



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

## **IDIQ Contracts for Underwater Bridge Inspection, Statewide**

CONTRACT NOS. 4400029206 AND 4400029207 | JUNE 13, 2024

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**Prepared for:**

Department of Transportation & Development  
Attn: Heather Deare  
Consultant Contract Services Administrator  
1201 Capitol Access Road, Room 405-E  
Baton Rouge, LA 70802

**Prepared by:**

Consor Engineers, LLC  
**Point of Contact:** Heath Pope, PE  
110 West Airline Drive, Suite F  
Kenner, Louisiana 70062  
**p:** 253.268.8423  
**e:** hpope@consoreng.com

# **DOTD FORM: 24-102**

(Revised January 1, 2023)

## **PROPOSAL TO PROVIDE CONSULTANT SERVICES**

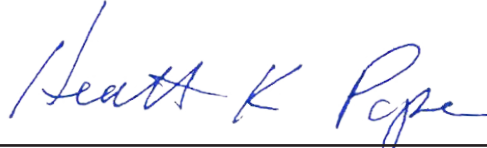
Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

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

1. Contract Name as shown in the advertisement	IDIQ Contract for Statewide Underwater Bridge Inspection Statewide
2. Contract Number(s) as shown in the advertisement	4400029206 and 4400029207
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Consor Engineers, LLC
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	3246
6. Prime consultant mailing address	15310 Park Row Houston, Texas 77084
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	110 West Airline Drive, Suite F Kenner, Louisiana 70062
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Heath Pope, PE   Vice President P: 253.268.8423   E: hpope@consoreng.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Heath Pope, PE   Vice President P: 253.268.8423   E: hpope@consoreng.com

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



<p>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.</p>	 <hr/> <p>Signature above shall be the same person listed in Section 9:</p> <p><u>06/12/2024</u></p> <hr/> <p>Date:</p>				
<p>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.</p>	<table> <tr> <td><u>Firm(s):</u></td> <td><u>Firm(s)' %:</u></td> </tr> <tr> <td>N/A</td> <td>N/A</td> </tr> </table>	<u>Firm(s):</u>	<u>Firm(s)' %:</u>	N/A	N/A
<u>Firm(s):</u>	<u>Firm(s)' %:</u>				
N/A	N/A				



12. **Past Performance Evaluation Discipline Table:**

Past Performance Evaluation Discipline(s)	% of Overall Contract	Conсор Engineers, LLC	Huval & Associates, Inc.	Each Discipline must total to 100%
Bridge	90%	91%	9%	100%
Other (Contract Management)	10%	100%		100%
Identify the percentage of work for the <u>overall contract</u> to be performed by the prime consultant and each sub-consultant.				
Percent of Contract	100%	91.9%	8.1%	<b>100%</b>





13. **Firm Size:**

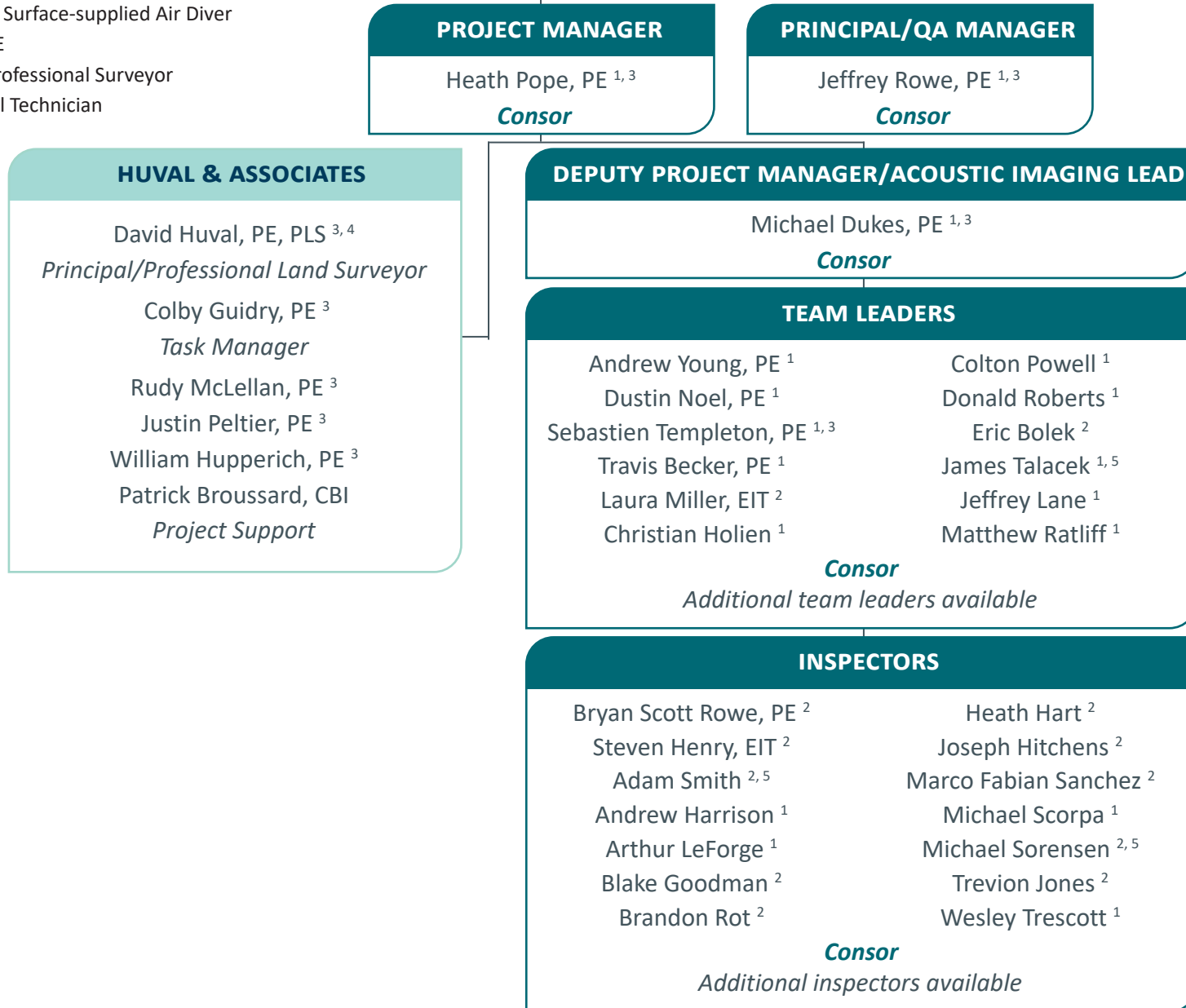
Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in the DOTD Job Classification (if needed)
Conzor Engineers, LLC	Principal	1	4
	Supervisor - Eng	6	39
	Other (Team Leader)	7	52
	Other (EI Diver)	2	8
	Other (Dive Technician/Inspector)	14	46
	Other (FAA Drone Pilot)	8	23
Huval & Associates, Inc.	Principal	1	1
	Supervisor Engineer	2	5
	Engineer	4	16
	Engineer Intern	3	6
	Technician	1	2
	CADD Technician	2	3
	CADD Drafter	2	4
	Inspector-Certified	2	2



14. Organizational Chart:

**Key:**

- 1 = ADCI-certified Dive Supervisor
- 2 = ADCI-certified Surface-supplied Air Diver
- 3 = LA Licensed PE
- 4 = LA Licensed Professional Surveyor
- 5 = Diving Medical Technician




15. Minimum Personnel Requirements:

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number	State of license	License / certification expiration date
1-3	Jeffrey Rowe, PE	Conсор	PE #37808 - Civil ADCI #13903 - Diving Supervisor	LA	Exp. 09/30/2025 Exp. 12/04/2028
4	Heath Pope, PE	Conсор	PE #36946 - Civil ADCI #24083 - Diving Supervisor	LA	Exp. 09/30/2024 Exp. 03/10/2028
5	Andrew Young, PE	Conсор	PE #73620 - Civil ADCI #38105 - Diving Supervisor	OH	Exp. 12/31/2025 Exp. 01/26/2026
5	Dustin Noel, PE	Conсор	PE #19875 - Civil ADCI #58346 - Diving Supervisor	PA	Exp. 09/30/2025 Exp. 10/16/2028
5	Sebastien Templeton, PE	Conсор	PE #47632 - Civil ADCI #48653 - Diving Supervisor	AR	Exp. 09/30/2025 Exp. 01/04/2029
5	Travis Becker, PE	Conсор	PE #0402063152 - Civil ADCI #57379 - Diving Supervisor	VA	Exp. 09/30/2025 Exp. 07/10/2028
5	Laura Miller, EIT	Conсор	Engineer in Training #34949 ADCI #61052 - Diver	LA	Exp. 09/30/2025 Exp. 05/18/2025
5	Christian Holien	Conсор	ADCI #62421 - Diving Supervisor	N/A	Exp. 02/09/2026
5	Colton Powell	Conсор	ADCI #59441 - Diving Supervisor	N/A	Exp. 04/09/2029
5	Donald Roberts	Conсор	ADCI #13509 - Diving Supervisor	N/A	Exp. 02/16/2027
5	Eric Bolek	Conсор	ADCI #64296 - Diver	N/A	Exp. 03/28/2027
5	James Talacek	Conсор	ADCI #64599 - Bell/Saturation Supervisor NBDHMT #1539 - Certified Diver Medic	N/A	Exp. 05/27/2027 Exp. 02/28/2025
5	Jeffrey Lane	Conсор	ADCI #5791 - Diving Supervisor	N/A	Exp. 04/11/2028
5	Matthew Ratliff	Conсор	ADCI #63277 - Diving Supervisor	N/A	Exp. 07/26/2026

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number	State of license	License / certification expiration date
5	Bryan Scott Rowe, PE	Conсор	PE #41520 - Civil ADCI #62925 - Entry Level Tender/Diver	SC	Exp. 06/30/2026 Exp. 10/16/2028
5	Steven Henry, EIT	Conсор	Engineer Intern #0420062278 - Civil ADCI #62931 - Entry Level Tender/Diver	VA	Exp. N/A Exp. 05/26/2025
5	Adam Smith	Conсор	ADCI #65413 - Diver NBDHMT #2920 - Certified Diver Medic	N/A	Exp. 12/22/2027 Exp. 09/22/2025
5	Andrew Harrison	Conсор	ADCI #65278 - Diving Supervisor	N/A	Exp. 11/12/2027
5	Arthur LeForge	Conсор	ADCI #58342 - Diving Supervisor	N/A	Exp. 02/11/2026
5	Blake Goodman	Conсор	ADCI #65691 - Entry Level Tender/Diver	N/A	Exp. 01/13/2027
5	Brandon Rot	Conсор	ADCI #63922 - Diver	N/A	Exp. 11/12/2027
5	Heath Hart	Conсор	ADCI #59633 - Diver	N/A	Exp. 05/03/2029
5	Joseph Hitchens	Conсор	ADCI #67528 - Diver	N/A	Exp. 08/12/2025
5	Marco Fabian Sanchez	Conсор	ADCI #64723 - Diver	N/A	Exp. 06/29/2027
5	Michael Scorpa	Conсор	ADCI #35214 - Diving Supervisor	N/A	Exp. 02/23/2027
5	Michael Sorensen	Conсор	ADCI #66467 - Diver NBDHMT #2831 - Certified Diver Medic	N/A	Exp. 08/18/2028 Exp. 11/30/2024
5	Trevion Jones	Conсор	ADCI #56863 - Diver	N/A	Exp. 09/14/2024
5	Wesley Trescott	Conсор	ADCI #65754 - Diving Supervisor	N/A	Exp. 03/15/2028
6	David Huval Sr., PE	Huval	PE #9931 – Civil PLS #2015 – Land Surveying	LA	Exp. 03/31/2025
7	Michael Dukes, PE	Conсор	PE #40986 - Civil ADCI #58165 - Diving Supervisor	LA	Exp. 03/31/2025 Exp. 07/27/2028


16. **Staff Experience:**

		Firm employed by: Consor Engineers, LLC	
<b>Name</b> Heath Pope, PE <b>Title</b> Vice President	Years of relevant experience with this employer		7
	Years of relevant experience with other employer(s)		24
Degree(s)/Years/Specialization		BS/1992/Civil Engineering MBA/2004/Old Dominion University	
Active registration number/state/expiration date		36946/Louisiana/9.30.24	
Year registered		2012	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Heath fulfills the minimum personnel requirement for MPR 4 Inspection Team Leader Project Manager.	
Experience dates (mm/yy–mm/yy)	<p>Heath Pope provides more than 30 years of experience with a wide range of inspection and repair/rehabilitation projects. As a professional engineer and commercial diver, he routinely performs above-water and underwater condition assessments and repair design inspections; his experience includes a wide range of structures, including bridges, piers, wharves, relieving platforms, dry docks, quay walls, bulkheads, caissons, pipelines, and fender and mooring systems. Typical clients include state departments of transportation (DOTs), the US Navy, major port authorities, US Coast Guard, and several other federal agencies, municipal, and private clients throughout the US, Canada, and the Pacific Rim. He also serves as a member and contributing author on the ASCE Ports and Harbors committee which developed the new ASCE Waterfront Facilities Inspection and Assessment Standard Practice Manual, published June 2015.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 02/04/2005</li> <li>• NHI 130053, Bridge Inspection Refresher Training – 09/01/2022</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 10/27/2023</li> <li>• NHI 130091, Underwater Bridge Inspection – 09/01/2007</li> <li>• NHI 130092, Load and Resistance Factor Rating of Highway Bridges – 09/28/2023</li> <li>• NHI 130110, Tunnel Safety Inspection – 03/03/2017</li> <li>• NHI 135047, Stream Stability &amp; Scour Highway Bridges for Bridge Inspection – 02/21/2007</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – Association of Diving Contractors International (ADCI) #24803</li> <li>• FHWA-certified NHI Bridge Inspection Instructor (2024): NHI 130078, NHI 130091</li> </ul>		



08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana Department of Transportation and Development (DOTD) – Project Manager/Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
01/17 – 08/22	<p><b>Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Project Manager/Team Leader</b></p> <p>Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy formats.</p>
08/19 – 12/21	<p><b>Statewide Underwater Bridge Inspections, Iowa DOT – Team Leader/Dive Supervisor</b></p> <p>Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader/Dive Supervisor</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>



	Firm employed by: Consor Engineers, LLC		
<b>Name</b>	<b>Michael Dukes, PE</b>	Years of relevant experience with this employer	14
<b>Title</b>	<b>Vice President/Central District Manager</b>	Years of relevant experience with other employer(s)	2
Degree(s)/Years/Specialization	BS/2008/Civil Engineering MS/2009/Civil Engineering MS/2019/Engineering Management		
Active registration number/state/expiration date	40986/Louisiana/03.31.2025		
Year registered	2016	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Michael fulfills the minimum personnel requirement for MPR 7 Underwater Imaging.		
Experience dates (mm/yy–mm/yy)	<p>Michael Dukes is a professional engineer with experience managing and leading bridge safety inspection, structural design, and waterfront facility inspection projects nationwide. As our Underwater Acoustic Imaging Technical Expert, he has utilized 2D and 3D SONAR to image structures and document scour during emergency flood responses, as well as to enhance diver safety during routine underwater bridge inspections. His responsibilities include overall project management, coordinating logistics for inspection teams nationwide, serving as team leader for above and below water NBIS bridge inspections, load rating of steel and concrete structures, emergency responses, and quality control of element-level inspection data submittals in various bridge inspection databases. He has made presentations on underwater bridge inspections and acoustic imaging at numerous conferences, including the Louisiana Transportation Conference.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 10/16/2015</li> <li>• NHI 130053, Bridge Inspection Refresher Training – 03/12/21</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/30/2015</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 02/18/2022</li> <li>• NHI 135046, Stream Stability and Scour at Highway Bridges – 09/15/2022</li> <li>• NHI 135048, Countermeasure Design for Bridge Scour and Stream Instability – 05/11/2023</li> <li>• NHI 135085, POA for Scour Critical Bridges – 10/15/2020</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #58165</li> <li>• FHWA-certified NHI Bridge Instructor (2015): NHI 130053, NHI 130078, NHI 130091</li> <li>• HYPACK Hydrographic Surveying Field to Finish Single Bean Training – 05/21/2018</li> </ul>		



08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader/Acoustic Imaging</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
05/22 – Ongoing	<p><b>NHI Manual Updates, Federal Highway Administration – Contributor</b></p> <p>Consor is currently rewriting and updating two key manuals that are utilized extensively in the underwater bridge inspection and repair industry. Drawing on the experience and knowledge of 60+ divers in the company, the FHWA Underwater Bridge Inspection Manual and the FHWA Underwater Bridge Repair, Rehabilitation and Countermeasures Manual are receiving a complete overhaul. Consor is working closely with FHWA staff and state DOT representatives to ensure that the manuals present the latest practices and innovations in the underwater bridge arena. The underwater bridge inspection manual is being updated to the new NBIS standards and incorporating changes that are required by SNBI.</p>
02/12 – 03/13	<p><b>Contract H.005365.5: Underwater Acoustic Imaging for Bridge Inspection, Louisiana DOTD – Project Manager/Team Leader</b></p> <p>As a subconsultant, Consor assisted in the performance of underwater acoustic imaging for the inspection of 100+ bridge piers throughout the state of Louisiana. Consor provided diver investigations of any anomalies that were found. The pier inspections included both sides of the piers and the upstream and downstream noses of the piers. The scans were performed to identify and locate any major damage or deterioration, such as corrosion, loss of section, or scour undermining. Equipment required for these scans included a multi axis, steered beam imaging and profiling remote sensing system. All surface-supplied air diving was performed by ADCl-certified divers. Detailed reports were generated and submitted to LADOTD.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Project Manager</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>







Firm employed by: Consor Engineers, LLC

**Name Jeffrey (Jeff) Rowe, PE**

Years of relevant experience with this employer 17

**Title Executive Vice President/SA Executive Director**

Years of relevant experience with other employer(s) 15

Degree(s)/Years/Specialization  
 BS/1992/Civil Engineering  
 MS/1993/Civil Engineering  
 MS/1997/Engineering Management

Active registration number/state/expiration date  
 37808/Louisiana/09.30.2025

Year registered 2013

Discipline Professional Engineer/Civil

Contract role(s)/brief description of responsibilities  
 Jeff fulfills the minimum personnel requirement for MPR 1, 2, and 3 Principal.

