to the requirements of the project. Meeting minutes will indicate the extent of the non-conforming work, and action taken to correct the work and prevent re-occurrence for the remainder of the project. The impact of any non-conforming work on external parties will be assessed, and affected parties will be notified as required. Corrected information will be provided to the affected parties as soon as practical. The results of non-conforming work will be sent to a “dead” file, and disposed of at the completion of the project. With day-to-day monitoring of activities, and regular staff meetings, the potential for, and associated costs of, non-conforming work will be minimized.

In addition, all M&M Project Managers will be notified of this project’s non-conforming work during M&M’s regularly scheduled management staffing meetings when deemed applicable and a benefit to ongoing projects within the firm. The M&M Project Managers will then be responsible for disseminating the information to the staff assigned to those projects in order to prevent a repeat of similar errors.

SCHEDULES / DELIVERY DATES / BUDGETS

The Project Manager will establish accounting phase codes for the project that follow the task designations included in the technical and price proposal. The associated budget for each phase based on negotiated man-hours will also be developed. Task codes will be established for each subtask within a particular designated proposal task. This information is then provided to the Accounting Department in order to track project man-hours used and job costs.

In addition, when deemed expedient by the Project Manager, project specific progress spreadsheets will be used to monitor efforts and provide a second weekly means to track progress and project percent complete.

Quality assurance reviews will be conducted at regular intervals within each major phase of the project. Milestone submission dates will be used to develop the quality assurance review schedule to provide quality deliverables, and to ensure that sufficient time is included to perform the review, as well as permit the design/rating team to respond and/or correct non-conforming work without compromising the overall submission schedule.

M&M will provide a project schedule to the LADOTD for record that identifies key deliverables and their milestone dates. This schedule will conform to the milestone dates established by the LADOTD at the project’s start unless a revised schedule has been agreed upon by the LADOTD subsequent to the project start date. The schedule will be updated on a monthly basis to confirm that the project is proceeding as originally anticipated.

In the event a task order falls behind the projected schedule, an assessment will be made by the Project Manager or his designee on how to correct the issue. Potential corrective actions will include more staff added to the task, re-assignment of more specialized staff to the task, or perhaps a re-assessment of the schedule to determine if adjustments can be made to accommodate the delay in the task under concern, without impacting future project milestones.

ADMINISTRATIVE QUALITY MANAGEMENT PROCEDURES

The PIC and PM are responsible for the preparation of the technical and price proposals for the project, including both the original agreement and subsequent supplements/work orders. The PIC will review all proposals prior to submission to the LADOTD. A copy of the executed agreement(s) is kept on file in the Accounting Department. This file is readily available to management staff.

Estimation of percent completion and invoice costs will be performed by the PM, with assistance from the discipline team leaders. Using project specific progress tracking spreadsheets, and input from senior staff on completion of work for the various tasks performed for the period under consideration, a project percent complete will be established. This information will be compared against the projected percent complete per the design schedule at that time to determine if the project is on or ahead of schedule, or what corrective actions are necessary to get back on schedule.

DOCUMENT CONTROL

Input

Project specific files are to be established at the beginning of the project. Information is to be filed using the project number as the primary element followed by numerals set up for the project (for example 3000-1 with 3000 being the job number and the numeral 1 being general correspondence and so on) or in accordance with a file numbering system established by the LADOTD.

Information received by the PM is assessed and a copy forwarded to appropriate staff primarily responsible for the task. All senior staff are provided with the file copy for review and information purposes, in order to keep them aware of associated tasks being performed in conjunction with their work. Electronic documents, including e-mail, are kept on our secure server that all staff can access using the same file naming convention.

All staff are provided access to current design codes, and addendums are provided by the Firm when available. Staff are notified of project specific design criteria and standards, either at staff meetings, or by receipt of memorandum, or by e-mail.

Comments received from the LADOTD or Meyer Engineers are reviewed by the PM or his designee, and the appropriate staff made aware of the comments for their response. If a date of response is not included with the comment document, the Project Manager will establish a date, and follow-up with the appropriate staff to make certain that resolution is occurring in a timely manner. The PM will provide M&M's response to the LADOTD and await a follow-up reply.

Output

The PM or his designee will confirm that the design staff have been supplied and are using the most current project information, project specific design criteria, design specifications and standards during the course of the project. Staff will be notified either through face-to-face meetings, inter-office mail or electronic mail of updates to information/specifications/criteria that will impact their work.

Quality assurance reviews will be conducted to confirm that the assigned project staff are using the correct project information, design criteria, specifications and standards for completion of their work.