Experience dates (mm/yy–mm/yy)

Jeff Rowe possesses more than 32 years of experience in structural inspection, bridge and structural design, and waterfront facilities inspection and design. He has presented papers to the National Transportation Research Board and has taught and lectured at both The Citadel and Clemson University on a variety of engineering topics. Jeff is an FHWA-certified instructor, having developed and/or taught NHI 130091, Underwater Bridge Inspection, NHI 130053 Bridge Inspection Refresher Training, and NHI 130078, Bridge Inspection Techniques for NSTM. He has been awarded the Instructor of Excellence award for multiple, consecutive years. Jeff is also a contributing author in the updates of two critical manuals — *Publication FHWA/NHI-10-027, Underwater Bridge Inspection Reference Manual* and *Publication FHWA/NHI- 10-029, Underwater Bridge Repair, Rehabilitation, and Countermeasures Reference Manual*. He is active in the BrM User Group, participating in regional meetings and training, as well as international conferences. Jeff was instrumental in the implementation of PONTIS in Louisiana during the early 2000's.

**Courses:**

- NHI 130055, Safety Inspection of In-Service Bridges – 02/2001
- NHI 130053, Bridge Inspection Refresher Training – 07/17/2020
- NHI 130091, Underwater Bridge Inspection – 06/15/2006
- NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 03/18/2016
- NHI 13501, Pontis Bridge Management-Inspection – 06/2000


**Certifications:**

- Surface-supplied Air Diving Supervisor – ADCI #13903
- FHWA-certified NHI Bridge Inspection Instructor (2007): NHI 130053, NHI 130078, NHI 130091



08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Project Principal/Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
05/22 – Ongoing	<p><b>NHI Manual Updates, Federal Highway Administration – Lead Author</b></p> <p>Consor is currently rewriting and updating two key manuals that are utilized extensively in the underwater bridge inspection and repair industry. Drawing on the experience and knowledge of 60+ divers in the company, the FHWA Underwater Bridge Inspection Manual and the FHWA Underwater Bridge Repair, Rehabilitation and Countermeasures Manual are receiving a complete overhaul. Consor is working closely with FHWA staff and state DOT representatives to ensure that the manuals present the latest practices and innovations in the underwater bridge arena. The underwater bridge inspection manual is being updated to the new NBIS standards and incorporating changes that are required by SNBI.</p>
02/12 – 03/13	<p><b>Contract H.005365.5: Underwater Acoustic Imaging for Bridge Inspection, Louisiana DOTD – Project Principal/Team Leader</b></p> <p>As a subconsultant, Consor assisted in the performance of underwater acoustic imaging for the inspection of 100+ bridge piers throughout the state of Louisiana. Consor provided diver investigations of any anomalies that were found. The pier inspections included both sides of the piers and the upstream and downstream noses of the piers. The scans were performed to identify and locate any major damage or deterioration, such as corrosion, loss of section, or scour undermining. Equipment required for these scans included a multi axis, steered beam imaging and profiling remote sensing system. All surface-supplied air diving was performed by ADCI-certified divers. Detailed reports were generated and submitted to LADOTD.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Project Manager/Team Leader</b></p> <p>Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges’ substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>




		Firm employed by: Consor Engineers, LLC	
<b>Name</b> Andrew Young, PE		Years of relevant experience with this employer	19
<b>Title</b> Northeast Area Principal		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2004/Civil Engineering		
Active registration number/state/expiration date	73620/Ohio/12.31.2025		
Year registered	2008	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Andrew fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	<p>Andrew Young has 19 years of experience in providing NBIS routine, fracture critical, and underwater inspections for local governments, state departments of transportation, and federal agencies. As an ADCI-certified commercial diver, he is experienced in performing underwater bridge inspections across the nation in a multitude of environments. His duties also include load ratings, engineering report preparation, and drawings development. He is proficient in AutoCAD, Microstation, and SAP2000. He is an award-winning instructor for the FHWA's NHI 130053, Bridge Inspection Refresher Training course.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 01/14/2005</li> <li>• NHI 130053, Bridge Inspection Refresher Training – 03/27/2019</li> <li>• NHI 130056, Bridge Inspection Refresher Training for PEs – 06/10/2022</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 03/17/2023</li> <li>• NHI 130091, Underwater Bridge Inspection – 06/15/2006</li> <li>• NHI 135046, Stream Stability and Scour – 06/24/2010</li> <li>• NHI 130110, Tunnel Safety Inspection – 003/15/2019</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #38105</li> <li>• FHWA-certified NHI Bridge Inspection Instructor (2008): NHI 130053, NHI 130078, NHI 130091</li> </ul>		
01/17 – 08/22	<p><b>Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy formats.</p>		



01/23 – Ongoing	<p><b>Underwater Bridge Inspections, Ohio DOT, District 5 and District 2 and District 2 – Project Manager</b></p> <p>Conсор is currently providing NBIS underwater inspections of 54 structures within District 5 and two under the same contract within District 2. The structures include the historic “Y-Bridge” in Zanesville and multiple span structures over the Muskingum and Maumee Rivers and Salt Fork Reservoir. Six structures are fully submerged long culverts, requiring penetration dives up to 550 ft. long. One structure is a submerged excavated rock tunnel beneath State Route 22, with unique access constraints. All inspections require a technical engineering report with updated soundings and sonar-developed channel topography images for the larger river structures.</p>
08/23 – Ongoing	<p><b>Statewide Underwater Bridge Inspection, Pennsylvania DOT – Deputy Project Manager</b></p> <p>Conсор was awarded a fourth consecutive cycle of underwater inspections on bridges statewide under a five-year contract. This project includes NBIS underwater inspection, scour evaluation, and report preparation with photographs and drawings, as well as participation in bridge owner meetings. Task order number 117 to date.</p>
05/16 – 12/19	<p><b>Statewide Underwater Bridge Inspections, Colorado DOT – Team Leader</b></p> <p>Conсор performed four consecutive cycles of underwater bridge inspections for 90+ bridges statewide, using both commercial SCUBA and surface-supplied air diving systems. Each cycle includes two bridges crossing the Blue Mesa Reservoir at depths exceeding 100 ft. (adjusted for altitude at an elevation of 7,500 ft.). The Blue Mesa inspections are conducted using a helium and oxygen breathing gas mixture and a recompression chamber, with the assistance of acoustic imaging. Hot water suits are used for dives due to extended decompression times and cold water. The remaining bridges include timber, steel, and concrete construction crossing rivers and streams with fast currents.</p>
08/22 – 12/22	<p><b>Underwater Inspection of Nine Missouri River Bridges, South Dakota DOT – Team Leader</b></p> <p>In 2022, Conсор was selected for a second contract to provide NBIS underwater bridge inspections of nine structures over the Missouri River. Structure types included steel plate girders and steel through trusses. Depths ranged from 20 ft. to 120 ft., requiring the use of a recompression chamber. Acoustic scanning was performed on every bridge. Additionally, inspectors performed channel profiling and monitored local scour conditions. Surface-supplied air diving was used to inspect the structures. Inspection reports were provided that included color photographs of inspection findings and recommended repairs.</p>
07/18 – 07/20	<p><b>Statewide Underwater Bridge Inspections, Arkansas DOT – Team Leader</b></p> <p>Conсор was selected for nine consecutive cycle of NBIS underwater bridge inspections in Arkansas statewide. The 2018 cycle included eight bridges with diving depths up to 120 ft., requiring an on-site recompression chamber. The majority of inspections were performed using surface-supplied air diving with acoustic scanning of piers. The project required compliance with the Arkansas Game and Fish Commission regulation 32.16 for containment of zebra mussels. Each inspection required a detailed engineering report with narrative description of findings, substructure location plans, sounding and water elevation data, approximate stream velocity, elevation photographs, clear water box photographic documentation of deficiencies, sketches, drawings, and acoustic images (if required).</p>




		Firm employed by: Consor Engineers, LLC	
<b>Name</b> <b>Dustin Noel, PE</b>		Years of relevant experience with this employer	14
<b>Title</b> <b>VP/Structural Assessment Operations Manager</b>		Years of relevant experience with other employer(s)	7
Degree(s)/Years/Specialization		BS/2003/Civil Engineering	
Active registration number/state/expiration date		079989/Pennsylvania/09.30.2025	
Year registered		2012	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Dustin fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>Dustin Noel is a structural engineer with more than 21 years of experience performing NBIS safety inspections using FHWA standards. He is a certified SPRAT Level III rope access engineer performing in-depth, hands-on NSTM (fracture critical) bridge inspections. Dustin’s client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SI&amp;A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006</li> <li>• PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019</li> <li>• NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>• NHI 135046, Stream Stability and Scour – 06/24/2010</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #58346</li> <li>• SPRAT Level III Rope Access Engineer – #110222</li> <li>• FHWA-certified NHI Bridge Inspection Instructor (2008): NHI 130053, NHI 130078, NHI 130091</li> </ul>		



08/23 – Ongoing	<p><b>Statewide Underwater Bridge Inspection, Pennsylvania DOT – Project Manager</b></p> <p>Conzor was awarded a fourth consecutive cycle of underwater inspections on bridges statewide under a five-year contract. This project includes NBIS underwater inspection, scour evaluation, and report preparation with photographs and drawings, as well as participation in bridge owner meetings. Task orders number 117 to date.</p>
06/19 – Ongoing	<p><b>Underwater Bridge Inspections, Alaska DOT&amp;PF – Project Manager</b></p> <p>Since 2008, Consor has provided underwater, routine, fracture critical and complex bridge inspection for the AKDOT&amp;PF in multiple, sequential 3-year term agreements. Consor performed hands-on inspection of each fracture critical member, fatigue prone detail and other identified problems areas. Consor developed detailed fracture critical inspection and access plans enabling our teams to inspect all components of each structure at ‘an arm’s length distance’ in addition to providing underwater inspection capabilities utilizing the same team. Our combined inspection teams were developed with a priority placed on the safety of inspection crews while minimizing the impacts to the traveling public and the overall time required for the inspection. Our inspectors possess both SPRAT and ADCI certifications allowing us to meet and/or exceed the requirements for both underwater and fracture critical inspections. Our work includes numerous fracture critical transfer bridges and dock structures along the coast in addition to large and small fracture critical bridges. The bridges included large complex deck trusses, through-trusses and two-girder systems requiring unique preparation and mobilization.</p>
01/23 – Ongoing	<p><b>Underwater Bridge Inspections, Ohio DOT, District 5 and District 2 – Deputy Project Manager</b></p> <p>Conzor is currently providing NBIS underwater inspections of 54 structures within District 5 and two under the same contract within District 2. The structures include the historic “Y-Bridge” in Zanesville and multiple span structures over the Muskingum and Maumee Rivers and Salt Fork Reservoir. Six structures are fully submerged long culverts, requiring penetration dives up to 550 ft. long. One structure is a submerged excavated rock tunnel beneath State Route 22, with unique access constraints. All inspections require a technical engineering report with updated soundings and sonar-developed channel topography images for the larger river structures.</p>
08/19 – 07/21	<p><b>Statewide Underwater Bridge Inspection, Iowa DOT – Team Leader</b></p> <p>Conzor completed five cycles of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating and channel contours. Hydrographic surveys were completed on assigned structures. In addition to inspection reports, inspection procedures were reviewed and submitted to comply with FHWA Metric 17.</p>
08/12 – 05/18	<p><b>Statewide Underwater Bridge Inspections, Virginia DOT – Team Leader</b></p> <p>Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part of each final inspection report.</p>







		Firm employed by: Consor Engineers, LLC	
		<b>Name</b> <b>Sebastien Templeton, PE</b>	Years of relevant experience with this employer <b>6</b>
		<b>Title</b> <b>Senior Project Manager/Dive Supervisor</b>	Years of relevant experience with other employer(s) <b>14</b>
Degree(s)/Years/Specialization		BS/2004/Mechanical Engineering	
Active registration number/state/expiration date		47632/Louisiana/09.30.2025	
Year registered		2023	Discipline    Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Sebastien fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>Sebastien Templeton has 20 years of experience managing and leading waterfront inspection and repair/ rehabilitation design projects. Specific expertise includes structural condition assessment, corrosion assessment and mitigation, cathodic protection evaluation and design, and construction management. He routinely performs above-water and underwater condition assessments and repair design inspections. His expertise includes a variety of waterfront structures, including piers, wharves, relieving platforms, dry docks, quay walls, bulkheads, caissons, bridges, pipelines, and fender and mooring systems. Typical clients include the US Navy, US Coast Guard, major port authorities, oil and gas companies, and several other federal agencies, state DOTs, and municipal and private entities throughout the US and abroad.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 04/19/2013</li> <li>• NHI 130053, Bridge Inspection Refresher Training – 03/27/2019</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 07/22/2009</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #48653</li> <li>• SPRAT Level I Rope Access Engineer – #2200134</li> </ul>		
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and</p>		



	<p>commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
<p>10/22 – Ongoing</p>	<p><b>Statewide Bridge Inspection &amp; Evaluation Engineering Services, South Carolina DOT – Team Leader</b>                  Consor provides NBIS routine, NSTM (fracture critical), and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 1,000+ bridges with load ratings in four counties. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. The reports also include photographs, CADD drawings, and sketches as necessary. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA’s guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare’s Bridge Rating (BrR) software in accordance with the SCDOT Load Rating Guidance Document and the AASHTO MBE.</p>
<p>06/19 – 3/20</p>	<p><b>IDIQ Contract for Ocean Engineering Services Nationwide: US Coast Guard IDIQ Contract for Ocean Engineering Services Nationwide, CEU Miami, FY19 and FY20 Major ATON Inspections, Various 7th and 8th Districts Offshore and Inland Sites (USVI, PR, FL, SC, TX, and LA) – Project Manager/Team Leader</b>                  Consor performed above and underwater structural inspections of 35 major aid-to-navigation (ATON) structures located throughout the southeastern United States, Puerto Rico, and the U.S. Virgin Islands. The purpose of the inspection was to detect and report conditions requiring maintenance or repair before such conditions become safety, structural, or major maintenance problems for servicing Coast Guard personnel. They were performed to assess physical integrity and ensure each ATON meets their functional requirements; identify the need for corrective action before advanced deterioration necessitates major repairs; and initiate action for repair or replacement. Additionally, OSHA-compliance audits were performed to verify compliance with current federal regulations and identify the need for modifications regarding ladders, fall protection, and other safety features. Project deliverables include comprehensive condition assessment reports with repair recommendations, associated construction repair estimates, remaining service life estimates, CAD figures, and photographs.</p>






		Firm employed by: Consor Engineers, LLC	
	<b>Name</b> <b>Travis Becker, PE</b>	Years of relevant experience with this employer	7
	<b>Title</b> <b>Team Leader/Dive Supervisor</b>	Years of relevant experience with other employer(s)	9
Degree(s)/Years/Specialization		BS/2003/Electrical Engineering Technology	
Active registration number/state/expiration date		0402063152/Virginia/09.30.2025	
Year registered		2023	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Travis fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>As a US Navy-trained and ADCI-certified Surface-supplied Air Diving Supervisor with more than 15 years of experience, Travis Becker performs routine and underwater bridge inspections services for state DOTs nationwide, including Louisiana, Florida, Maryland, Missouri, Ohio, South Carolina, Virginia, and West Virginia. His previous experience consists of projects in Seattle, Washington as well as US Navy military service in Virginia Beach, Virginia and Santa Rita, Guam.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 02/15/2019</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 04/21/2017</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #57379</li> <li>• FAA Remote Pilot – #4395130</li> </ul>		
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been</p>		



	<p>performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Team Leader</b>  Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
08/20 – 3/21	<p><b>Waterfront Facilities Inspection, Condition Assessment and Structural Analysis, US Coast Guard, CEU Miami – Team Leader</b>  Consor performed structural above and underwater inspections at 19 USCG shore facilities. Inspections included 111 separate structures, including fixed and floating piers, wharves, bulkheads, seawalls, jetties, dolphins, travel lift piers, and tramways, consisting of steel, concrete, and timber elements. Load rating was performed on 18 structures for load limit verification or to establish load limits where load limits were previously unknown. Below water inspections included Level I, II, and III inspections of the substructure and foundation elements from the waterline to the mudline. Level III inspections on steel elements included measuring remaining steel thickness. In addition, the presence of debris on the sea floor within 5 ft. of each structure was noted by presence, size, and description, as well as documenting any scour present at the structures.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b>  Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>
08/12 – 05/18	<p><b>Statewide Underwater Bridge Inspections, Virginia DOT – Team Leader</b>  Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part of each final inspection report.</p>




		Firm employed by: Consor Engineers, LLC		
		<b>Name</b> <b>Laura Miller, EIT</b>	Years of relevant experience with this employer	<1
		<b>Title</b> <b>Structural Assessment Lead – Louisiana</b>	Years of relevant experience with other employer(s)	21
Degree(s)/Years/Specialization		BS/2002/Human & Regional Geography and Spanish MS/2021/Civil & Environmental Engineering MBA/2017/Corporate Structure and Strategy MS/2017/Global Management		
Active registration number/state/expiration date		EI.0034949/Louisiana/09.30.2025		
Year registered		2021	Discipline    Engineer Intern/Civil	
Contract role(s)/brief description of responsibilities		Laura fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Laura Miller is a project engineer and inspection diver involved in inspecting and rehabilitating waterfront structures and bridges, delivering products to meet the customers’ unique challenges. She has developed a diverse skill set in 21 years of project and program management in the oil and gas industry and the US Army, where she successfully managed complex projects in high-intensity conditions, coordinating between commercial and governmental agencies on both local and international scales. Laura’s academic background supports her practical experience with advanced degrees in engineering and business. <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 01/21/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 06/08/2018</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 03/01/2023</li> <li>• NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 10/29/2021</li> <li>• NHI 135086, Stream Stability Factors and Concepts – 10/18/20223</li> <li>• NHI 135087, Scour at Highway Bridges – 10/18/2018</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #61052</li> <li>• National Registry of Emergency Medical Technicians: E3634413</li> </ul>			



11/23 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
10/18 – 11/23	<p><b>Underwater Bridge Inspections, Louisiana DOTD, Team Leader/Diver</b></p> <p>With a previous employer, Laura performed on this project that included 500 underwater bridge inspections throughout Louisiana. Level I, II, and III inspections of submerged elements were performed in accordance with the FHWA, BIRM, AASHTO MBE, current NBIS requirements and LADOTD engineering and maintenance directives. Inspections were completed using diving and underwater imaging. Imaging units used included Kongsberg Mesotech MS 1000 and Norbit Winghead i77. Bridge types included movable swing span bridges, bascule bridges, truss bridges, timber stringer bridges, cable-stayed bridges, and single and multi-span bridges. Laura assisted with managing the inspection logistics and quality control of inspection reports.</p>
05/21 – 03/23	<p><b>Refit Design Level Inspection, Trident Refit Facility, Kings Bay, Engineer-Diver.</b></p> <p>With a previous employer, Laura performed on this project that included the above and below water inspection and condition assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project. The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.</p>
09/20 – 09/20	<p><b>Preliminary Damage Assessment (PDA-1) of Waterfront Facilities, Port of Lake Charles, Dive Engineer.</b></p> <p>With a previous employer, Laura was responsible for performing the PDA-1 in the aftermath of Hurricane Laura as defined by FEMA and required by the Governor’s Office of Homeland Security and Preparedness. The assessment was performed at the waterfront facilities BT-1, BT-4, and the City Docks above the waterline. The inspections were performed on above elements in accordance with the <i>ASCE Standard Practice Manual for Underwater Investigations</i> and <i>ASCE Waterfront Facilities Inspection and Assessment</i>.</p>




		Firm employed by: Consor Engineers, LLC	
<b>Name</b> <b>Christian Holien</b> <b>Title</b> <b>Team Leader</b>	Years of relevant experience with this employer		6
	Years of relevant experience with other employer(s)		1
Degree(s)/Years/Specialization		N/A	
Active registration number/state/expiration date		N/A	
Year registered		N/A	Discipline N/A
Contract role(s)/brief description of responsibilities		Christian fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>Christian Holien serves Consor as an NBIS team leader and ADCI-certified commercial diver, providing NBIS, fracture critical, and underwater inspections for state departments of transportation including North Carolina, Maryland, Mississippi, Ohio, Pennsylvania, South Carolina, and Virginia.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 02/15/2019</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 04/21/2017</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #62421</li> <li>• FAA Remote Pilot – #4395130</li> </ul>		
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the</p>		



	<p>start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Team Leader</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
08/20 – 3/21	<p><b>Waterfront Facilities Inspection, Condition Assessment and Structural Analysis, US Coast Guard, CEU Miami – Team Leader</b></p> <p>Consor performed structural above and underwater inspections at 19 USCG shore facilities. Inspections included 111 separate structures, including fixed and floating piers, wharves, bulkheads, seawalls, jetties, dolphins, travel lift piers, and tramways, consisting of steel, concrete, and timber elements. Load rating was performed on 18 structures for load limit verification or to establish load limits where load limits were previously unknown. Below water inspections included Level I, II, and III inspections of the substructure and foundation elements from the waterline to the mudline. Level III inspections on steel elements included measuring remaining steel thickness. In addition, the presence of debris on the sea floor within 5 ft. of each structure was noted by presence, size, and description, as well as documenting any scour present at the structures.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>
08/12 – 05/18	<p><b>Statewide Underwater Bridge Inspections, Virginia DOT – Team Leader</b></p> <p>Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part of each final inspection report.</p>






		Firm employed by: Consor Engineers, LLC		
		<b>Name</b> <b>Colton Powell</b>	Years of relevant experience with this employer	9
		<b>Title</b> <b>Team Leader/Dive Supervisor</b>	Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization		N/A		
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Colton fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	<p>Colton Powell is an ADCI-certified diving supervisor and SPRAT Level I rope access technician who serves as team leader and inspector for NBIS routine and underwater bridge inspections throughout the United States.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 02/17/2016</li> <li>• NHI 130053, Bridge Inspector Refresher Training – 02/17/2016</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/04/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 06/18/2015</li> <li>• NHI 135046, Stream Stability and Scour at Highway Bridges – 09/15/2022</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #59441</li> <li>• SPRAT Level I Rope Access Technician – #2200136</li> </ul>			
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been</p>			



	<p>performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Team Leader</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
02/22 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Oklahoma DOT – Team Leader</b></p> <p>Under nine consecutive contracts since 1999, Consor has performed underwater bridge inspections for bridges located statewide. The inspection count for all contracts totals more than 235 bridges. Two of the bridges crossed Lake Texoma and included 116 piers with an average depth of 70 ft., as well as bridges with depths of up to 100 ft. Following historic flooding in the Arkansas River basin in 2019, Consor used underwater acoustic imaging to perform post-flood scour assessments of 26 bridges. Each inspection includes BrM data entry and a detailed report with repair recommendations.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>





		Firm employed by: Consor Engineers, LLC	
<b>Name Donald (Deke) Roberts</b>		Years of relevant experience with this employer	22
<b>Title Team Leader/Dive Supervisor</b>		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization		N/A	
Active registration number/state/expiration date		N/A	
Year registered		N/A	Discipline N/A
Contract role(s)/brief description of responsibilities		Deke fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>Deke Roberts serves as a team leader and senior inspector for Consor. He has performed NBIS routine and underwater bridge inspections in saltwater and ocean inlets, as well as decompression, dives up to 150 ft. deep. He is an ADCI-certified commercial diving supervisor with accomplished experience in underwater bridge inspection, having conducted more than 6,500 underwater bridge inspections during the course of his career.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 01/17/2003</li> <li>• NHI 130053, Bridge Inspector Refresher Training – 04/07/2022</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 03/08/2016</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/30/2015</li> <li>• NHI 135046, Stream Stability and Scour at Highway Bridges – 09/15/2022</li> <li>• NHI 135086, Stream Stability Factors and Concepts – 08/08/2022</li> <li>• NHI 135087, Scour at Highway Bridges – 08/08/2022</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #13509</li> </ul>		
01/17 – 08/22	<p><b>Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy formats.</p>		



02/12 – 03/13	<p><b>Contract H.005365.5: Underwater Acoustic Imaging for Bridge Inspection, Louisiana DOTD – Team Leader</b></p> <p>As a subconsultant, Consor assisted in the performance of underwater acoustic imaging for the inspection of 100+ bridge piers throughout the state of Louisiana. Consor provided diver investigations of any anomalies that were found. The pier inspections included both sides of the piers and the upstream and downstream noses of the piers. The scans were performed to identify and locate any major damage or deterioration, such as corrosion, loss of section, or scour undermining. Equipment required for these scans included a multi axis, steered beam imaging and profiling remote sensing system. All surface-supplied air diving was performed by ADCI-certified divers. Detailed reports were generated and submitted to LADOTD.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Team Leader</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>





Firm employed by: Consor Engineers, LLC

**Name Eric Bolek**

Years of relevant experience with this employer

5

**Title Bridge Inspector/Diver**

Years of relevant experience with other employer(s)

3

Degree(s)/Years/Specialization BS/2013/Plant and Soil Science

Active registration number/state/expiration date N/A

Year registered N/A

Discipline N/A

Contract role(s)/brief description of responsibilities Erik fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.

Experience dates (mm/yy–mm/yy) Eric Bolek serves as a dive technician and assistant inspector for Consor.

**Courses:**

- NHI 130055, Safety Inspection of In-Service Bridges – 03/17/2023
- NHI 130091, Underwater Bridge Inspection – 01/25/2019

**Certifications:**

- Surface-supplied Air Diver – ADCI #64296
- FAA Remote Pilot – #4889944

08/22 – Ongoing


**Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector**

Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.



02/12 – 03/13	<p><b>Contract H.005365.5: Underwater Acoustic Imaging for Bridge Inspection, Louisiana DOTD – Bridge Inspector</b></p> <p>As a subconsultant, Consor assisted in the performance of underwater acoustic imaging for the inspection of 100+ bridge piers throughout the state of Louisiana. Consor provided diver investigations of any anomalies that were found. The pier inspections included both sides of the piers and the upstream and downstream noses of the piers. The scans were performed to identify and locate any major damage or deterioration, such as corrosion, loss of section, or scour undermining. Equipment required for these scans included a multi axis, steered beam imaging and profiling remote sensing system. All surface-supplied air diving was performed by ADCI-certified divers. Detailed reports were generated and submitted to LADOTD.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
04/19 – 06/20	<p><b>Underwater Bridge Inspections, Ohio DOT, District 9 – Bridge Inspector</b></p> <p>Consor provided NBIS underwater inspections for 41 bridges within District 9. Each inspection required an engineering report with photographs and CAD drawings illustrating any defects.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Bridge Inspector</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>




		Firm employed by: Consor Engineers, LLC	
<b>Name</b> James Talacek		Years of relevant experience with this employer	7
<b>Title</b> Senior Team Leader/Technical Supervisor		Years of relevant experience with other employer(s)	9
Degree(s)/Years/Specialization		N/A	
Active registration number/state/expiration date		N/A	
Year registered		N/A	Discipline N/A
Contract role(s)/brief description of responsibilities		James fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>James Talacek has 16 years of experience performing underwater and topside inspections of timber, concrete, and steel structures, including bridges, culverts, ferry ramps, platforms below sea level, vessels, docks, and offshore buoys. He has also completed underwater construction tasks, including pile jacketing, epoxy injection, burning, core drilling, and mooring installations. He is an NBIS-qualified team leader and is knowledgeable in OSHA regulations, Navy Dive Standards, and ADCI best practices. Additionally, James provides dive supervision and diving services for projects utilizing surface-supplied, SCUBA, rebreather, and saturation systems, as well as recompression chamber operations and supervision.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 07/22/1994</li> <li>• NHI 130053, Bridge Inspector Refresher Training – 05/18/2023</li> <li>• NHI 130091, Underwater Bridge Inspection – 10/14/2021</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Bell/Saturation Diver Supervisor – ADCI #64599</li> <li>• Certified Diver Medic – #1539</li> </ul>		
01/17 – 08/22	<p><b>Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy formats.</p>		



05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>
08/19 – 12/21	<p><b>Statewide Underwater Bridge Inspections, Iowa DOT – Team Leader/Dive Supervisor</b></p> <p>Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.</p>
08/12 – 05/18	<p><b>Statewide Underwater Bridge Inspections, Virginia DOT – Team Leader</b></p> <p>Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part of each final inspection report.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>






		Firm employed by: Consor Engineers, LLC		
		<b>Name</b> Jeffrey Lane	Years of relevant experience with this employer	21
		<b>Title</b> Diving Operations Manager	Years of relevant experience with other employer(s)	11
Degree(s)/Years/Specialization		N/A		
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Jeffrey fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Jeffrey Lane is an ADCI-certified Surface-supplied Air Diving Supervisor and underwater inspector who serves as a team leader for above and below water NBIS bridge inspections and ancillary structure inspections. He is proficient in structural inspection and rating and report preparation. He is a US Army Corps of Engineers-trained commercial diver and served as a diving instructor and curriculum developer at the Naval Diving and Salvage Training Center. <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 04/19/2013</li> <li>• NHI 130053, Bridge Inspector Refresher Training – 03/30/2023</li> <li>• NHI 130091, Underwater Bridge Inspection – 10/14/2021</li> <li>• NHI 130101, Introduction to Safety Inspection of In-Service Bridges – 02/5/2013</li> <li>• NHI 131117, TCCC Basic Materials for Highway and Structure Construction and Maintenance – 02/14/2013</li> <li>• NHI 132070B, Drilled Shaft Inspector Tutorial-Web Based – 02/13/2013</li> <li>• NHI 132084, Geotechnical Subsurface Exploration – 02/14/2013</li> <li>• NHI 135085, Plan of Action for Scour Critical Bridges – 02/13/2013</li> <li>• NHI 135086, Stream Stability and Concepts – 02/13/2013</li> <li>• NHI 135091, Basic Hydraulic Principles Review – 02/13/2013</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #5791</li> </ul>			
01/17 – 08/22	<b>Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b> Under seven task orders for two consecutive contracts Consor has performed 450+ underwater inspections of bridges in LADOTD districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial			



	SCUBA diving systems, as well as acoustic imaging. Comprehensive engineering reports are prepared in electronic and hard copy formats.
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>
08/19 – 12/21	<p><b>Statewide Underwater Bridge Inspections, Iowa DOT – Team Leader</b></p> <p>Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.</p>
05/16 – 12/19	<p><b>Statewide Underwater Bridge Inspections, Colorado DOT – Team Leader</b></p> <p>Consor performed four consecutive cycles of underwater bridge inspections for 90+ bridges statewide, using both commercial SCUBA and surface-supplied air diving systems. Each cycle includes two bridges crossing the Blue Mesa Reservoir at depths exceeding 100 ft. (adjusted for altitude at an elevation of 7,500 ft.). The Blue Mesa inspections are conducted using a helium and oxygen breathing gas mixture and a recompression chamber, with the assistance of acoustic imaging. Hot water suits are used for dives due to extended decompression times and cold water. The remaining bridges include timber, steel, and concrete construction crossing rivers and streams with fast currents.</p>
08/12 – 05/18	<p><b>Statewide Underwater Bridge Inspections, Virginia DOT – Team Leader</b></p> <p>Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part of each final inspection report.</p>




	Firm employed by: Consor Engineers, LLC		
<b>Name</b> Matthew Ratliff <b>Title</b> Team Leader/Dive Supervisor	Years of relevant experience with this employer	6	
	Years of relevant experience with other employer(s)	1	
Degree(s)/Years/Specialization	AA/2013		
Active registration number/state/expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Matthew fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	<p>Matthew Ratliff joined Consor after a career in the US Navy and with several years of marine engineering and diving education. During his four-year Navy career, he served as a Crash and Salvage Firefighter on board the USS John C. Stennis. After studying marine engineering at Florida Keys Community College and earning an associate’s degree from North Seattle Community College, Matthew attended the Divers Institute of Technology. At the institution, he completed 900 hours of education, including dive time, and earned among others, his ADCI certification.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 08/06/2021</li> <li>• NHI 130053, Bridge Inspector Refresher Training – 03/30/2023</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 10/10/2014</li> <li>• NHI 130101A, Prerequisite Assessment for Safety Inspection of In-Service Bridges – 06/30/2021</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #63277</li> </ul>		
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound</p>		



	<p>over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Team Leader</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
08/12 – 05/18	<p><b>Statewide Underwater Bridge Inspections, Virginia DOT – Team Leader</b></p> <p>Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part of each final inspection report.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>



		Firm employed by: Consor Engineers, LLC	
<b>Name</b> Bryan Scott Rowe, PE		Years of relevant experience with this employer	4
<b>Title</b> Team Leader/Diver		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization		BS/2019/Civil Engineering MS/2020/Civil Engineering	
Active registration number/state/expiration date		41520/South Carolina/06.30.2026	
Year registered		2023	Discipline Professional Engineer/Civil
Contract role(s)/brief description of responsibilities		Scott fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	Scott Rowe serves as a professional engineer for Consor. His experience includes performing as a drafter, bridge inspector, and report writer. It has also helped him gain knowledge of the FHWA, NHI, and departments of transportation nationally. He has performed load ratings and bridge designs and has worked with other engineers to help design power plants. <b>Courses:</b> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 07/22/2022</li> <li>• NHI 130091, Underwater Bridge Inspection – 06/09/2022</li> <li>• NHI 130101A, Prerequisite Assessment for Safety Inspection of In-Service Bridges – 06/09/2020</li> <li>• NHI 135047V, Stream Stability and Scour at Highway Bridges for Bridge Inspectors – 03/08/2023</li> </ul> <b>Certifications:</b> <ul style="list-style-type: none"> <li>• Entry Level Tender/Diver – ADCI #62925</li> <li>• FAA Remote Pilot – #1382636</li> </ul>		
08/22 – Ongoing	<b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b> Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been		



	performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.
02/23 – Ongoing	<b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b> Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour
10/22 – Ongoing	<b>Statewide Bridge Inspection &amp; Evaluation Engineering Services, South Carolina DOT – Bridge Inspector</b> Consor provides NBIS routine, NSTM (fracture critical), and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 1,000+ bridges with load ratings in four counties. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. The reports also include photographs, CADD drawings, and sketches as necessary. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA's guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare's Bridge Rating (BrR) software in accordance with the SCDOT Load Rating Guidance Document and the AASHTO MBE.
05/20 – Ongoing	<b>Off- and On-System Underwater Bridge Inspections, Tennessee DOT – Bridge Inspector</b> As a subconsultant, As a subconsultant, Consor performed underwater bridge inspections under a task order-based contract for bridges statewide using surface-supplied air and commercial SCUBA systems. Four task orders included 100+ bridges. Each inspection required a detailed engineering report that includes a bridge and inspection description, inspection forms, summary of findings and recommendations, photographs, and drawings.
05/20 – 12/21	<b>Statewide Underwater Bridge Inspections, Iowa DOT – Bridge Inspector</b> Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.