TECHNICAL QUALITY MANAGEMENT PROCEDURES

Specific design/rating procedures for this QC/QA Plan include the following:

- The PM or his team leader designee will identify the design/rating criteria established for each task order, and ensure that the staff is kept updated on any changes or additions to the criteria as the project progresses. Project specific exceptions to standard design/rating specifications discussed with the LADOTD will be documented. Reports and technical documents will be reviewed by the PM or his team leader designee to confirm that the results and/or recommendations utilize the current rating criteria. Reports and documents will be provided to the quality assurance reviewer to assess the results and recommendations of the design/rating team.
- Continuing training is part of M&M's culture. M&M Design/Rating Engineers are constantly being trained by the more senior staff, and by attending AASHTO LRFR and LRFD courses and conferences, such as the AASHTOWare conference, and these efforts shall continue. The training materials and references collected are readily available in the office.
- Design/Rating Engineers shall perform self-checking as the work progresses using in-house developed self-checking guidelines. They shall also perform cross checking as needed as the work progresses, when any team member is unsure of the results.
- Design/Rating engineers shall provide calculations for formal checking that include assumptions, design/rating criteria and all reference material used to develop the calculations. Calculations shall be in a neat and orderly format. Individual sheet (or sheets) considered as trial designs, or no longer valid, shall be marked to prevent checking of preliminary or superseded work. All formal design/rating calculation sheets will be checked, initialed and dated by the originator and the checker. The quality assurance reviewer will confirm that the established checking procedures and Quality Review Color Codes contained in Attachment 3 have been followed, and that the calculations are complete.
- Any and all LADOTD approved computer programs to be used for a project will have been checked independently by M&M as part of the approval process. Program input is checked to confirm that the appropriate geometry, section properties and material properties have been used, and the output assessed to make certain that the results are trending in the right direction, based on both the current project, as well as past experience, prior to the results being used to complete the design/rating. It is of utmost importance that the rater/designer understands when computer results are reasonable. Checks are made using hand calculations or different computer programs used in parallel. Two engineers working in parallel may be needed when using software that requires a high degree of accuracy and detail. Spreadsheets are checked to confirm that the appropriate design/rating criteria and specifications are being utilized, and that the results of the analysis programs are being transferred correctly and appropriate load factors are being applied.
- The following steps shall be followed by the checker when performing bridge rating QC:
 - The checker may use the same model that is created by the rater to check the analysis. In some instances, the team leader will instruct the checker to create his own independent model. If the same model that was generated by the rater is being used, the checker shall make a copy of said model and run it independently with appropriate parameters to verify the load rating results obtained by the rater.
 - The checker shall review the latest inspection report to see if there are any issues which may affect the rating analysis.
 - The checker shall review changes to the bridge relative to the as-built plans, to see what modifications have been made that can affect the rating, such as increased dead load.
 - The checker shall use as-built bridge plans and other available documents to verify the input parameters for the rating analysis.
 - The checker shall independently calculate and document the parameters which will affect the load rating. The following list contains some of these parameters:
 - thickness of the existing overlay on the structure
 - span length, girder spacing, and other pertinent dimensions
 - ultimate strength of structural material, such as concrete, steel or wood
 - allowable tension or compression of the structural material