Firm employed by: Consor Engineers, LLC			
<b>Name</b> Steven Henry, EIT <b>Title</b> Team Leader/Diver	Years of relevant experience with this employer 4		
	Years of relevant experience with other employer(s) N/A		
Degree(s)/Years/Specialization	BS/2011/Civil Engineering		
Active registration number/state/expiration date	0420062278/Virginia/N/A		
Year registered	2020	Discipline	Engineer in Training Engineer/Civil
Contract role(s)/brief description of responsibilities	Steven fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Steven Henry is an engineer-in-training with experience as an Army Ranger. He serves as a team leader for Consor and is an ADCI-certified Entry Level Tender/Diver. <b>Courses:</b> <ul style="list-style-type: none"> <li>NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021</li> <li>NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 07/22/2022</li> <li>NHI 130091, Underwater Bridge Inspection – 06/09/2022</li> <li>NHI 130101, Introduction to Safety Inspection of In-Service Bridges – 07/01/2020</li> <li>NHI 135047V, Stream Stability and Scour at Highway Bridges for Bridge Inspectors – 03/08/2023</li> </ul> <b>Certifications:</b> <ul style="list-style-type: none"> <li>Entry Level Tender/Diver – ADCI #62931</li> <li>FAA Remote Pilot – #4460870</li> </ul>		
08/22 – Ongoing	<b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b> Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the		



	<p>start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
10/22 – Ongoing	<p><b>Statewide Bridge Inspection &amp; Evaluation Engineering Services, South Carolina DOT – Bridge Inspector</b></p> <p>Consor provides NBIS routine, NSTM (fracture critical), and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 1,000+ bridges with load ratings in four counties. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. The reports also include photographs, CADD drawings, and sketches as necessary. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA's guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare's Bridge Rating (BrR) software in accordance with the SCDOT Load Rating Guidance Document and the AASHTO MBE.</p>
03/21 – Ongoing	<p><b>Underwater Bridge Inspections, CSX Transportation, Inc. – Bridge Inspector</b></p> <p>Consor is providing NBIS routine underwater inspections for CSX rail bridges under a five-year, work-order based contract in all regions throughout the Eastern US. Since 2021, our dive teams have performed 35 underwater inspections in the Northeast and Southeast Regions, from NC to ME. The work includes the NBIS underwater inspection, scour evaluation of the channel, and report preparation with photographs, Element quantities/condition states, and MicroStation drawings of the overall bridge, channel soundings and individual substructure units highlighting the inspection findings. Access to the structures varies from shore, johnboat, and dive vessels using either commercial SCUBA or surface-supplied air diving methods. Teams coordinate travel with CSX local engineering representatives.</p>
05/20 – Ongoing	<p><b>Off- and On-System Underwater Bridge Inspections, Tennessee DOT – Bridge Inspector</b></p> <p>As a subconsultant, Consor performed underwater bridge inspections under a task order-based contract for bridges statewide using surface-supplied air and commercial SCUBA systems. Four task orders included 100+ bridges. Each inspection required a detailed engineering report that includes a bridge and inspection description, inspection forms, summary of findings and recommendations, photographs, and drawings.</p>
05/20 – 12/21	<p><b>Statewide Underwater Bridge Inspections, Iowa DOT – Bridge Inspector</b></p> <p>Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.</p>




		Firm employed by: Consor Engineers, LLC	
		<b>Name</b> Adam Smith	Years of relevant experience with this employer: 5
		<b>Title</b> Bridge Inspector/Diver	Years of relevant experience with other employer(s): N/A
Degree(s)/Years/Specialization		N/A	
Active registration number/state/expiration date		N/A	
Year registered		N/A	Discipline: N/A
Contract role(s)/brief description of responsibilities		Adam fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	Adam Smith serves as a bridge inspector and diver performing underwater NBIS bridge inspections across the nation. <b>Courses:</b> <ul style="list-style-type: none"> <li>• PennDOT, Bridge Inspection Course – 08/29/2019 (an FHWA approved equivalent to NHI 130055, Safety Inspection of In-Service Bridges)</li> <li>• PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>• NHI 130101, Introduction to Safety Inspection of In-Service Bridges – 05/10/2019</li> <li>• PennDOT, Bridge Scour Evaluation Course – 06/16/2021</li> </ul> <b>Certifications:</b> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #65413</li> <li>• Certified Diver Medic – #2920</li> </ul>		
08/22 – Ongoing	<b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b> Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges,		



	including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.
01/23 – Ongoing	<b>Underwater Bridge Inspections, Ohio DOT, District 5 and District 2 – Bridge Inspector</b> Conсор is currently providing NBIS underwater inspections of 54 structures within District 5 and two under the same contract within District 2. The structures include the historic "Y-Bridge" in Zanesville and multiple span structures over the Muskingum and Maumee Rivers and Salt Fork Reservoir. Six structures are fully submerged long culverts, requiring penetration dives up to 550 ft. long. One structure is a submerged excavated rock tunnel beneath State Route 22, with unique access constraints. All inspections require a technical engineering report with updated soundings and sonar-developed channel topography images for the larger river structures.
08/23 – Ongoing	<b>Statewide Underwater Bridge Inspection, Pennsylvania DOT – Project Manager</b> Conсор was awarded a fourth consecutive cycle of underwater inspections on bridges statewide under a five-year contract. This project includes NBIS underwater inspection, scour evaluation, and report preparation with photographs and drawings, as well as participation in bridge owner meetings. Task orders number 117 to date.
01/17 – Ongoing	<b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b> Conсор was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.
02/23 – Ongoing	<b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b> Under four consecutive task order-based contracts, Conсор is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.





	Firm employed by: Consor Engineers, LLC		
<b>Name</b> Andrew Harrison <b>Title</b> Bridge Inspector/Dive Supervisor	Years of relevant experience with this employer	5	
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	N/A		
Active registration number/state/expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Andrew fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Andrew Harrison serves as a bridge inspector and dive supervisor. He has worked on inspection projects across the nation and is an ADCI-certified Surface-supplied Air Diving Supervisor. Andrew’s inspection experience includes concrete and steel substructures foundations, fender systems, confined space penetration, and channel bottom evaluation. <b>Courses:</b> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> </ul> <b>Certifications:</b> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #65278</li> </ul>		
01/17 – 08/22	<b>Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b> Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy formats.		
02/23 – Ongoing	<b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b> Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour		



	below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.
01/17 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Conсор was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
08/22 – 12/22	<p><b>Underwater Inspection of Nine Missouri River Bridges, South Dakota DOT – Bridge Inspector</b></p> <p>In 2022, Conсор was selected for a second contract to provide NBIS underwater bridge inspections of nine structures over the Missouri River. Structure types included steel plate girders and steel through trusses. Depths ranged from 20 ft. to 120 ft., requiring the use of a recompression chamber. Acoustic scanning was performed on every bridge. Additionally, inspectors performed channel profiling and monitored local scour conditions. Surface-supplied air diving was used to inspect the structures. Inspection reports were provided that included color photographs of inspection findings and recommended repairs.</p>
05/09 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Bridge Inspector</b></p> <p>Under six consecutive contracts dating to 2009, Conсор has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>





		Firm employed by: Consor Engineers, LLC	
	<b>Name</b> Arthur David LeForge	Years of relevant experience with this employer	5
	<b>Title</b> Bridge Inspector/Dive Supervisor	Years of relevant experience with other employer(s)	6
Degree(s)/Years/Specialization		N/A	
Active registration number/state/expiration date		N/A	
Year registered		N/A	Discipline N/A
Contract role(s)/brief description of responsibilities		David fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.	
Experience dates (mm/yy–mm/yy)	<p>David LeForge serves as a bridge inspector/dive supervisor for Consor. He has performed underwater inspections for DOTs in Louisiana, Texas, and Florida, as well as federal agencies including the US Coast Guard and Bureau of Indian Affairs.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 10/01/2021</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #58342</li> </ul>		
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>		



08/18 – Ongoing	<p><b>Arewide State Bridge Inspection (Interstate and Non-Interstate), Florida DOT, District 2 – Bridge Inspector</b></p> <p>Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an expanded inventory of more than 270 bridges carrying interstate and state highways located primarily in the Jacksonville area. Jacksonville’s two signature steel trusses, with lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques. Jacksonville’s third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
08/19 – 12/21	<p><b>Statewide Underwater Bridge Inspections, Iowa DOT – Bridge Inspector</b></p> <p>Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.</p>





Firm employed by: Consor Engineers, LLC

**Name** Blake Goodman

Years of relevant experience with this employer

1

**Title** Bridge Inspector/Diver

Years of relevant experience with other employer(s)

N/A

Degree(s)/Years/Specialization N/A

Active registration number/state/expiration date N/A

Year registered N/A

Discipline N/A

Contract role(s)/brief description of responsibilities  
Blake fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.

Experience dates (mm/yy–mm/yy) Blake Goodman serves as a dive technician for Consor. He has performed underwater inspections for DOTs in Louisiana, Mississippi, South Carolina, Tennessee, and Florida.

**Courses:**

- NHI 130091, Underwater Bridge Inspection – 04/13/2023

**Certifications:**

- Entry Level Tender/Diver – ADCI #65691

04/23 – Ongoing **Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector**  
Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.



04/23 – Ongoing	<p><b>Statewide Bridge Inspection &amp; Evaluation Engineering Services, South Carolina DOT – Bridge Inspector</b></p> <p>Conсор provides NBIS routine, NSTM (fracture critical), and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 1,000+ bridges with load ratings in four counties. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. The reports also include photographs, CADD drawings, and sketches as necessary. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA’s guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare’s Bridge Rating (BrR) software in accordance with the SCDOT Load Rating Guidance Document and the AASHTO MBE.</p>
04/23 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Conсор was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
04/23 – Ongoing	<p><b>Off- and On-System Underwater Bridge Inspections, Tennessee DOT – Bridge Inspector</b></p> <p>As a subconsultant, Conсор performed underwater bridge inspections under a task order-based contract for bridges statewide using surface-supplied air and commercial SCUBA systems. Four task orders included 100+ bridges. Each inspection required a detailed engineering report that includes a bridge and inspection description, inspection forms, summary of findings and recommendations, photographs, and drawings.</p>






Firm employed by: Consor Engineers, LLC	
<b>Name</b> <b>Brandon Rot</b>	Years of relevant experience with this employer <b>1</b>
<b>Title</b> <b>Bridge Inspector/Diver</b>	Years of relevant experience with other employer(s) <b>1</b>
Degree(s)/Years/Specialization	N/A
Active registration number/state/expiration date	N/A
Year registered	N/A
	Discipline N/A
Contract role(s)/brief description of responsibilities	Brandon fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.
Experience dates (mm/yy–mm/yy)	<p>Brandon Rot serves as a bridge inspector and diver for Consor. He has performed underwater bridge inspection for DOTs in Louisiana, South Carolina, Pennsylvania, and Tennessee.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130091, Underwater Bridge Inspection – 05/25/2023</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #01/13/2027</li> </ul>
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>



10/22 – Ongoing	<p><b>Statewide Bridge Inspection &amp; Evaluation Engineering Services, South Carolina DOT – Bridge Inspector</b></p> <p>Conсор provides NBIS routine, NSTM (fracture critical), and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 1,000+ bridges with load ratings in four counties. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. The reports also include photographs, CADD drawings, and sketches as necessary. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA’s guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare’s Bridge Rating (BrR) software in accordance with the SCDOT Load Rating Guidance Document and the AASHTO MBE.</p>
08/23 – Ongoing	<p><b>Statewide Underwater Bridge Inspection, Pennsylvania DOT – Bridge Inspector</b></p> <p>Conсор was awarded a fourth consecutive cycle of underwater inspections on bridges statewide under a five-year contract. This project includes NBIS underwater inspection, scour evaluation, and report preparation with photographs and drawings, as well as participation in bridge owner meetings. Task order number 117 to date.</p>
008/22 – Ongoing	<p><b>Off- and On-System Underwater Bridge Inspections, Tennessee DOT – Bridge Inspector</b></p> <p>As a subconsultant, Conсор performed underwater bridge inspections under a task order-based contract for bridges statewide using surface-supplied air and commercial SCUBA systems. Four task orders included 100+ bridges. Each inspection required a detailed engineering report that includes a bridge and inspection description, inspection forms, summary of findings and recommendations, photographs, and drawings.</p>





	Firm employed by: Consor Engineers, LLC		
<b>Name</b> Heath Hart <b>Title</b> Bridge Inspector/Diver	Years of relevant experience with this employer	2	
	Years of relevant experience with other employer(s)	N/A	
Degree(s)/Years/Specialization	N/A		
Active registration number/state/expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Heath fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Heath Hart serves as a bridge inspector and diver for Consor. He has performed underwater bridge inspection for DOTs in Louisiana, Mississippi, Pennsylvania, South Carolina, Tennessee, and Texas. <b>Courses:</b> <ul style="list-style-type: none"> <li>• NHI 130091, Underwater Bridge Inspection – 06/09/2022</li> </ul> <b>Certifications:</b> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #67528</li> </ul>		
08/22 – Ongoing	<b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b> Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.		



02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
08/23 – Ongoing	<p><b>Statewide Underwater Bridge Inspection, Pennsylvania DOT – Bridge Inspector</b></p> <p>Consor was awarded a fourth consecutive cycle of underwater inspections on bridges statewide under a five-year contract. This project includes NBIS underwater inspection, scour evaluation, and report preparation with photographs and drawings, as well as participation in bridge owner meetings. Task order number 117 to date.</p>
03/22 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
03/22 – Ongoing	<p><b>Off- and On-System Underwater Bridge Inspections, Tennessee DOT – Bridge Inspector</b></p> <p>As a subconsultant, Consor performed underwater bridge inspections under a task order-based contract for bridges statewide using surface-supplied air and commercial SCUBA systems. Four task orders included 100+ bridges. Each inspection required a detailed engineering report that includes a bridge and inspection description, inspection forms, summary of findings and recommendations, photographs, and drawings.</p>



Firm employed by:		Conzor Engineers, LLC	
<b>Name</b>	<b>Joseph Hitchens</b>	Years of relevant experience with this employer	5
<b>Title</b>	<b>Bridge Inspector/Diver</b>	Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization	N/A		
Active registration number/state/expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Joseph fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	<p>Joseph Hitchens serves as a bridge inspector and diver for Consor. He has performed underwater bridge inspection for DOTs in Louisiana, Florida, Mississippi, and South Carolina.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>• NHI 130101A, Prerequisite Assessment for Safety Inspection of In-Service Bridges – 07/07/2021</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #61590</li> </ul>		
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>		



01/19 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader</b></p> <p>Conzor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
01/19 – Ongoing	<p><b>Areawide State Bridge Inspection (Interstate and Non-Interstate), Florida DOT, District 2 – Bridge Inspector</b></p> <p>Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an expanded inventory of more than 270 bridges carrying interstate and state highways located primarily in the Jacksonville area. Jacksonville’s two signature steel trusses, with lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques. Jacksonville’s third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.</p>
06/19 – 09/23	<p><b>State Underwater Bridge Inspections, Florida DOT, District 5 – Bridge Inspector</b></p> <p>Conzor performs the underwater inspection of 250+ bridges districtwide utilizing both surface-supplied air and commercial SCUBA diving systems. The inspections include substructures, embankment bulkhead/retaining walls, fender systems, and channel bottoms. Confined space inspections with penetration diving is required. Consor prepares a detailed BrM engineering report with drawings and underwater photographs documenting existing conditions at each bridge. The inspections are based on the NBIS and documented in accordance with FDOT and FHWA guidelines. Prior to serving as prime consultant, Consor performed as a subconsultant for underwater inspections districtwide for four contract cycles.</p>
01/19 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Bridge Inspector</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges’ substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>






Firm employed by: Consor Engineers, LLC	
<b>Name</b> Marco Fabian Sanchez	Years of relevant experience with this employer 3
<b>Title</b> Bridge Inspector/Diver	Years of relevant experience with other employer(s) N/A
Degree(s)/Years/Specialization	N/A
Active registration number/state/expiration date	N/A
Year registered	N/A
	Discipline N/A
Contract role(s)/brief description of responsibilities	Marco fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.
Experience dates (mm/yy–mm/yy)	<p>Marco Fabian Sanchez is a drone pilot, bridge inspector, and certified diver with two years of experience. He has performed underwater bridge inspection for DOTs in Louisiana, Florida, Texas, and Mississippi.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021</li> <li>• NHI 130091, Underwater Bridge Inspection – 03/30/2023</li> <li>• NHI 130101A, Prerequisite Assessment for Safety Inspection of In-Service Bridges – 07/27/2021</li> <li>• NHI 135046, Stream Stability and Scour – 06/08/2023</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #64723</li> <li>• FAA Remote Pilot – #4770988</li> </ul>
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to</p>



	InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
08/22 – Ongoing	<p><b>Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, Florida DOT, District 3 – Bridge Inspector</b></p> <p>Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, fracture critical, initial, interim, and special bridge inspections. The project also included underwater dive inspections, non-destructive testing, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles. Soundings are generally taken using measuring tapes with a lead weight on the end; on larger bridges, we perform soundings using a fathometer from a boat to improve safety and efficiency.</p>
05/21 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>





		Firm employed by: Consor Engineers, LLC		
		<b>Name</b> Michael Scorpa	Years of relevant experience with this employer	3
		<b>Title</b> Senior Team Leader/ Dive Supervisor	Years of relevant experience with other employer(s)	15
Degree(s)/Years/Specialization		N/A		
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Michael fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Michael Scorpa has 18 years of professional experience in engineering, inspection, construction, maintenance, and quality assurance. He has the ability to oversee and manage small to multi-million dollar projects ensuring timely completion of deadlines while remaining on or under budget. Michael supervises and performs structural inspections of bridges, culverts, tunnels, piers, dams, docks, ancillary sign supports, and various other structures throughout the US and internationally using high resolution sonar imaging and remotely operated vehicles.			
	<b>Courses:</b> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 11/18/2005</li> <li>• NHI 130053, Bridge Inspector Refresher Training – 12/11/2020</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 11/02/2007</li> <li>• NHI 130091, Underwater Bridge Inspection – 10/04/2007</li> <li>• NHI 130111, Nondestructive Evaluation Fundamentals for Bridge Inspection – 01/04/2021</li> <li>• PennDOT, Bridge Scour Evaluation Course – 07/14/2021</li> </ul>			
	<b>Certifications:</b> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #35214</li> <li>• FAA Remote Pilot – #4475470</li> </ul>			
08/22 – Ongoing	<b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b> Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air			



	<p>and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>
10/22 – Ongoing	<p><b>Statewide Bridge Inspection &amp; Evaluation Engineering Services, South Carolina DOT – Bridge Inspector</b></p> <p>Conсор provides NBIS routine, NSTM (fracture critical), and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 1,000+ bridges with load ratings in four counties. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. The reports also include photographs, CADD drawings, and sketches as necessary. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA’s guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare’s Bridge Rating (BrR) software in accordance with the SCDOT Load Rating Guidance Document and the AASHTO MBE.</p>
03/21 – Ongoing	<p><b>Underwater Bridge Inspections, CSX Transportation, Inc. – Bridge Inspector</b></p> <p>Conсор is providing NBIS routine underwater inspections for CSX rail bridges under a five-year, work-order based contract in all regions throughout the Eastern US. Since 2021, our dive teams have performed 35 underwater inspections in the Northeast and Southeast Regions, from NC to ME. The work includes the NBIS underwater inspection, scour evaluation of the channel, and report preparation with photographs, Element quantities/condition states, and MicroStation drawings of the overall bridge, channel soundings and individual substructure units highlighting the inspection findings. Access to the structures varies from shore, johnboat, and dive vessels using either commercial SCUBA or Surface Supplied Air diving methods. Teams coordinate travel with CSX local engineering representatives..</p>
01/23 – Ongoing	<p><b>Underwater Bridge Inspections, Ohio DOT, District 5 and District 2 – Bridge Inspector</b></p> <p>Conсор is currently providing NBIS underwater inspections of 54 structures within District 5 and two under the same contract within District 2. The structures include the historic “Y-Bridge” in Zanesville and multiple span structures over the Muskingum and Maumee Rivers and Salt Fork Reservoir. Six structures are fully submerged long culverts, requiring penetration dives up to 550 ft. long. One structure is a submerged excavated rock tunnel beneath State Route 22, with unique access constraints. All inspections require a technical engineering report with updated soundings and sonar-developed channel topography images for the larger river structures.</p>





Firm employed by: Consor Engineers, LLC

**Name Michael Sorensen**

Years of relevant experience with this employer

5

**Title Bridge Inspector/Diver**

Years of relevant experience with other employer(s)

6

Degree(s)/Years/Specialization N/A

Active registration number/state/expiration date N/A

Year registered N/A

Discipline N/A

Contract role(s)/brief description of responsibilities  
Michael fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.

Experience dates (mm/yy–mm/yy) Michael Sorensen serves as a dive technician and bridge inspector for Consor. He has performed underwater bridge inspection for DOTs in Louisiana, Oklahoma, Texas, Missouri, and Mississippi.

**Courses:**

- NHI 130055, Safety Inspection of In-Service Bridges – 08/06/2021
- NHI 130091, Underwater Bridge Inspection – 02/16/2023
- NHI 130101A, Prerequisite Assessment for Safety Inspection of In-Service Bridges – 06/29/2021

**Certifications:**

- Surface-supplied Air Diver – ADCI #66467
- Certified Diver Medic – #2831

08/22 – Ongoing **Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector**  
Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD



	inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
05/21 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
05/21 – 03/24	<p><b>Statewide Underwater Bridge Inspections, Missouri DOT – Bridge Inspector</b></p> <p>Consor has been providing underwater inspections for Missouri DOT since 1999. The scope of work involves underwater diving inspection, acoustic imaging, and comprehensive reports for structures throughout the state. Bridges over the Missouri and Mississippi Rivers with high flows have been successfully and safely inspected through a combination of underwater acoustic imaging and targeted diving. For bridges over Table Rock Lake and Lake of the Ozarks, acoustic imaging was deployed to supplement the inspection of piers in water up to 165-ft. deep, with diving operations conducted on portions of the piers less than 100-ft. deep to mitigate the need for a recompression chamber to be on-site and to reduce overall diving hazards of the dive profile. Underwater acoustic imaging is an accepted method for complying with NBIS underwater inspection requirements when diving is not feasible. A detailed report, with element-level data, is prepared for each bridge, including underwater photographs of deficiencies and recommended corrective actions.</p>




Firm employed by:		Conzor Engineers, LLC	
<b>Name</b>	<b>Trevion Jones</b>	Years of relevant experience with this employer	1
<b>Title</b>	<b>Bridge Inspector/Diver</b>	Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	N/A		
Active registration number/state/expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Trevion fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	<p>Trevion Jones serves as a dive technician and bridge inspector for Consor. He has performed underwater bridge inspection for DOTs in Louisiana and Mississippi.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130091, Underwater Bridge Inspection – 02/16/2023</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diver – ADCI #56863</li> <li>• FAA Remote Pilot – #4912981</li> </ul>		
01/23 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>		



01/23 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi Office of State Aid Road Construction (OSARC) – Bridge Inspector</b></p> <p>Conzor performed Level I, II, and III underwater inspections from the waterline to the mudline of 113 bridges throughout the state. Bridges ranged in size from small creek crossings to large movable bridges comprised of concrete, steel, prestressed concrete, and timber substructures. Each inspection includes soundings and documentation of structural member deterioration and observed scour. A report was prepared for each bridge that includes inspection findings, recommendations for repairs, NBIS condition ratings, photographs, and CAD drawings. In 2022, Consor was selected for another contract with Mississippi OSARC.</p>
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		Firm employed by: Consor Engineers, LLC		
		<b>Name</b> Wesley Trescott	Years of relevant experience with this employer	5
		<b>Title</b> Bridge Inspector/Dive Supervisor	Years of relevant experience with other employer(s)	2
Degree(s)/Years/Specialization		N/A		
Active registration number/state/expiration date		N/A		
Year registered		N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities		Wesley fulfills the minimum personnel requirement for MPR 5 Underwater Bridge Inspection Diver.		
Experience dates (mm/yy–mm/yy)	Wesley Trescott serves as a dive technician for Consor. He has performed underwater bridge inspection for DOTs in Louisiana, South Carolina, Texas, South Dakota, and Mississippi. <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 08/06/2021</li> <li>• NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> </ul> <p><b>Certifications:</b></p> <ul style="list-style-type: none"> <li>• Surface-supplied Air Diving Supervisor – ADCI #65754</li> </ul>			
08/22 – Ongoing	<p><b>Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector</b></p> <p>Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor’s most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract’s first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD’s bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.</p>			



10/18 – Ongoing	<p><b>Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector</b></p> <p>Conzor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.</p>
02/23 – Ongoing	<p><b>Underwater Bridge Inspections, Texas DOT – Bridge Inspector</b></p> <p>Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.</p>
10/18 – 05/20	<p><b>Statewide Underwater Bridge Inspections, South Carolina DOT – Bridge Inspector</b></p> <p>Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.</p>
08/22 – 12/22	<p><b>Underwater Inspection of Nine Missouri River Bridges, South Dakota DOT – Bridge Inspector</b></p> <p>In 2022, Consor was selected for a second contract to provide NBIS underwater bridge inspections of nine structures over the Missouri River. Structure types included steel plate girders and steel through trusses. Depths ranged from 20 ft. to 120 ft., requiring the use of a recompression chamber. Acoustic scanning was performed on every bridge. Additionally, inspectors performed channel profiling and monitored local scour conditions. Surface-supplied air diving was used to inspect the structures. Inspection reports were provided that included color photographs of inspection findings and recommended repairs.</p>



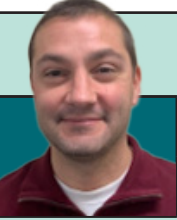
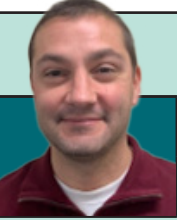


Firm employed by:		Huval & Associates, Inc.	
Name	David Huval, Sr, PE, PLS	Years of relevant experience with this employer	33
		Years of relevant experience with other employer(s)	29
Title	President		
Degree(s)/Years/Specialization	Post Graduate Work/Structural/08/66-05/69 BS/1961/Civil Engineering		
Active registration number/state/expiration date	9931/Louisiana/03.31.2025 2015/Louisiana/03.31.2025		
Year registered	1965	Discipline	Civil Engineering and Land Surveying
Contract role(s)/brief description of responsibilities	David fulfills the minimum personnel requirement for MPR 6 Professional Land Surveyor.		
Experience dates (mm/yy–mm/yy)	David Huval, Sr. has designed, inspected, rated and constructed bridges across Louisiana and the Southeastern United States for the past 57 years. His experience includes highway and railroad bridges, roadways, cofferdams and caissons, and he is familiar with federal and state government procedures and the geographic area. David leads construction bid estimates for his sister company C.E.C., Inc. He has designed and managed a number of large projects as a consultant, general manager for a steel erection contractor, bridge design engineer for LADOTD, and highway engineer for the FHWA. Since 1989, David has served as President of Huval & Associates, Inc., where he has worked as a project engineer, project manager, quality assurance officer, and participates directly as a design engineer. He is also a Professional Land Surveyor. David was the lead engineer for seven separate bridge rehabilitation retainer contracts that Huval has had with the LADOTD over the past 18 years. Inspection, repair, rehabilitation or replacement services were performed for several hundred fixed and movable bridge structures under these Retainer Contracts, including the I-10 Calcasieu River Bridge, the LA 70 Sunshine Bridge, I-310 Mississippi River Bridge, US 80 Louisville Street Bascule Bridge in Monroe, Jackson Street Bridge over the Red River in Alexandria, LA 511 Red River Bridge (Jimmie Davis Bridge), and dozens of bridge structures on the future I-49 North corridor.		
2018-2020	<b>GNOEC Safety Bay Improvement CMAR (Independent Cost Estimator)</b> David assisted the Independent Cost Estimator (ICE) for the for the \$55M Safety Bay Improvement CMAR Project, the first highway CMAR project in Louisiana. Under this contract, David assisted in the efforts of producing a detailed independent cost estimate for the contract items and review the CMAR Contractor’s schedule and cost model throughout each phase of design under the CMAR pre-construction phase. Additionally, constructability reviews and design comments were performed collaboratively with the CMAR design engineer, contractor, and program manager.		



2011 – 2015	<p><b>Retainer Contract for Bridge Preventive Maintenance Program (BRPM), Louisiana DOTD</b></p> <p>David was responsible for task order conceptual design, oversight, construction support services and QA/QC. The retainer contract consisted of seven task orders.</p>
2009 – 2015	<p><b>Retainer Contract for Bridge Preservation Services, Louisiana DOTD</b></p> <p>David was responsible for task order conceptual design, oversight, construction support services and QA/QC. The retainer contract consisted of 19 task orders with supplements.</p>
2008 – 2012	<p><b>Retainer Contract for Urgent Bridge Repair and Rehabilitation Services, Louisiana DOTD</b></p> <p>David was responsible for task order conceptual design, oversight, construction support and QA/QC.</p>
2007 – 2011	<p><b>Retainer Contract for Bridge Preservation Services, Louisiana DOTD</b></p> <p>Responsible for task order conceptual design, oversight, construction support.</p>
2000-2009	<p><b>District 02, 03 and 07 Inspection and Rehabilitation, Louisiana DOTD</b></p> <p>David was responsible for coordination, project setup, conceptual design, design details and calculations, traffic control, oversight, construction support and QA/QC.</p>
1994-1998	<p><b>District 02 Major Bridge Inspection,, Louisiana DOTD, Jefferson and Orleans Parish, Louisiana</b></p> <p>David prepared the final inspection report and wrote QA/QC plan for the project. The bridges included in this project were the US-11 Bridge on Lake Ponchartrain, I-10 Bridge on Lake Ponchartrain, and LA-1 Bridge on Caminada Bay.</p>
2003 & 2015	<p><b>Mississippi River Bridge, Natchez, Mississippi</b></p> <p>David provided the construction engineering for the repairs of the steel trusses on both the east and west bound trusses.</p>
1997 – 2005	<p><b>I-310 Mississippi River Bridge, Luling, Louisiana</b></p> <p>David was the designer of the finger joints replacing modular joints, asphalt and concrete overlays and design of joint replacements. The project also included inspection of various items of the bridge.</p>
1991-Present	<p><b>Retainer Contract for Bridge Preservation Services , Louisiana DOTD</b></p> <p>From 1991 to present, David has been involved in the inspection and rating of bridges for the Parish of St. Martin. This work also included the design of bridge repair projects, in particular the retrofit of timber piling on precast bridges. Bridges included one pontoon bridge, one swing span bridge and numerous timber and precast concrete bridges.</p>
1965-1978	<p><b>Louisiana DOTD – Bridge Design Engineer, 1965 – 1978</b></p> <ul style="list-style-type: none"> <li>• <b>Bridge Design (1965 – 1978)</b> – David participated in the development of numerous bridge standards on prestressed concrete girders, piles, stay-in-place forms, bridge decks, joints, structural steel bridges, movable bridges, and timber bridges. Participated in the planning, design and construction of bridge structures throughout Louisiana.</li> <li>• <b>Bridge Maintenance (1965 – 1970)</b> – David coordinated with the bridge maintenance engineer, C.J. Russell, on the development of design and details for bridge maintenance projects throughout Louisiana.</li> </ul>




		Firm employed by: Huval & Associates, Inc.	
	<b>Name</b> Colby Guidry, PE	Years of relevant experience with this employer	16
	<b>Title</b> Vice President/Lead Engineer/CBI	Years of relevant experience with other employer(s)	7
Degree(s)/Years/Specialization		BS/2000/Civil Engineering	
Active registration number/state/expiration date		31338/Louisiana/09.30.2024	
Year registered		2004	Discipline Civil Engineering
Contract role(s)/brief description of responsibilities		Colby provides support to the bridge design and inspection teams.	
Experience dates (mm/yy–mm/yy)	<p>Colby Guidry joined Huval with seven years of experience with the FHWA. His FHWA experience included all aspects of transportation related projects, where he was actively involved with environmental review, design, construction, and maintenance of bridges and roadways throughout Louisiana. Since joining Huval, he has been involved in bridge and structural design, plan preparation, bridge inspections, and construction support services. He is very familiar with the LADOTD Bridge Design Manuals, 2002 AASHTO Bridge Specs, and the current AASHTO LRFD Bridge Specs.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 05/25/2007</li> <li>• NHI 130053, Bridge Inspection Refresher Training – 01/23/2020</li> <li>• NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 04/30/2009</li> <li>• NHI 130092, Load and Resistance Factor Rating of Highway Bridges – 12/10/2009</li> </ul>		
Ongoing	<p><b>Public and Private Bridge Load Ratings, Louisiana DOTD</b></p> <p>Colby was the lead rating engineer for bridges all across the state on a continual basis. He performed numerous load ratings weekly for a host of clients including parishes, cities, oil field companies, and other clients. The ratings include bridge types such as timber, steel, concrete, movable, fixed, pontoons, and trusses.</p>		
1/19-Present	<p><b>Herman Dupuis Swing Span Bridge (Movable), St. Martin Parish, Louisiana</b></p> <p>Colby was the project manager for the design, load rating, and plan development of a new swing span bridge over alligator bayou which will replace the Butte LaRose Pontoon bridge. Design elements include all aspects of the bridge, including environmental clearance, surveying, structural design, mechanical design, electrical design, hydraulic design, roadway design, and all other design elements. Rating of the various bridge components was also performed.</p>		



10/10-01/22	<p><b>Butte LaRose Pontoon Repairs (Movable), St. Martin Parish, Louisiana</b></p> <p>Colby was the lead engineer for the design and load rating of numerous repairs to the movable pontoon bridge over alligator bayou. Repairs included deck repairs, stringer repairs, cap repairs, pontoon barge repairs, machinery repairs, pile repairs, abutment repairs.</p>
12/20-06/21	<p><b>Ascension Parish 26 Bridge Ratings, Ascension Parish, Louisiana</b></p> <p>Colby inspected, gathered documentation, rated, provided repair plans, as well as assisted in construction rehab reviews for 26 Ascension Parish bridges. Complex analysis rating analysis allowed the bridges to remain open while repairs were planned.</p>
01/11-08/14	<p><b>St. Ann Bridge Over Bayou Terrebonne (Movable) Swing Span, Terrebonne Parish, Louisiana</b></p> <p>Colby was the lead structural designer for a new swing span bridge over bayou Terrebonne. Also assisted with mechanical reviews throughout the design process. Colby was involved with every aspect of this movable bridge project from environmental clearance through construction. This swing span had unique issues to overcome due to the limited vertical space due to waterway and adjacent road obstructions.</p>
4/18 – Ongoing	<p><b>Retainer for Engineering Services for Bridge Preservation, Louisiana DOTD</b></p> <p>Colby was responsible for project management, coordination, project setup, QA/QC, load ratings and bridge rehab design for the \$4M retainer.</p>
09/12 – 12/17	<p><b>Retainer Contract for Bridge Repair and Rehabilitation Services, Louisiana DOTD</b></p> <p>Colby was responsible for coordination, inspections, project setup, QA/QC, load ratings, and bridge rehab design for the \$6M retainer contract.</p>
05/11 – 08/15	<p><b>Retainer for Engineering Services for Bridge Preventive Maintenance (BRPM), Louisiana DOTD</b></p> <p>Colby led the inspection and design for eight different task orders covering preventive maintenance repairs for more than 100 bridges statewide in short time frames.</p>
08/09– 06/15	<p><b>Retainer Contract for Bridge Repair and Rehabilitation Services, Louisiana DOTD</b></p> <p>Colby was responsible for coordination, inspection team leader, project setup, bridge design, and QA/QC of task orders totaling approximately \$8.75M over a 5-year period. The contract utilized multiple subconsultants on all aspects of bridge design and inspection.</p>






		Firm employed by: Huval & Associates, Inc.	
<b>Name</b> <b>Rudolph (Rudy) McLellan, PE</b>		Years of relevant experience with this employer	5
<b>Title</b> <b>Senior Design Engineer</b>		Years of relevant experience with other employer(s)	41
Degree(s)/Years/Specialization		BS/1976/Civil Engineering MS/1977/Engineering in Structures	
Active registration number/state/expiration date		19994/Louisiana/03.31.2026	
Year registered		1982	Discipline Civil Engineering
Contract role(s)/brief description of responsibilities		Rudy provides support to the bridge design and inspection teams.	
Experience dates (mm/yy–mm/yy)	Rudy McLellan has more than 45 years of experience in every facet of designing bridges in an urban setting and structural design in more than 14 states, including Louisiana, Texas, Mississippi, Alabama, and Florida. He is experienced in designing bridges in an urban setting including movable bridge design and rating and has been responsible for studies, preliminary and final design, preparation of plans and specifications, cost estimate for high-way and railroad fixed and movable bridge projects, flood control structure and special or complex structures, including field inspections and investigative studies. Rudy has been the chief structural engineer for Designing Bridges in an Urban Setting of four movable bridge projects, including the Award-Winning Double Leaf Fixed Trunnion Bascule Bridge in Louisa, Louisiana.		
09/18-Present	<b>Belle Chasse Bridge &amp; Tunnel Replacement Public-Private Partnership Project, Plaquemines Parish, Louisiana</b> The bridge replacement includes the fixed high level continuous steel plate girders having spans of 160-ft. – 175-ft. – 160ft. over the Intercoastal Waterway (ICWW) in an urban setting. The project includes a vessel collision design for the waterway main piers. Rudy is performing the final bridge design calculations for the ICWW main piers and provided QA/QC for all bridge designs.		
05/19-Present	<b>I-220/I-20 Interchange IMP &amp; BAFB Access Design-Build Project, Louisiana</b> Rudy served as design quality manager on this design-build project which will provide direct access to Barksdale Air Force Base from the I-220/I-20 Interchange. Rudy performed the quality assurance for the project including the independent check requiring bridge design calculations of the I-220/I20 Overpass bridges and Bridges over the KCS Railroad on the project.		
04/96-7/99	<b>S.P. 239-01-0077 LA Highway 319 ICWW Bridge Louisa, St. Mary Parish, Louisiana</b> Rudy performed preliminary and final complex bridge design calculations for all superstructure and substructure members of the constructed 276-ft. double leaf fixed trunnion bascule movable bridge. The Louisa Bridge is the state's longest steel girder double leaf bascule bridge, is one of the longest span of its type in the US and is the recipient of the National Steel Bridge Alliance's 2007 Prize Bridge Award Winner in the movable span category.		