- section properties of the structural elements, such as girders, slabs, etc.
 - jacking load or number of pre-stressing strands used in the analysis
- The checker shall verify the proper application of composite and non-composite loads.
- The checker shall verify the proper application of the boundary condition, such as fix, pin, roller, and the values of the rotational springs if used.
- Steps specific to a given bridge type and Task Order. See example checklist in Attachment 7.
- Drawings for the design will be developed by qualified technicians and reviewed and checked by engineers or qualified technicians and will meet the requirements of the LADOTD. Drawings will be initialed and/or signed, as applicable, by the originator and the checker. Drawings marked up with changes and/or corrections resulting from the review process are returned to the designer for action. Upon completion of the revisions, the team leader will compare the revised drawings with the marked up review drawings to ensure that all comments have been incorporated into the plans. The completed drawings and mark up's will be provided to the quality assurance reviewer to confirm that the necessary corrections have been completed, the Quality Review Color Codes contained in Attachment 3 have been followed, as well as assess the drawings for overall completeness and clarity.
- Special provisions for non-standard items will be reviewed by the PM or discipline lead for clarity, as well as consistency with the contract plans. Conformance to the LADOTD's standard specifications (content and format) will also be checked. The quality assurance reviewer will assess the special provisions for completeness and compatibility with contract plans.
- Construction cost estimates will be developed based on estimated quantities for the various pay items associated with the design and in accordance with the LADOTD's requirements. An in-house cost estimate will be determined based on M&M plan details. In addition, industry experts (suppliers, fabricators and contractors) may be consulted in development of the estimates. Current bid price (averages) and similar recently bid and/or completed projects will also be reviewed to confirm that the estimate is reasonable. The PM will review the information used to create the cost estimate. The completed cost estimate will be provided to the quality assurance reviewer to assess if the costs appear reasonable for the work included in the contract plans and specifications.
- The PM or a qualified reviewer designee will review all calculations, drawings and specifications to determine that work is being completed in accordance with applicable specifications and the requirements of the LADOTD. This is not to be a number-by-number, line-by-line review, but is to be sufficiently in-depth to identify significant shortcomings in content or presentation, and to determine that the intent of design specifications is being met. This review also includes checking the constructability of the project.
- Completed LADOTD quality assurance certification forms will be submitted for the project. A copy of the certification forms are attached (see Attachments 3 and 5.)
- The PM will be responsible to determine that the project is successfully and completely finalized. This will include:
 - the filing and indexing of design calculations and record copies of drawings,
 - confirmation that the correspondence file and accounting files are in their proper locations,
 - confirmation of the delivery of all required drawings, calculations, reports, correspondence and other documentation to the LADOTD., and
 - confirmation that quality assurance records and certification forms have been filed.
- Records will include the following items:
 - non-conformance and corrective action reports
 - drawings, procedures and the QA/QC plan
 - design input, output and verification
 - certification records

- All files, storage boxes or other containers shall be clearly identified with the proper name of the project, the colloquial name, if applicable, the year completed, the LADOTD's project identification number and M&M's project number. These will be transmitted to the LADOTD if required. The accounting office will be notified that the project is complete and that final invoicing may take place.

INTERNAL QUALITY AUDITING

An internal QA audit schedule for each project will be developed. The schedule will be a function of the length of the Task order; shorter task orders will require more frequent audits versus longer projects. Individuals named by the PIC will be performing quality assurance reviews, and will be primarily responsible for confirming that the QC/QA plan is being implemented by the PM on the project. The results of these quality assurance audits will be provided to the PM. If any deficiencies are noted, the PM will be responsible for taking corrective action, follow-up and providing documentation of the actions taken.

Frequency of review meetings for the following items is anticipated to be as follows:

- Schedules – monthly
- Scope – monthly
- Budget – monthly
- Team organization adjustments – bi-weekly (max), or as needed by the project schedule
- Approvals – as needed
- Coordination – at the discretion of the Design Team

During the course of the project, periodic reviews of the policies and procedures in QC/QA Plan will be reviewed by the PM and the quality assurance reviewers to ensure usability and compatibility with interfacing procedures.

Assigned project staff and new staff as they are assigned to the project will be made aware of the specific QA/QC controls established for the project by the PM or his designee. Senior staff will mentor new staff on policies and procedures used to ensure a quality deliverable. The quality assurance reviewers will also monitor the staff to confirm that the quality management plan has been properly communicated to the assigned staff, and that modifications to the plan are communicated to all staff throughout the course of the project.

EXTERNAL AUDITS

M&M will accommodate and facilitate LADOTD audits at various times throughout the duration of the project if required.

QC/QA CERTIFICATION

At the end of each project the Department's QC/QA Certification Form (Appendix D LADOTD BDEM Part I - Chapter 3) will be completed and submitted along with the Certification Form (Appendix I LADOTD BDEM Part I - Chapter 3). See Attachments 1 and 2.

ATTACHMENT 1 – CERTIFICATION FORM

Appendix I

Consultant Submittal QC/QA Certification

Project No.:

Project Name:

I, the undersigned Supervisor or Team Leader for this project, certify that the information included in this submittal has been prepared in accordance with the QC/QA plan documents and LADOTD Bridge Design Section policy on QC/QA and the information presented is accurate and meets the requirements of this submittal. All CAD drawings meet LADOTD CAD standards.

Submittal Description

Supervisor or Team Leader Name

Signature

Date



ATTACHMENT 2 – QC-QA CERTIFICATION

Appendix D
QC/QA Certification

Project No.:
Project Name:

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

| Team Members | Name | PE Registration No. | Responsible Plan Sheets | Responsible Special Provisions | Construction Cost Estimate | Signature |
|------------------------|------|---------------------|-------------------------|--------------------------------|----------------------------|-----------|
| Designers Or Raters | | | | | | |
| | | | | | | |
| Design/Rating Checkers | | | | | | |
| | | | | | | |
| Detailers | | | | | | |
| | | | | | | |
| Detail Checkers | | | | | | |
| | | | | | | |
| Reviewers | | | | | | |
| | | | | | | |
| Peer Reviewer | | | | | | |
| Geotechnical Engineer | | | | | | |
| Hydraulic Engineer | | | | | | |
| EOR | | | | | | |

ATTACHMENT 3 – QUALITY REVIEW COLOR CODE

The originator will generate printed or copied reports, calculations, drawings, or other similar originals.

The checker will:

Highlight in **YELLOW** everything that is correct.

incorrect

Strike in **RED** everything that is ~~incorrect~~ or needs to be deleted.

Write all additions and corrections in **GREEN**.

The originator will then:

Back-check in **BLUE**.

All comments that do not require edits are to be made in **BLACK** ink or pencil.

ATTACHMENT 4 – EXAMPLE OF DESIGN CRITERIA CHECKLIST

(This is an illustrative example as provided by the LADOTD. Specific checklists and forms will be developed for each bridge type and task order)

DESIGN CRITERIA FOR EACH PROJECT SHALL INCLUDE, BUT NOT LIMITED TO, THE FOLLOWING SECTIONS:

Cover sheet

THE FOLLOWING INFORMATION MUST BE INCLUDED ON THE COVER SHEET:

- LADOTD PROJECT NUMBER
- PROJECT NAME
- REVISION DATE
- THE SUPERVISOR OR TEAM LEADER'S SIGNATURE AND DATE

Governing Design and Construction Specifications and Other References

A LIST OF GOVERNING DESIGN AND CONSTRUCTION SPECIFICATIONS AND OTHER REFERENCES USED FOR THE PROJECT SHALL BE INCLUDED IN THIS SECTION. THE EDITION NUMBER, INTERIM REVISIONS, AND/OR PUBLICATION DATE MUST BE SPECIFIED FOR EACH REFERENCE.

Design Assumptions and Design Exceptions

ALL DESIGN ASSUMPTIONS AND DESIGN EXCEPTIONS RECEIVED MUST BE INCLUDED IN THIS SECTION ALONG WITH SUPPORTING DOCUMENTS.

General Information

THE GENERAL INFORMATION AS LISTED BELOW SHOULD BE INCLUDED IN THIS SECTION:

- BRIDGE INFORMATION (NO. OF BRIDGES, BRIDGE CLEAR WIDTH, LENGTH, NO. OF LANES, LANE WIDTH, SHOULDER WIDTH, ETC.)
- ROAD INFORMATION (ROADWAY CLASSIFICATIONS, DESIGN SPEED, TRAFFIC DATA, ETC.)
- VERTICAL DATUM
- VERTICAL AND HORIZONTAL CLEARANCES
- OTHER RELEVANT INFORMATION

Hydraulic Design Criteria

ALL HYDRAULIC DESIGN CRITERIA (DESIGN YEAR, DESIGN WATER ELEVATIONS, SCOUR DEPTH AND SCOUR ELEVATION, ETC.) SHALL BE INCLUDED IN THIS SECTION AND THE INFORMATION SHALL BE PROVIDED BY THE HYDRAULIC ENGINEER.

Design Factors

THE DUCTILITY FACTOR η_D , REDUNDANCY FACTOR η_R , AND OPERATIONAL IMPORTANCE FACTOR η_I SHALL BE LISTED IN THIS SECTION.

Design Loads

ALL DESIGN LOADS (DEAD LOAD, LIVE LOAD, WIND LOAD, THERMAL LOADS, VESSEL COLLISION LOADS, SEISMIC LOAD, WAVE LOADS, ETC.) USED FOR THE PROJECT SHALL BE INCLUDED IN THIS SECTION.

Limit States

ALL APPLICABLE LIMIT STATES FOR THIS PROJECT SHALL BE LISTED IN THIS SECTION.

Bridge Barrier

THE DESIGN CRITERIA, TYPES, AND TEST LEVELS FOR BRIDGE BARRIERS SHALL BE LISTED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Guardrail

THE DESIGN CRITERIA, TYPES, AND TEST LEVELS FOR GUARDRAILS SHALL BE LISTED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Approach Slab

DESIGN CRITERIA FOR APPROACH SLAB SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Deck and Deck Drainage

ALL DESIGN CRITERIA FOR DECK AND DECK DRAINAGE DESIGN SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Bearing

ALL BEARING TYPES AND DESIGN CRITERIA FOR EACH BEARING TYPE SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Joint

ALL JOINT TYPES AND DESIGN CRITERIA FOR EACH TYPE SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Superstructure

ALL SUPERSTRUCTURE TYPES AND DESIGN CRITERIA FOR EACH TYPE SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Substructure