04/09-01/14	<p><b>US 71 &amp; US 165 Fort Buhlow Bridge and Approaches Over The Red River, Rapides Parish, Louisiana</b></p> <p>Rudy performed final complex bridge design calculations for all superstructure and substructure members of the constructed twin fixed high level three span continuous steel plate girders having spans 300-ft. – 400-ft. – 300-ft. and the Main River Piers which are designed for marine vessel (barge) collision.</p>
01/87-Present	<p><b>Old Mississippi River Railroad Bridge and Tunnel (Old U.S. 80), Vicksburg, Mississippi and Delta, Louisiana</b></p> <p>Rudy performs complex bridge design/rating, including bridge safety and repair inspection, bridge load rating and structure maintenance, and repair plans repairs for the existing combination highway and railway through truss, the approach deck girder bridge, and the concrete tunnel structure.</p>
09/99 – 02/03	<p><b>North Boulevard Bridge I-110 to 19<sup>th</sup> Street, East Baton Rouge Parish, Louisiana</b></p> <p>Rudy was the bridge engineer and performed the design, quality review of plans, constructability, cost estimates and the final structural calculations and rating analysis for all of the high performance concrete 10,000 psi high strength PPC concrete trapezoidal box girder (U-girder) bridge supported by concrete arch shaped piers on footings with drilled shaft in an urban setting.</p>
09/95-7/01	<p><b>Mississippi River Bridge US 82, Greenville, Mississippi</b></p> <p>Rudy performed the complex bridge design, quality review of plans, constructability, cost estimates and final calculations for the post-tensioned concrete segmental alternate and steel composite alternate of the 1,378 foot cable stayed main navigational span. He performed the Complex Bridge Design for most of the constructed steel composite main span, river piers supported on dredge caisson type foundations &amp; the anchor span piers with drilled shaft footings.</p>
03/85 – 01/94	<p><b>I 49/LA 3132 and I 49/I 20 Interchanges, Shreveport, Louisiana</b></p> <p>Rudy performed the bridge design, quality review of plans, constructability, cost estimates, and final calculations for most of the constructed members consisting of curved continuous steel trapezoidal box girders with spans to 250 ft., steel box framed in cap beams, the post-tensioned concrete delta shaped central (tree) pier and architecturally flared piers of both the constructed four level bridge interchanges in an urban setting.</p>
04/89 – 08/90	<p><b>I 4 Turkey Lake Road Interchange, Broward County, Florida</b></p> <p>Rudy performed the final bridge design calculations for all superstructure and substructure members for the AISC Award Winning curved continuous steel box girder bridge supported by architecturally flared concrete piers having mustang rope indentations. Steel frame-in capbeams were used in the I-4 median to allow for future widening of I-4 in an urban setting.</p>




		Firm employed by: Huval & Associates, Inc.	
		<b>Name</b> Justin Peltier, PE <b>Title</b> Civil Engineer	Years of relevant experience with this employer: 10 Years of relevant experience with other employer(s): 8
Degree(s)/Years/Specialization		BS/2005/Civil Engineering	
Active registration number/state/expiration date		34765/Louisiana/09.30.2025	
Year registered		2009	Discipline: Civil Engineering
Contract role(s)/brief description of responsibilities		Justin provides support to the bridge design and rating teams.	
Experience dates (mm/yy–mm/yy)	Justin Peltier joined Huval in 2013 with 8 years of experience in civil engineering. While previously employed with LADOTD, he was involved with the design, live load rating, plan development, and construction support of more than 20 bridge replacement projects. These consisted of various superstructure and substructure types including but not limited to: AASHTO PPC girders, quadbeams, cast-in-place slab spans, precast slab spans, steel girders, steel swing spans, concrete box culverts, PPC pile bents, steel H-pile and pipe pile bents, timber pile bents and column bents supported by drilled shafts and/or PPC pile footings. Justin assisted in developing and maintaining LADOTD’s highway safety hardware details and specifications, including but not limited to guard rail, barrier rail, and crash cushion attenuators.		
09/20-Present	<b>LA 415 To Essen Lane on I-10 and I-12 CMAR</b> Justin is serving as the lead bridge engineer and overall structures team lead for this \$1B project to widen I-10 in the heavily congested section through Baton Rouge. This complex project will replace existing bridges in the urban area within an extremely constrained ROW while maintaining the existing traffic flow on I-10 through the construction zone. His roles include bridge design, plan development, load rating, structure rehabilitation, alternative bridge concepts development, construction sequenc-ing, contractor style cost estimates, managing the bridge and structural design and plan production process, leading bi-weekly structures task force meetings, and implementing the bridge design QC/QA process.		
09/17-Present	<b>Kansas Lane-Garrett Road Connector and I-20 Improvements, Ouachita Parish, Louisiana</b> Justin is serving as the lead bridge design and load rating engineer for a new Garrett Road bridge over I-20 and a new Garrett Road to Kansas Lane connector structures which spans over the KCS RR ROW. The Garrett Road structure consists of an LG-36 PPC girder superstructure supported by column bents and pile footings. The Garrett Road to Kansas Lane connector structure consists of LG-36 PPC girder approach spans with a 3-span continuous plate girder super-structure over the KCS railroad ROW and is supported by column bents and pile footings. He is also responsible for the design of a new median barrier and bridge pier		



	protection systems to accommodate the inside widening of I-20 and raising the Nutland Road Overpass bridge to increase the vertical clearance above I-20 once the inside widening is complete.
06/13-04/19	<b>US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Project, Lafayette Parish, Louisiana</b> Justin served as the lead bridge and load rating engineer for the new US 90 bridge over Albertson Parkway and provided QC for the US 90 BNSF RR overpass bridge within the same footprint as the existing bridge while maintaining four lanes of US 90 traffic during construction. This presented unique design challenges and required a complex, three-phase traffic control and construction sequencing plan to move traffic safely through the tight work zone. The bridges consisted of multi-continuous PPC girder spans supported by concrete column bents and pile footings. The developed design concept saved millions of dollars and allowed the team to be 15% below the bids of the nearest competitor.
07/17-08/20	<b>I-10, Highland Road to LA 73, Design Build Project, East Baton Rouge &amp; Ascension Parish, Louisiana</b> Justin served as the lead bridge and load rating engineer for the widening of the I-10 eastbound (EB) and westbound (WB) slab span bridges over Manchac Bayou and provided QC for the replacement of the I-10 EB and WB bridges over Highland Road with a new steel plate girder bridge with PPC girder approach spans. The existing I-10 mainline bridge at the Highland Road interchange needed to be reconstructed under the project to provide longer spans in addition to more lanes. An innovative sequence of construction scheme and bridge design enabled construction of this bridge while maintaining 74,000 ADT traffic.
03/19-4/2023	<b>I-220/I-20 Interchange IMP &amp; Barksdale Access Design-Build Project, Bossier Parish, Louisiana</b> Justin served as the bridge design manager and lead bridge design and load rating engineer for the I-220 bridges over I-20 and Barksdale Access Road bridges over the KCS Railroad and also responsible for implementing the QC/QA plan for the bridge design and plan development process. The I-220 structures over I-20 consist of twin bridges utilizing LG-54 PPC girder spans supported by concrete column bents and drilled shafts. The Barksdale Access Road structures consist of twin bridges utilizing LG-54 PPC girder approach spans supported by concrete pile bents and a main span over the KCS Rail-road consisting of 170-ft., LG-78 PPC girders supported by concrete column bents and drilled shafts. Some unique challenges that the project has presented is designing applicable I-220 bridge column bents for vehicular collision and completely spanning the KCS own ROW utilizing concrete PPC girders.
04/18 -Present	<b>I-49 South at Verot School Road, Lafayette, Louisiana</b> Justin served as the lead bridge engineer to provide preliminary and final engineering and related services to construct 2.4 miles of mainline freeway and an interchange at the intersection of I-49 South/US 90 and Verot School Road. The project consists of an above grade bridge structure on Verot School Road that traverses over the I-49 South/US 90 main-line roadway over and parallel to the BNSF RR. The project also includes one-way frontage roads on both sides of the mainline roadway, a two-way collector service road east of the mainline roadway, and a new alignment of Verot School Road from the interchange to an existing bridge structure approximately 600 ft. west of its intersection with LA 182 (Pinhook Road).




		Firm employed by: Huval & Associates, Inc.		
		<b>Name William (Lee) Hupperich, PE</b>	Years of relevant experience with this employer	11
		<b>Title Civil Engineer</b>	Years of relevant experience with other employer(s)	13
Degree(s)/Years/Specialization		BS/1996/Mechanical Engineering		
Active registration number/state/expiration date		30451/Louisiana/03.31.2025		
Year registered		2003	Discipline Mechanical Engineering	
Contract role(s)/brief description of responsibilities		Lee provides support to the movable bridge and mechanical design teams.		
Experience dates (mm/yy–mm/yy)		Lee Hupperich has more than 25 years of experience in the design and construction of movable bridge mechanical systems (including architectural, plumbing, HVAC, and wastewater systems). As the movable bridge design expert at LADOTD, produced plans and specifications of more than 18 complex movable bridge mechanical systems and operator's house related Architectural, plumbing, HVAC, and STP systems for statewide movable bridge projects. Now as senior mechanical engineer at Huval & Associates, continues to provide engineering services for complex movable bridge machinery and operator house mechanical systems in Louisiana and Mississippi, expanding his expertise in the field.		
08/22-Present		<b>St. Mary Swing Span Bridges Repairs, St. Mary Parish, Louisiana</b> Lee is currently developing plans and specifications for the repairs to three off-system swing span bridges in St. Mary Parish: Rizzo, Katy, and Sorrel. This work consists of refurbishing the movable bridge hydraulic power units, hydraulic cylinders, and incorporating new movable traffic barriers.		
06/22 – Ongoing		<b>Buquet Lift Bridge Hurricane Ida Damage Inspection and Repairs, Houma, Louisiana</b> Lee conducted the inspection of Hurricane Ida damage to the Buquet Lift Bridge in Houma, Louisiana and development of a report containing the damage and cost estimates for the respective repairs. Additionally, the bridge was inspected for Consensus Based Codes, Standards and Specifications to meet FEMA policy.		
05/22-Present		<b>Valentine Bridge Replacement, Lafourche Parish Government, Lafourche, Louisiana</b> Lee designed, detailed, final plans, specifications, calculations, and cost estimates for the mechanical systems including the pontoon winch drive machinery, deflector sheave assemblies, apron machinery, and movable approach span hoist machinery. Currently providing construction engineering related services including shop drawing review, RFI's, shop visits, site visits, and related project management.		

05/21 – Ongoing	<p><b>Herman Dupuis RD. Pontoon BR. Replacement, St. Martin, Louisiana</b></p> <p>Lee designed, detailed, and sealed final plans, specifications, calculations, and cost estimates for the mechanical and electrical systems, including: HPU, piping, hydraulic motor, gear-box, rack, pinion, pivot bearing, balance wheels, track, live load rockers, end wedges, span balance, and movable traffic barriers. The team currently provides construction engineering related services including shop drawing review, RFI's, shop visits, site visits, and related project management.</p>
08/22 – Ongoing	<p><b>Airport Connector Road and Bridge New Vertical Lift, Greater Lafourche Port Commission, Lafourche, Louisiana -</b></p> <p>Lee designed, detailed, and sealed final plans, specifications, calculations, and cost estimates for mechanical systems: tower drive machinery, span locks, counterweight ropes, skew control, differential and leveling clutch, air buffers, movable traffic barriers, fixed and expansion shoes, counterweights, guide rollers, access systems and handrailing. The team currently provides construction related engineering services including shop drawing review, RFI's, shop visits, site visits, and related project management.</p>
11/19 – 06/20	<p><b>Larose Lock Structure, Greater Lafourche Port Commission, Larose, Louisiana</b></p> <p>Lee designed and detailed final plans, specifications, and cost estimates for the following: Lock machinery consisting of the winch, reducer, idler, and deflector sheave assemblies; HVAC systems and exhaust fans for facility.</p>
03/20 – Ongoing	<p><b>SR 609 Bridge over Old Fort Bayou Double Leaf Bascule Rehabilitation, Jackson, Mississippi</b></p> <p>Lee designed and sealed the temporary hydraulic system, including: operating cylinders, HPU, piping, and control interface. He produced a calculation package including span resistance, cylinder loads, horsepower requirements, hydraulic schematic, and the selection of manufactured components for approval prior to manufacturing. Lee also worked with a hydraulic systems fabricator to build, test, ship, and install the complete system on the bridge. The hydraulic machinery is currently performing successfully while the bridge rehabilitation work is underway.</p>
09/17 – 02/2019	<p><b>Theriot Bridge Single Leaf Bascule Rehabilitation, Terrebonne, Louisiana Parish Project 17-BRG-49 –</b> Lee designed, detailed, and sealed final plans, specifications, Calculations, and cost estimates for mechanical and electrical systems including: trunnion shaft and bearing assembly, winch and cable operating system, span balance calculations, selection of electrical components, sizing conductors, conduit runs, and pull boxes.</p>
03/17 – Ongoing	<p><b>Bayou Teche Bridge Vertical Lift Rehabilitation, St. Martin, Louisiana</b></p> <p>Lee performed site inspections and prepared reports containing recommended repair options and costs for DOTD. He designed, detailed, and sealed final plans, specifications, and calculations of the tower drive machinery, pier machinery and the movable traffic barrier. The team is currently performing construction related engineering services including shop drawing review, RFI's, shop visits, site visits, and related project management is currently being provided.</p>
06/13 – 04/19	<p><b>Bayou Petit Caillou Vertical Lift Rehabilitation, Terrebonne, Louisiana</b></p> <p>Lee performed site inspections and prepared reports containing recommended repair options and costs for DOTD. He designed, detailed, and sealed final rehabilitation plans covering new trunnion bearings, pinions, pinion bearings, primary and secondary gear reducers, brakes, drive shafting, counterweight ropes, span locks, air buffers, and guide rollers. Lee developed and sealed plans and specifications for the new operator's house covering HVAC, plumbing and STP.</p>





		Firm employed by: Huval & Associates, Inc.	
<b>Name Patrick Broussard, CBI</b>		Years of relevant experience with this employer	4
<b>Title Bridge Inspector</b>		Years of relevant experience with other employer(s)	38
Degree(s)/Years/Specialization		N/A	
Active registration number/state/expiration date		N/A	
Year registered		N/A	Discipline N/A
Contract role(s)/brief description of responsibilities		Patrick provides support to the bridge inspection team.	
Experience dates (mm/yy–mm/yy)	<p>Patrick Broussard began his career with the LADOTD in 1989 as an engineering technician. In 1992, he became a bridge inspector for the LADOTD and was responsible for planning and preparing for inspection of District 03’s bridges, which consisted of approximately 800 stationary and 60 movable bridges. In 1996, Patrick was promoted to the position of Bridge Maintenance and Inspection Supervisor and he held this position until his retirement from the LADOTD in 2017. Patrick is an LADOTD Certified Bridge Inspector and has performed as team leader for the LADOTD on hundreds of bridge inspections. He is also current on the ATSSA Traffic Control Technician, Traffic Control Supervisor, and Flagger Courses.</p> <p><b>Courses:</b></p> <ul style="list-style-type: none"> <li>• NHI 130055, Safety Inspection of In-Service Bridges – 09/20/1991</li> <li>• NHI 130053, Bridge Inspection Refresher Training – 01/23/2020</li> </ul>		
01/17 – Ongoing	<p><b>Bridge Inspections, St. Martin Parish, Louisiana</b> From 2017 to present, Patrick has been involved in the inspection and ratings of bridges for St. Martin Parish.</p>		
01/17 – Ongoing	<p><b>Bridge Inspections, St. Landry Parish, Louisiana</b> From 2017 to present, Patrick has been involved in the inspections and ratings of bridges throughout St. Landry Parish.</p>		
12/02 – 04/17	<p><b>Bridge Inspections, Louisiana DOTD</b> Patrick led a two man inspection team in conducting in depth inspections on new and existing on-system and off- system bridges consisting of small simple timber structures to large complex fixed and moveable structures and entered all data and inspection findings in Inspect Tech, LADOTD inspection reporting program. He supervised and inspected major repairs and reconstruction performed by district and state wide repair crews.</p>		



<p>11/90 – 11/02</p>	<p><b>In-depth Bridge Inspections, Louisiana DOTD</b>                  Patrick conducted in-depth inspections on new and existing on-system and off-system bridges consisting of small simple timber structures to large complex fixed and moveable structures and entered all data and inspection findings in the Inspect Tech LADOTD inspection reporting program. He supervised and inspected major repairs and reconstruction performed by district and state-wide repair crews. Patrick also worked with local government officials, agencies, and private bridge owners to facilitate bridge inspections and closing and or opening of bridges. He conducted yearly compliance reviews of all parishes participating in the Federal Off-System Bridge Replacement Program as mandated by the Federal Highway Administration.</p>
<p>04/07 – Ongoing</p>	<p><b>Various Bridge Inspections</b>                  Patrick conducts bridge inspections on various types of bridges throughout the state of Louisiana and Mississippi. Inspections are performed on a wide range of bridge complexities from slab span to major river truss type structures including the Vicksburg RR bridge over the Mississippi.</p>



17. **Firm Experience:**

Firm name	Conzor Engineers, LLC		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Underwater Bridge Inspection		Firm responsibility (prime or sub?)	Prime
Project number	4400019122	Owner's name	Louisiana Department of Transportation and Development	
Project location	Louisiana, Statewide		Owner's Project Manager	Heather Deare
Owner's address, phone, email		1203 Capitol Access Road, Baton Rouge, LA 70804/225.349.1200/heather.deare@la.gov		
Services commenced by this firm (mm/yy)	08/22	Total consultant contract cost (\$1,000's)		\$6,000 to date
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$6,000 to date



Under three consecutive contracts, from 2013 to the present, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor's most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract's first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise

to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.