ALL SUBSTRUCTURE TYPES AND DESIGN CRITERIA FOR EACH TYPE SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Piles and Drilled Shafts

ALL PILE TYPES, SIZES, AND STRUCTURAL DESIGN CRITERIA SHALL BE INCLUDED IN THIS SECTION. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Geotechnical Design

ALL GEOTECHNICAL DESIGN CRITERIA SHALL BE INCLUDED IN THIS SECTION AND THE INFORMATION SHALL BE PROVIDED BY THE GEOTECHNICAL ENGINEER. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Mechanical Design

ALL MECHANICAL DESIGN CRITERIA SHALL BE INCLUDED IN THIS SECTION IF APPLICABLE. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

Electrical/Lighting Design

ALL ELECTRICAL DESIGN CRITERIA SHALL BE INCLUDED IN THIS SECTION IF APPLICABLE. STANDARD PLANS AND SPECIAL DETAILS SHOULD BE LISTED IF THEY ARE UTILIZED.

As-Designed Bridge Rating Criteria

ALL AS-DESIGNED BRIDGE RATING CRITERIA SHALL BE INCLUDED IN THIS SECTION.

Software

ALL SOFTWARE USED FOR DESIGN AND CHECK SHALL BE INCLUDED IN THIS SECTION.

ATTACHMENT 5 – EXAMPLE OF BRIDGE RATING CHECKLIST

(This is an illustrative example. Specific checklists and forms will be developed for each bridge type and task order)

LOAD RATING METHODOLOGY AND COMPUTATIONS

- Is the proper rating procedure utilized for the specific type (new/replacement, rehabilitated/widened, existing) of bridge?
- Is the proper software utilized for rating the specific type of bridge?
- Are all unique steel bridge elements in the structure correctly defined?
- Are the geometry and weight of all appurtenance types (parapets, median etc.) in the structure correctly defined?
- Are locations and weights of all intermediate diaphragms correctly entered?
- Is the skew angle for each support location correctly entered?
- Are the bridge dimensions, appurtenance locations, lane positions, and other pertinent data describing the structure typical section correctly entered?
- Does the structure framing plan schematic produced by the load rating software match as-built plans?
- For bridges with curved edge of deck and corded girders, have overhangs been properly accounted for with both interior and exterior girders rated?
- Do material properties for all components (steel, concrete, reinforcement, stiffeners, gusset plates) used in the load rating conform to those given in the as-built plans or plan modifications?
- Are dead load calculations based on correct plan dimensions, material unit weights and information on changes that have taken place over time?
- Are dead loads acting on the composite section equally distributed to all supporting members of the superstructure?
- Is the average daily truck traffic (ADTT), which is used for computing LRFR live load Factors, correctly entered?
- Does the structure typical section schematic produced by the load rating software match as-built plans?
- Are live load distribution factors for each unique girder correctly computed?
- Are the effective flange widths correctly computed and entered?
- Does the elevation view schematic produced by the load rating software match as-built plans for each unique girder?
- Are sufficient points of interest defined for simple spans and continuous bridges?
- Are all dead load components assigned to the correct load case?
- Are LRFR system and condition factors correctly entered?
- Does the analysis account for structural deterioration as indicated in the field inspection report?
- Do the selected analysis vehicles conform to the LADOTD requirements?
- Have stiffeners been incorporated into the load rating model to determine shear capacity?
- Have all gusset plates been accounted for properly in the rating?
- Have all splices been accounted for properly in the rating?

LOAD RATING REPORT

- Are all necessary remarks, assumptions or recommendations shown?
- Are critical remarks, assumptions or recommendations shown?
- Are the controlling rating values on the summary sheet correctly tabulated for each load rating vehicle?
- Are the controlling member numbers on the summary sheet correctly tabulated for each load rating vehicle?

- Are posting recommendations included in the rating evaluation?
- Is the bridge load rating summary sheet signed and sealed?

QC/QA DOCUMENTATION

- Are all checklists and forms complete and initialed?
- Are all QC/QA documentation forms complete and ready for submittal?

ATTACHMENT 6 – FINAL CALCULATION BOOK CHECKLIST

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

___ **Cover Sheet**

The following information must be included on the cover sheet:

- LADOTD project number
- Project name
- The title of “Final Calculation Book”
- The EOR’s seal with signature and date

___ **Final Calculation Book Check List**

___ **QC/QA Certifications**

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

___ **Design Criteria**

___ **Photometric Analysis Report**

___ **Final Hydraulic Analysis Report from Hydraulic Engineer**

___ **Final Geotechnical Analysis Report from Geotechnical Engineer**

___ **Electrical Design Calculations**

___ **Superstructure Design Calculations**

___ **Substructure Design Calculations**

___ **Quantity Calculations**

___ **Special Provisions/NS-Items**

___ **Construction Cost Estimate**

___ **As-Designed Rating Report**

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

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

___ **A PDF File of the Calculation Book (Including the As-Designed Rating Report)**

___ **All Electronic Design Files**

___ **A PDF File of the As-Designed Rating Report Only**

The final calculation book for in-house projects shall include the same files listed above for consultant projects. The final calculation book and other final design documents for all projects including in-house and consultant projects shall be uploaded to the archiving location designated in the record retention policy within 30 calendar days after the stamped final plans are delivered.

ATTACHMENT 7 – QUALITY ASSURANCE INFORMATION PACKAGE CHECKLIST

Project No.:

Project Description:

- _____ Calculation Book
- _____ Plans
- _____ Special Provisions
- _____ Cost Estimate
- _____ Other Documents _____

ATTACHMENT 8 – PEER REVIEW RESOLUTION AGREEMENT

Project No.: Project:

Name:

We, the undersigned Peer Reviewer, Supervisor or Team Leader of the design team, and LADOTD Representative for this project, have reviewed and accepted the attached peer review resolutions. We certify that the peer review has been performed in accordance with the LADOTD Bridge Design Section policy on QC/QA.

| Team Members | Name | Signature |
|---------------------------|------|-----------|
| Peer Reviewer | | |
| Supervisor or Team Leader | | |
| LADOTD Representative | | |