**Staff Involved**

Heath Pope, PE; Jeffrey Rowe, PE; Michael Dukes, PE; Andrew Young, PE; Sebastien Templeton, PE; Laura Miller, EIT; Christian Holien; Colton Powell; Deke Roberts; Eric Bolek; James Talacek; Jeffrey Lane; Matthew Ratliff; Scott Rowe, PE; Steven Henry, EIT; Adam Smith; Andrew Harrison; Arthur LeForge; Blake Goodman; Brandon Rot; Joseph Hitchens; Marco Fabian Sanchez; Michael Scorpa; Michael Sorensen; Trevion Jones; Wesley Trescott



Firm name	Conzor Engineers, LLC		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Statewide Underwater Bridge Inspection and Acoustic Imaging		Firm responsibility (prime or sub?)	Prime
Project number	2084	Owner's name	South Carolina Department of Transportation	
Project location	South Carolina, Statewide		Owner's Project Manager	Emily Bickley
Owner's address, phone, email		955 Park Street, Columbia, SC 29202/803.737.1053/BickleyEJ@scdot.org		
Services commenced by this firm (mm/yy)	09/18	Total consultant contract cost (\$1,000's)		\$366
Services completed by this firm (mm/yy)	05/20	Cost of consultant services provided by this firm (\$1,000's)		\$366



Under six consecutive contracts dating back to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure units (located in the water). Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended repairs. 3D modeling was used on I-95 NBL over the Great Pee Dee River to assess the progress of channel migration and its encroachment on additional piers. Acoustic imaging was used on bridges over the Cooper and Wando Rivers to document scour for repair recommendations, a project for which Consor won an Engineering Excellence award from the American Council of Engineering Companies. Consor has received multiple perfect scores (500 out of 500) for our work on this contract.

Consor also provided emergency underwater inspections of 21 bridges affected by flooding in 2015. Fourteen of the bridges were located on I-95 and were inspected during the placement of concrete scour countermeasures. The concrete was pumped in from the bridge decks and was critical in preventing extreme scour during the flood. Consor performed underwater examinations of the concrete after it had been pumped in to determine its efficacy. Consor's assessment of the placement and quality of the concrete installation was the determining factor in reopening 70 miles of I-95 for the traveling public. Underwater acoustic imaging was also used during this process to assess substructure conditions when flow velocities prevented safe diving operations.

### Staff Involved

Heath Pope, PE; Jeffrey Rowe, PE; Michael Dukes, PE; Andrew Young, PE; Sebastien Templeton, PE; Christian Holien; Colton Powell; Deke Roberts; Eric Bolek; James Talacek; Jeffrey Lane; Matthew Ratliff; Scott Rowe, PE; Steven Henry, EIT; Andrew Harrison; Blake Goodman; Brandon Rot; Joseph Hitchens; Michael Scorpa; Michael Sorensen; Trevion Jones; Wesley Trescott





Firm name	Conzor Engineers, LLC		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Underwater Bridge Inspection		Firm responsibility (prime or sub?)	Prime
Project number	88-3IDP5002	Owner's name	Texas Department of Transportation	
Project location	Texas, Statewide		Owner's Project Manager	Mark Wallace
Owner's address, phone, email		6230 E Stassney Lane, Austin, TX 78744/512.416.2415/mark.wallace@txdot.gov		
Services commenced by this firm (mm/yy)	02/23	Total consultant contract cost (\$1,000's)	\$1,500 to date	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,500 to date	



Under a fourth consecutive task order-based contract, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.



**Staff Involved**

Jeffrey Rowe, PE; Michael Dukes, PE; Sebastien Templeton, PE; Travis Becker, PE; Christian Holien; Colton Powell; Deke Roberts; Eric Bolek; James Talacek; Jeffrey Lane; Matthew Ratliff; Scott Rowe, PE; Steven Henry; Adam Smith; Andrew Harrison; Arthur LeForge; Joseph Hitchens; Michael Sorensen; Wesley Trescott



Firm name	Consor Engineers, LLC		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Underwater Bridge Inspection		Firm responsibility (prime or sub?)	Prime
Project number	BR-NBIS (101)/105324-109000 (2017 contract)	Owner's name	Mississippi Department of Transportation	
Project location	Mississippi, Statewide		Owner's Project Manager	Neal Terry
Owner's address, phone, email		PO Box 1850, Jackson, MS 39215/601.359.7209/nterry@mdot.ms.gov		
Services commenced by this firm (mm/yy)	08/23	Total consultant contract cost (\$1,000's)		\$858
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$858



Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.

**Staff Involved**

Jeffrey Rowe, PE; Michael Dukes, PE; Colton Powell; Deke Roberts; James Talacek; Jeffrey Lane; Matthew Ratliff; Adam Smith; Arthur LeForge; Blake Goodman; Marco Fabian Sanchez; Wesley Trescott





Firm name	Consor Engineers, LLC		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Underwater Bridge Inspection		Firm responsibility (prime or sub?)	Prime
Project number	139/105960-103000	Owner's name	Mississippi Office of State Aid Road Construction (OSARC)	
Project location	Mississippi, Statewide		Owner's Project Manager	David Barrett
Owner's address, phone, email		412 Woodrow Wilson Blvd, Jackson, MS 39215/601.359.7150/DBarrett@osarc.state.ms.us		
Services commenced by this firm (mm/yy)	06/22	Total consultant contract cost (\$1,000's)		\$1,775 to date
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$1,775 to date



In 2022, Consor was reselected to perform Level I, II, and III underwater inspections from the waterline to the mudline of 113 bridges throughout the state. Bridges range in size from small creek crossings to large movable bridges comprised of concrete, steel, prestressed concrete, and timber substructures. Each inspection includes soundings and documentation of structural member deterioration and observed scour. A report is prepared for each bridge that includes inspection findings, recommendations for repairs, NBIS condition ratings, photographs, and CAD drawings.

**Staff Involved**

Heath Pope, PE; Jeffrey Rowe, PE; Scott Rowe, PE; Travis Becker, PE; Colton Powell; Eric Bolek; Andrew Harrison; Michael Sorensen; Trevion Jones



Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Retainer Contract for Bridge Preservation Statewide		Firm responsibility (prime or sub?)	Prime
Project number	4400017262	Owner's name	Louisiana Department of Transportation and Development	
Project location	Louisiana, Statewide		Owner's Project Manager	Andrew Windmann
Owner's address, phone, email		1201 Capitol Access Rd., Baton Rouge, LA 70804/225.379.1074/andrew.windmann@la.gov		
Services commenced by this firm (mm/yy)	05/20	Total consultant contract cost (\$1,000's)		\$5,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$2,194



As the prime, Huval is responsible for preliminary and final plans, surveying services, bridge/structural inspection and evaluation, design peer review, load rating of bridges, and construction services. Projects were performed using LRFD and LRFR design. Completed and on-going task orders include:

**LA 454 over Wiggins Bayou Bridge and Roadway Replacement:** Huval is preparing 90% and 100% preliminary plans and 60%, 90%, and 100% Final Bridge Design and Roadway Design Plans with estimated construction cost. Environmental and feasibility studies to realign the channel to mitigate future embankment erosion. The new structure will consist of LG 36 girder spans supported by concrete pile bents. Sub-consultants will perform geotechnical and hydrology surveys.

**I-20 Bridge Evaluations and Median Barriers Design – US 165 East of Garret Road:** Huval is performing load ratings using the LRFR method, adhering to the latest DOTD BDEM. Repair and rehabilitation plans will be provided from the analysis while taking into account the future widening of I-20 and the effects of raising the existing structure to provide adequate vertical clearance for I-20. This will be determined in the bridge study

which will look at the effects to the existing bridges, box culverts, roadway geometry, and proposed vertical clearance (16'6"). Submittals consist of Final Roadway, Bridge and Median Barrier Plans.

**I-10 over I-49 Emergency Repairs:** Huval provided emergency design engineering for an emergency repair of the I-10 overpass over I-49. Performed detailed inspection of the damaged structure and designed a replacement section of three concrete girders and deck.

**US 90-W: US 90 over Bayou Ramos Repairs:** Huval is tasked with providing design engineering services for permanent bridge repairs for the LA 182 Bridge over Bayou Ramos. This included preparing a summary of the damage assessment, developing repair concepts, and creating detailed bridge repair plans. Huval also identified necessary traffic control measures, providing specifications, quantities, and an opinion of probable construction costs, as well as preparing an as-designed load rating report. The project required the submission of 60%, 95%, and 100% Final Repair Plans, with the 95% and 100% submittals including cost estimates and detailed specifications.

**Staff Involved**

David Huval, PE, PLS; Colby Guidry, PE; Justin Peltier, PE; Lee Hupperich, PE



Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Retainer Contract for In-depth Bridge Inspection		Firm responsibility (prime or sub?)	Sub
Project number	4400002687	Owner's name	Louisiana Department of Transportation and Development	
Project location	Louisiana, Statewide		Owner's Project Manager	Haylye Brown
Owner's address, phone, email		1201 Capitol Access Rd., Baton Rouge, LA 70804/225.379.1933/haylye.brown@la.gov		
Services commenced by this firm (mm/yy)	12/13	Total consultant contract cost (\$1,000's)		\$4,000
Services completed by this firm (mm/yy)	04/17	Cost of consultant services provided by this firm (\$1,000's)		\$260



As a subconsultant, Huval provided bridge inspection, traffic control, and QA/QC services on the retainer contract. Bridges inspected by Huval include the following:

**Krotz Springs US 190 Bridge over Atchafalaya:** Huval provided survey services, traffic control, field inspections of concrete girder approaches, PONTIS evaluations, inspection reports, and QA/QC.

**ILA 3213 Over Mississippi River (Gramercy):** Huval provided field inspections of concrete girder approaches, steel girder approach spans, as well as deck topside elements. Huval also provided traffic control, PONTIS evaluations, inspection reports, and QA/QC.

**I-20 Over Mississippi River (Vicksburg):** Huval provided field inspections of the deck, steel girders, floorbeams, stringers, concrete abutments, reinforced concrete frame bents, piers, walkways, and access ladders. Huval also provided traffic control, PONTIS evaluations, inspection reports, and QA/QC.

**LA 47 over MRGO:** Huval provided field inspections of the deck, concrete slab spans, prestressed concrete girder spans, steel girder spans, abutments, concrete approach bents, and main piers. Huval also provided traffic control, PONTIS evaluations, inspection reports, and QA/QC.

**LA 319 over Intracoastal Canal:** Huval provided field inspections of the deck, concrete girder spans, bearings, abutments, and reinforced concrete approach piers. Huval also provided traffic control, PONTIS evaluations, inspection reports, and QA/QC.

**GNO Bridge No. 1:** Huval provided field inspections of the deck.

### Staff Involved

David Huval, PE, PLS; Colby Guidry, PE; Justin Peltier, PE; Lee Hupperich, PE





Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	St. Martin Parish Bridge Inspection, Repair, and Ratings		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	St. Martin Parish Government	
Project location	St. Martin Parish, Louisiana		Owner's Project Manager	Wes Dupis
Owner's address, phone, email		301 W. Port St., St. Martinville, LA 70582/337.394.2200/wdupuis@stmartinparish.net		
Services commenced by this firm (mm/yy)	01/21	Total consultant contract cost (\$1,000's)		\$100 (Annually)
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$100



Huval was contracted to develop and implement a bridge management system (BMS) for the off-system bridges in St. Martin Parish. The BMS includes ongoing management of 50 bridges in the parish with regular inspections, bridge repair plans and coordination, load rating and posting of structures, and ongoing requirements for LADOTD compliance.

Huval performs all 6-month, 12-month, and 24-month NBIS inspections on all bridges in the parish. Huval also performs all load ratings as required per LADOTD and the NBIS. Using the inspection and rating data, Huval prepares repair recommendations and implements repair projects in order to maintain the safe usage of the Parish's bridges.

Bridge types in the Parish include bridges that are comprised of timber, concrete, steel, concrete decks with timber piles and caps, and other combinations such as two swing spans and one pontoon bridge that is inspected annually. Huval has completed repair plans and the construction repair of 13 bridges that are comprised of precast concrete decks supported by either precast concrete caps or timber caps and timber piles. The repairs on these bridges consisted of timber pile splices, timber cap repair or replacement, concrete spall patching, joint sealing, embankment repair or reconstruction, approach slab repair or replacement, timber bulkhead repair or replacement, and other miscellaneous items.

Many of these bridges had timber pile repairs performed while the bridges remained open for traffic. Huval also has completed the repair plans and completed the construction repair of 3 full timber bridges. These timber bridge repairs consisted of the repair or replacement of timber deck boards, stringers, caps, and or piles. Huval has also completed repair plans and construction repair of a steel pontoon bridge and its timber approach spans. Load ratings are regularly applied to various structure types including concrete, timber, swing span and pontoon bridges. Repair and preventative maintenance plans are developed as needed to ensure best use of the parish budgets.



**Staff Involved**

Colby Guidry, PE; Justin Peltier, PE



## 18. Approach and Methodology:

**Conzor Engineers, LLC (Conzor)** is recognized by local, state, and federal agencies as a premier leader in bridge and structural inspections. With 70+ offices across the United States and Canada and more than 1,600 employees, our collective strength moves people and communities forward. The firm's extensive roster of clients, including numerous local government entities, state departments of transportation (DOTs), the US Army Corps of Engineers (USACE), US Coast Guard, Bureau of Indian Affairs, and US Department of the Interior, among others, receive superior service from 200+ dedicated structural inspection professionals. We continue to add offices and staff across the nation, including our new location in Kenner, LA.

Conzor's inspection experience, has produced unparalleled technical expertise, and established an outstanding reputation. Over the past three decades, Consor has performed more than 65,000 structural inspections, of which more than 18,000 were underwater. Overall, we have provided structural inspections in 49 states, including Louisiana. This experience distinguishes Consor as one of the most efficient, high-quality performance engineering firms in the United States.

Our work for the Louisiana DOTD includes the previous two contracts for statewide underwater bridge inspections as a prime consultant, the hybrid acoustic imaging and underwater bridge inspection as a major subconsultant, and in-depth inspection of complex bridges utilizing rope access techniques as a subconsultant. Having partnered with LADOTD on previous contract cycles, we can safely and efficiently perform the underwater bridge inspections and prepare high quality deliverables with no learning curve.

**NATIONAL LEADERSHIP FOR BRIDGE INSPECTIONS:** Since 2007, as a natural extension of our inspection services, we have provided professional training for bridge inspectors nationwide through FHWA/NHI. During a period when bridge inspections and training have been at an all-time high, our firm has trained thousands of senior inspectors and team leaders across the country. The knowledge gained through instructing these courses has allowed us to be on the leading edge of the bridge inspection industry. Heath, Jeff, Michael, and other key staff identified in this proposal currently teach NHI 130091, Underwater Bridge Inspection. We have received extremely high marks from participants, indicating that they are giving high marks not only due to the class content and delivery but also the wealth of experience and knowledge our instructors have in underwater bridge inspection. In fact, our course instruction has been recognized by NHI as a "Course of Excellence" several times. In addition, eight of our instructors have received "Instructor of Excellence" awards for multiple years.

We demonstrate our commitment to LADOTD by assigning Heath Pope, PE, as the project manager and the Department's direct point of contact. He will be supported by Michael Dukes, PE. Both have worked extensively with LADOTD, conducting underwater bridge inspection and acoustic imaging. Consor's proposed project principal, Jeff Rowe, PE, has assisted LADOTD with bridge inspections since 2002. While we have the in-house resources to provide all the services on this project, we have enhanced our team with Huval & Associates, Inc. (Huval) for quality assurance review of the inspection reports and any repair recommendations, design services, or maintenance of traffic.

**Personnel:** In addition to initial commercial or military dive training that all certified commercial divers receive at the beginning of their career, we routinely conduct in-house diver training sessions led by our on-staff former US Navy Dive School instructors. The firm currently employs 73 Association of Diving Contractors International (ADCI)-certified divers, including 33 ADCI-certified diving supervisors. This team of ADCI-certified engineers and technician divers will use field-proven underwater inspection techniques to provide accurate and complete assessments. All our proposed team leaders and inspectors are ADCI-certified commercial divers. All our inspectors are trained in CPR, First Aid, AED, and Emergency Oxygen Administration and kept up to date by in-house certified instructors. We also have four certified diving medical technicians who go into the field as part of our inspection teams, particularly on challenging inspections where we hope their expertise is never needed but are prepared in the event they are.