ATTACHMENT 9 – LADOT SOFTWARE AND DELIVERABLES STANDARDS FOR ELECTRONIC PLANS

| LaDOT Software and Deliverable Standards for Electronic Plans | | | | |
|---|--|--|--|--|
| Revised May 2018 | | | | |
| Function | LaDOT Software Standards | Consultant Software Standards | Deliverables | Comments |
| CAD Drafting | Bentley MicroStation V8i (11.0) (32/64) or V8i (11.0) (32/64) (32/64) | Bentley MicroStation V8i (11.0) (44/64) (32/64) or V8i (11.0) (32/64) (32/64) | MicroStation DGN | <ul style="list-style-type: none"> Consultants must submit MicroStation plan submittals directly into the Inspection/Issuance Project folder. |
| CAD Standards Management | Alvia CAD Conform V8.00.76 (MicroStation) | Alvia CAD Conform V8.00.70 (MicroStation) | MicroStation DGN (with valid CAD Conform certification stamp) | <ul style="list-style-type: none"> Only the DGN files as DTD CAD Standard Compliant (indicated by valid compliance stamp) using CAD Conform Manager MicroStation. |
| CAD Standards Quality Authentication | Alvia EMS Conform "Check CAD Standards" (Administered by LADOT in ProjectWise) | Alvia EMS Conform "Check CAD Standards" (Administered by LADOT in ProjectWise) | Approved ContentCAD (MicroStation) Export report | <ul style="list-style-type: none"> DOTD reviewers use the DTD Conform "Check CAD Standards" function to check for valid CAD Conform certification stamps and/or review other compliance factors. Quality reports must reflect 100% compliance by 80% Final Plans (or sooner if needed by the Project Manager). Supplemental deliverables must be approved and documented per revision by the Project Manager. |
| CAD Attributes Quality Authentication | Alvia EMS Conform "Check Attributes" (Administered by LADOT in ProjectWise) | EMS Conform "Check Attributes" (Administered by LADOT in ProjectWise) | Approved ContentCAD (MicroStation) Detail report | <ul style="list-style-type: none"> DOTD reviewers use the DTD Conform "Check Attributes" function to check for compliance with key attributes. Quality reports must reflect 100% compliance by 80% Final Plans (or sooner if needed by the Project Manager). Supplemental deliverables must be approved and documented per revision by the Project Manager. |
| CAD Plotting | Bentley ProjectWise InterPlot Organizer V8i (11.0) (32/64) | Bentley ProjectWise InterPlot Organizer V8i (11.0) (32/64) | Paper format drawings (InterPlot can also be used to create PDF) | <ul style="list-style-type: none"> Full Size Submittals: Full size submittal sheets shall have an outside edge measuring 22" x 34". Provide a 0.50" margin on the top, bottom and right hand side of the sheet and a 2" margin on the left hand side of the sheet. Large Size Submittals: Full size submittal sheets shall have an outside edge measuring 11" x 17". Drawings shall be an exact 50% reduction of the full size submittal. Provide a 0.25" margin on the top, bottom and right hand side of the sheet and a 1" margin on the left hand side of the sheet. Letter Size Submittals: Letter size submittal sheets shall have an outside edge measuring 8.5" x 11". |
| Electronic Plans Publishing | Bentley Publish to PDF (integrated with ProjectWise) | Bentley Publish to PDF (integrated with ProjectWise) | PDF drawings in ProjectWise | <ul style="list-style-type: none"> PDF format drawings are the format electronic deliverable. Consultants must report unapproved internal MicroStation format changes via the appropriate ProjectWise discipline "Issue" table for each plan delivery revision (in order to be able to publish PDF plan submittals). MS user file consultants use the Publish to PDF tool http://www.bentley.com/Products/ProjectWise/Downloads/Tools/Tools.htm |
| Road Design | Bentley InRoads V8i (11.0) (64) (32/64) | Bentley InRoads V8i (11.0) (64) (32/64) | InRoads DGN graphics: ALD, DTM | <ul style="list-style-type: none"> DOTD only allows InRoads software on the MicroStation platform. InRoads 3D and OpenRoads Designer are not supported at this time. |
| Hydraulic Design Drafting (Optional) | Bentley InRoads Storm & Sanitary V8i (11.0) (64) (32/64) | Bentley InRoads Storm & Sanitary V8i (11.0) (64) (32/64) | Hydraulics DGN Graphics | <ul style="list-style-type: none"> Bentley Storm and Sanitary is recommended for generating graphics only. DOTD only allows InRoads Storm & Sanitary software on the MicroStation platform. The current design standard is HDS, which is used to check hydraulic designs. |
| Electronic Survey | Bentley InRoads Survey V8i (11.0) (64) (32/64) | Bentley InRoads Survey V8i (11.0) (64) (32/64) | Survey DGN Graphics: PWD, DTM, ALD, DTM | <ul style="list-style-type: none"> Any data collector tool and method that produces the required electronic content and is secure and accessible. LILO feature codes must be used during data collection to enable export of CAD survey graphics and associated Tag Data. DOTD only allows InRoads Survey software on the MicroStation platform. |
| PDF Plan Reader | Adobe Acrobat Reader | Adobe Acrobat Reader | N/A | |
| Digital Signatures | N/A (New Process in Development) | N/A (New Process in Development) | N/A (New Process in Development) | N/A (New Process in Development) |
| Collaboration Platform | Bentley ProjectWise Explorer V8i (11.0) (32/64) | Bentley ProjectWise Explorer V8i (11.0) (32/64) | Project plans and associated documents | <ul style="list-style-type: none"> Consultants are required to manage their plan submittals using LADOT's inspection system. Use the managed Export-Export Locks (EEL) and managed Export Locks to manage CAD development between PDRs accurately. This prevents unauthorized changes and loss of attribute data. The ProjectWise Explorer application is provided free of charge for consultants working on LA DOTD projects. This security protocol is not required for ProjectWise web browser. Consultant's responsibility to purchase. |
| <p>Software versions posted herein are the latest supported version as of this document publishing. We will seek to keep this document as up to date as possible as we move forward.</p> <p>Contact Ryan Felder at ryan.felder@dotd.ca.gov (775-376-386) for general information and assistance regarding LADOT electronic standards, ProjectWise workflow and electronic plan delivery, author location and publishing.</p> <p>Contact David Ringette at david.ringette@dotd.ca.gov (775-376-1800) for general information and assistance regarding ProjectWise, PDF publishing setup.</p> <p>Browse to http://www.dotd.ca.gov and then select Doing Business with LADOT > Electronic Standards for Plans for links to all DOTD electronic standards and software downloads.</p> <p>Browse to http://www.alviasoft.com/downloads/CADconform for the latest CAD conform software downloads and related CAD conform platform compatibility information.</p> <p>Contact support@alviasoft.com (or call 201-295-2554) for information and assistance regarding installation of LADOT CAD Resources and Alvia CAD conform software.</p> <p>Contact Alvia Software to purchase CAD conform. Contact Bentley Systems to purchase MicroStation, ProjectWise InterPlot Organizer and InRoads products.</p> | | | | |



Louisiana Department of Transportation and Development
Bridge Design Section - Pre-Approved Software List
Updated: October 19, 2023

| Developer | Website | Software Name | Production Version |
|--------------------------------|---|------------------------------|----------------------|
| AASHTO, Inc. | https://www.aashtoware.org/ | AASHTOWare Bridge Design | 7.4.1 |
| AASHTO, Inc. | https://www.aashtoware.org/ | AASHTOWare Bridge Rating | 7.4.1 |
| AASHTO, Inc. | https://www.aashtoware.org/ | AASHTOWare PS Design Tool | 7.4.1 |
| AASHTO, Inc. | https://www.aashtoware.org/ | AASHTOWare Steel Design Tool | 7.4.1 |
| Acuity Brands Lighting, Inc. | https://www.visual-3d.com/ | Visual | 2020 R2 |
| AutoDesk | https://www.autodesk.com/ | AutoCAD LT | AutoCAD LT 2024 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | LEAP Bridge Concrete | 22.0.4.24 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | LEAP Bridge Steel | 22.0.4.24 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | Microstation Connect Edition | 10.16.00.080 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | Microstation v8i | 08.11.09.883 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | Open Roads Designer | 10.10.13 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | OpenBridge Designer | 10.10.1.73 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | OpenBridge Modeler | 10.12.183 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | RM Bridge | 11.16.031 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | STAAD | 22.12.00.142 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | STAAD Beava | 22.12.00.142 |
| Bentley Systems, Inc. | https://softwaredownloads.bentley.com/en/ | STAAD Section Wizard | 22.12.00.142 |
| Bridge Software Institute | http://bsi-web.ce.ufl.edu | FB-Pier | v5.8.31 |
| Computers and Structures, Inc. | https://www.csiamerica.com/ | CSiBridge | CSiBridge 2016 v1820 |
| Computers and Structures, Inc. | https://www.csiamerica.com/ | CSiCOL | CSiCol 9 v901 |
| Computers and Structures, Inc. | https://www.csiamerica.com/ | SAP 2000 | SAP 2000 v1820 |
| CSI, Ltd. | https://www.csi-europe.com/ | DDM | DDM 2023 |
| Elite Software | https://www.elitesoft.com/ | CHVAC 8 | CHVAC 8 |
| Ensoft, Inc. | https://www.ensoftinc.com/ | L-Pile | 2022-09 |
| Finite Element Analysis, Ltd. | https://www.lusas.com/ | LUSAS | LUSAS 19.1-3 |
| Informer Technologies, Inc. | https://powergear.software.informer.com/ | Power Gear | 4.0.64 |

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|----------------------------|---|----------------------|--------------------|
| LARSA, Inc. | https://www.larsa4d.com/ | LARSA 4D Bridge Plus | LARSA 4D_8.00.9016 |
| Lighting Analysts, Inc. | https://www.lightinganalysts.com/catalog/login.php | AGI32 | AGI32-20.11.0.12 |
| MDX Software, Inc. | http://www.mdxsoftware.com/ | MDX | MDX 2023.9.18 |
| MIDASoft | https://www.midasoft.com/ | Midas Civil | Civil 2023(v1.1) |
| Operating Technology, Inc. | https://www.etap.com/ | ETAP | ETAP 2023 (22.5.0) |
| PTC, Inc. | https://www.ptc.com/en/support | MathCAD Prime | Prime 9.0 |
| Smart Bridge Technology | http://www.smartbridgetech.com/ | Smart Bridge Suites | 4.0 |
| SolidWorks Corporation | https://www.solidworks.com/ | SOLIDWORKS | 2023 SP02.1 |
| Structure Point, LLC | https://structurepoint.org/ | spColumn | spColumn 10.00 |
| University of Maryland | https://best.umd.edu/sabre/ | Sabre | 6.2 |

Notes:

1. If any other software is required for unique applications for which pre-approved software cannot be used, a synopsis of the software shall be submitted to the Bridge Design Engineer Administrator for approval prior to use. The synopsis shall include the name of the software and the developer, a general description of the functions, a certification from the software developer stating that it is maintained in accordance with the latest AASHTO LRFD Bridge Design Specifications, and an account of the requester's experience and the experience of other organizations or agencies that use the software. Data/results from in-house software will not be accepted as part of the deliverable.
2. The cost of software shall be included in the overhead cost of the firm and not a direct expense for the projects.

22. Sub-consultant Information:

| Firm Name (Name must match as registered with Louisiana's Secretary of State) | Address | Point of Contact and email address | Phone Number |
|--|--|--|---------------------|
| <i>Urban Systems, Inc</i> | <i>2000 Tulane Avenue, #200 New Orleans, LA 70112</i> | <i>Alison Catarella Michel, P.E. acmichel@urbansystems.com</i> | <i>504.569.3958</i> |
| <i>Modjeski and Masters, Inc.</i> | <i>1100 Poydras Street, Ste. 900 New Orleans, LA 70163</i> | <i>Cullen J. Ledet, P.E. Vice President cjledet@modjeski.com</i> | <i>504.524.4344</i> |

23. Location:

N/A