**Equipment and Mobility:** This contract requires not only a tremendous depth of personnel but also a depth of diving and support equipment. Through our 30 years of underwater inspection experience, we have assembled the most advanced and regionally accessible diving equipment of any engineering firm in the United States. Our equipment, including our trucks and boats, are custom-designed and built to support our underwater bridge inspection operations. We equip each vehicle to support surface-supplied air diving, commercial SCUBA diving operations, and acoustic imaging for maximum flexibility. These custom vehicles provide compartments for every piece of equipment, which enables more efficient field operations and helps ensure that all required equipment is on board.

We will accomplish the majority of the inspections with our equipment package housed in our Kenner, LA location; however, as the need arises to have multiple teams in the field simultaneously, as it frequently has in the past, we have eight complete mobile underwater inspection equipment packages that can be relocated to Louisiana within 24 hours, each one including a fully equipped dive truck and boat.

In the event acoustic imaging is necessary, Consor utilizes 2D and 3D acoustic imaging for three primary purposes: (1) to enhance diver safety by identifying diving hazards prior to divers entering the water; (2) to document deficiencies and fully document scour that can extend large distances away from bridge piers; and (3) to provide a visual representation of the portions of the bridge below water along with the surrounding channel bottom. We can rapidly deploy our 2D acoustic imaging system from the dive vessel, Hydra platform, or snooper truck, or it can be carried by a surface swimmer to identify scour, debris, and larger deficiencies. To gather accurate 2D acoustic imaging information, the sonar head must remain stationary; however, keeping the sonar head stationary is not always feasible, especially on waterways such as the Mississippi River and the Atchafalaya River. On these larger waterways and during events resulting in rougher water conditions, we have successfully deployed a 3D sonar system to observe scour, debris, and structural conditions accurately. The 3D sonar system builds a point cloud by recording more than 16,000 individual data points at a rate of twelve times per second. GPS and an inertial reference unit working in conjunction with the 3D sonar head result in every data point being georeferenced, allowing for deployment in any waterway condition. Consor has utilized both 2D and 3D sonar systems in Louisiana to provide detailed scour information and structural conditions. Beyond Louisiana, we have deployed acoustic imaging during and after flood events for Texas DOT, Mississippi DOT, Missouri DOT, Oklahoma DOT, and South Carolina DOT to monitor scour conditions and provide data utilized in the design of emergency repairs.

**Safety:** Safety is the most essential element in our field operations; hence our strong commitment to ADCI certification and adherence to the requirements of our corporate Safety Manual and site-specific Safety Plan.

**Limited Visibility, Current, and Cold/Hot Water/Weather** - Based on our experience from work on LADOTD contracts, we anticipate that structures will include a wide variety of waterways and conditions. Conditions will consist of swift currents, both cold and hot water/weather, limited accessibility culverts, and limited to no visibility conditions. Our team has extensive experience conducting diving operations in all these environments, particularly in Louisiana, having performed 900+ underwater inspections in Louisiana in the last five years alone. In the event of extreme cold-water conditions imposing the risk of hypothermia and/or potentially prolonged exposure times, our divers have the capability of using dry suits or hot water suits.

In addition to our experience in the Louisiana marine environment, we have performed underwater inspections on such major waterways as the Snake River, Colorado River, Columbia River, Mississippi River, Missouri River, and the Golden Gate Bridge. In fact, we have inspected bridges over the Mississippi River in every state from Louisiana to Iowa.



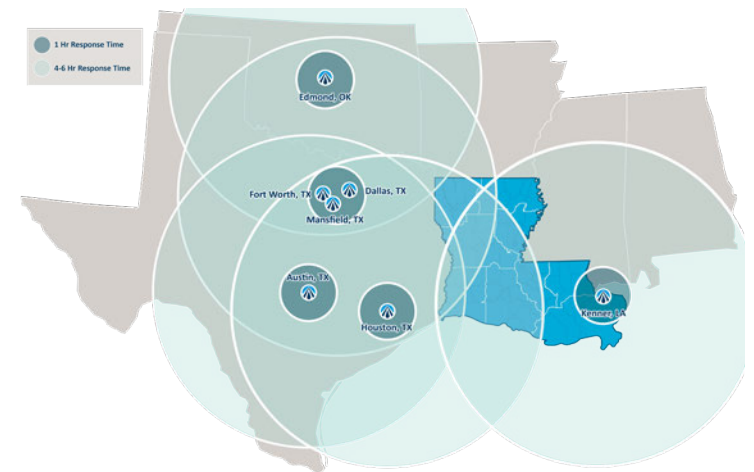


**Planning and Scheduling:** Experience has trained our team that strategic planning is essential to successful execution of any bridge inspection assignment. We firmly believe that if you “fail to plan you plan to fail.” Proper planning improves safety, quality, and efficiency. Immediately upon receipt of the notice-to-proceed (NTP) for this assignment, our project manager, Heath Pope, PE will start the planning process.

From the outset, our planning process focuses on Quality Control/Quality Assurance (QC/QA). This process starts with carefully reviewing all available bridge documentation for the assigned bridges. After reviewing all available information for the bridges, we establish a monthly schedule for the length of the task order based on the due dates for all the assigned bridges. This schedule includes the personnel and equipment requirements needed to complete the inspections for each month. We then assign personnel and equipment, factoring in the complexity of the bridges and dive operations. Consor’s safety policy also includes the dedication of one topside dive supervisor for all inspections. Due to the bridge sizes, geographic spread of the bridge sites, and maximum water depth, we will assign an inspection team, multiple teams as needed, to complete the inspections by their due dates. We also ensure all assigned team members’ certifications are current and meet all applicable NBIS, LADOTD, and OSHA requirements for the performance of underwater bridge inspections.

**Mobilization:** A successful field operation is simply the execution of the strategic plan described in the previous section of this proposal. The first step is mobilization, a complex operation for this assignment due to the volume of personnel and equipment needs. This phase of the project is critically important to success as any breakdown in the mobilization of team members and/or equipment can quickly derail the schedule. The following are several key factors for mobilization:

- **Equipment** – One team member is responsible for ensuring all equipment is in working order and loaded prior to mobilization. QC is essential during this step as missing and/or broken equipment can delay the team in the field; therefore, the team member responsible for this step uses our standard “load-out” checklist. This checklist is time-tested and provides a high level of assurance that all necessary equipment will arrive on-site in working order. Seven of our diving inspectors are Kirby Morgan Dive Systems Maintenance and Repair Technicians, trained directly by the manufacturer of Kirby Morgan.
- **Travel Coordination** – Since our teams sometimes comprise personnel from multiple office locations, coordination and alignment of travel itineraries are essential to efficiency. Consor has a dedicated travel coordinator who books airfare and assists with hotel accommodations for the teams in the field. This coordination removes this burden from the team, allowing them to focus on the inspections at hand.
- **Emergency Response** – As shown in the adjacent graphic, the entirety of the state is within a six hour drive or less from of our Kenner, LA office or one of our other nearby offices in Texas and Oklahoma. These offices are staffed with NBIS/ADCI- certified inspectors, all able to deploy within the hour to provide the required response.



**Execution of Field Work:** Quality data collection in the field starts with well-organized field files that include project-specific pre- and post-inspection checklists, previous inspection reports, available bridge plans and/or as-built drawings, dive logs, and the safety plan.

Our teams conduct pre- and post-inspection briefings each day, using our standard pre- and post-inspection checklists to ensure all elements in the scope of work are met.

Fieldwork QC builds on the tight controls established during the planning phase. Key elements include:

- Monitoring the physical and mental conditions of inspectors/divers.
- Repeating notes back to the diver to ensure they are properly understood and recorded.
- Strict adherence to our checklists ensures we inspected all elements, collected all required data, captured all required photos, identified corrective actions, and taken action for all critical findings as needed.
- On-site review of all field notes, photos, sketches, forms, checklists, is completed prior to leaving the site.

Upon completing each day's field work, our teams upload all inspection documentation to our company server. This crucial step ensures our field data is protected on a backed-up server and allows our experienced report technicians to start data entry immediately.

**Major Bridge over a Waterway Inspection Process:** Major bridges over waterways like the Mississippi River require special consideration due to the increased hazards and specialized equipment needed, such as acoustic imaging, compared to typical underwater inspections. During the planning phase, it is crucial to identify and schedule the necessary equipment and personnel with the appropriate experience and expertise, as well as to determine access locations. Our dive vessel, vehicle, and diving equipment are already stationed at our Kenner, LA office, and we can ship acoustic imaging equipment immediately. Additionally, inspections in major waterways may require notifying the USCG and local authorities.

**Reporting and Documentation:** At the end of the day, an underwater inspection is only as good as the final deliverable that is produced, so we rely on time-tested processes to generate, review, and deliver high-quality reports to LADOTD on or ahead of schedule. Critical components of this reporting process include the following:

- Multi-step QC review process involving team members and non-team members for independent review.
- QA review of reports by our subconsultant, Huval.
- Final review and submittal by Project Manager Heath Pope, will ensure all the scope elements are addressed

**Familiarity with InspectX:** To date, Consor has utilized LADOTD's InspectX system to submit 240+ underwater bridge inspection reports since its implementation in September 2023.

**Why Select Consor:** On previous LADOTD bridge inspection projects, we have demonstrated that we are an organization with a practical, detailed, can-do philosophy that has built a reputation for providing dependable, efficient, attentive, and high-quality service. We welcome the opportunity to further our relationship with LADOTD and **thank you for your consideration.**



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**
Conzor Engineers, LLC	Bridge	Co #4400019122 SP H.009730.5	Statewide Underwater Bridge Inspections – Task Order 1	\$540,715
Conzor Engineers, LLC	Bridge	Co #4400019122 SP H.009730.5	Statewide Underwater Bridge Inspections – Task Order 2	\$3,204,485
Huval & Associates, Inc.	Bridge	Co #4400005673 SP H.011235	I-49 South @ Verot School Road Lafayette Parish – Design Phase Supp. #1&2	\$173,626
Huval & Associates, Inc.	Bridge	Co #4400010428 SP H.004774.5	Kansas Lane-Garrett Road Connector – Supp #1	\$30,564
Huval & Associates, Inc.	Bridge	Co #Not issued SP H.004791	LA 23: Belle Chasse Bridge and Tunnel (HBI)	\$562,874
Huval & Associates, Inc.	Bridge	Co #4400017421 SP H.001352.5	Comite Diversion Bridge at LA 67 – Construction Services	\$ 78,658
		Co #4400017421 SP H.002273.5	Comite Diversion Bridge at LA 19 & LA 19 Railroad – Const. Services	
Huval & Associates, Inc.	Bridge	Co #4400018646 SP H.004100	I-10 CMAR – Segment 1 Design	\$2,024,483
Huval & Associates, Inc.	Bridge	Co #440017262 SP H.012545.5	LA 454: Wiggins Bayou Bridge	\$120,918
Huval & Associates, Inc.	Bridge	Co #4400017262 SP H.014646.5	I-20: US 165 East of Garret Road	\$60,579
Huval & Associates, Inc.	Bridge	Co #4400017262 SP H.014052.5	LA 151: Construction Services	\$40,354
Huval & Associates, Inc.	Bridge	Co #4400017262 SP H.002868.6	I-49 South: Ambassador Caffery Interchange	\$24,109

Huval & Associates, Inc.	Bridge	Co #4400017262 SP H.012027.5	I-20: UPRR Overpass	\$484,570
Huval & Associates, Inc.	Bridge	Co #4400017262 SP H.015114.5	US 90 Over Bayou Ramos	\$2,939
Huval & Associates, Inc.	Bridge	Co #4400017262 SP H.014747.5	Southern University Ravine Mitigation	\$282,386
Huval & Associates, Inc.	Bridge	Co #Not Assigned SP H.001779	Jimmie Davis Bridge (LA 511 – Design Build Project)	\$3,486,643
Huval & Associates, Inc.	Bridge	Co #4400023923 SP H.013821.5	LA 6: Youngs Bayou	\$45,467
Huval & Associates, Inc.	Bridge	Co #4400023923 SP H.007300.5	Nutland Road Embankment	\$23,610



20. Certifications/Licenses:

Heath Pope, PE | Project Manager



**LOUISIANA PROFESSIONAL  
ENGINEERING & LAND SURVEYING BOARD  
(LAPELS)**

9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com

**Mr. Heath Kennedy Pope**

License/Certificate Type - Number	Expiration Date
<b>PE.0036946</b>	<b>09/30/2024</b>
Status: <b>Active</b>	

**Association of Diving Contractors  
International**



**Cert. # 24083**


**Expires 03/10/2028**



**SURFACE-SUPPLIED AIR DIVING SUPERVISOR**

**HEATH K. POPE**      **I.D. 9417**

**Commercial Diver Certification Card**



**National Highway Institute  
Certificate of Training**

*Heath K. Pope*

*has participated in*

**Underwater Bridge Inspection  
NHI Course 130091**

*hosted by*

**Collins Engineers, Inc.**

Location: Holland, Michigan	Hours of Instruction: 20
Date: September, 2007	

*Thomas Collins*  
Instructor  
**Thomas Collins**  
Director, National Highway Institute  
Federal Highway Administration

*Clare Henry*  
Coordinator  
**Clare Henry**  
Director, Office of Professional Development  
Federal Highway Administration



**National Highway Institute  
Certificate of Training**

*Heath Pope*

*has participated in*

**Safety Inspection of In-Service Bridges**

*hosted by*

*Michigan Department of Transportation*

Location: Lansing	Hours of instruction: 80
Date: February 4, 2005	

*William R. Bellis*  
Instructor  
**William R. Bellis**  
Director, National Highway Institute  
Federal Highway Administration

*James M. Kelly*  
Coordinator  
**James M. Kelly**  
Director, Office of Professional Development  
Federal Highway Administration



**National Highway Institute  
Certificate of Training**

Heath K. Pope

*has Successfully Completed*

**FHWA-NHI-130053 Bridge Inspection Refresher Training**

*hosted by*

*Office of State Aid Road Construction*

Date: August 30-September 01, 2022	Hours of Instruction: 18
Location: Ridgeland, MS	

*John A. Williams*  
Instructor  
**John A. Williams**  
Instructor

*Marie Vallentien*  
Local Coordinator  
**Thomas Harman**  
Thomas Harman, Director  
National Highway Institute



Michael Dukes, PE | Deputy Project Manager/Acoustic Imaging Lead





**LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)**  
 9643 Brookline Avenue, Suite 121  
 Baton Rouge, LA 70809  
 Phone (225) 925-6291  
 www.lapels.com

**Mr. Michael D. Dukes**

License/Certificate Type - Number	Expiration Date
<b>PE.0040986</b>	<b>03/31/2025</b>
Status: <b>Active</b>	

**Association of Diving Contractors International**





**Cert. # 58165**  
**Expires 07/27/2028**

**SURFACE-SUPPLIED AIR DIVING SUPERVISOR**

**MICHAEL DUKES I.D. 0181**

**Commercial Diver Certification Card**



**National Highway Institute**

**Certificate of Training**

**Michael Dukes**  
*has participated in*

**FHWA-NHI-130091 Underwater Bridge Inspection**

*hosted by*

**Boston Society of Civil Engineers Section/ASCE**

<b>Date:</b> January 28-30, 2015	<b>Hours of Instruction:</b> 27 = 2.7 CEUs
<b>Location:</b> Taunton, MA	

 Instructor  Instructor	 Local Coordinator  Valerie Briggs, Director National Highway Institute
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**National Highway Institute**

**Certificate of Training**

**Michael Dukes**  
*has participated in*

**FHWA-NHI-130055**  
Safety Inspection of In-Service Bridges

*hosted by*

**Oklahoma Department of Transportation**

<b>Date:</b> October 5 - 16, 2015	<b>Hours of Instruction:</b> 67 Hours
<b>Location:</b> Oklahoma City, OK	

 Instructor  Instructor	 Local Coordinator  Valerie Briggs, Director National Highway Institute
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**National Highway Institute**

**Certificate of Training**

**Michael D. Dukes**  
*has participated in*

**FHWA-NHI-130053 Bridge Inspection Refresher Training**

*hosted by*

**Texas Department of Transportation**

<b>Date:</b> March 9-12, 2021	<b>Hours of Instruction:</b> 18
<b>Location:</b> Virtual Delivery, TX	

 Instructor <small>Digitally signed by Thomas Harman Date: 2021.03.12 14:11:22 -0500</small>  Instructor	Shandon Richardson Local Coordinator  Thomas Harman, Director National Highway Institute
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Jeffrey (Jeff) Rowe, PE | Principal/QA Manager




**LOUISIANA PROFESSIONAL  
ENGINEERING & LAND SURVEYING BOARD  
(LAPELS)**

9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com

**Mr. Jeffrey Bryan Rowe**


License/Certificate Type - Number	Expiration Date
<b>PE.0037808</b>	<b>09/30/2025</b>
Status: <b>Active</b>	

**Association of Diving Contractors  
International**



Cert. # 13903


Expires 12/04/2028



SURFACE-SUPPLIED AIR DIVING SUPERVISOR

JEFF B. ROWE      I.D. 0590

Commercial Diver Certification Card



National Highway Institute

**AUG 14 2002**

1310 N. Courthouse Road  
Suite 300  
Arlington, VA 22201  
(703) 235-0500

In Reply Refer To:  
DTS-NHI-1


Jeffrey B. Rowe, P.E.  
Vice President  
Infrastructure Engineers, Inc.  
1460 John B. White Senior Boulevard  
Suite 1-C  
Spartanburg, SC 29306

Dear Mr. Rowe:

This letter is to serve as written confirmation that you served as a developer and subsequent instructor of NHI Course No. 130091, Underwater Bridge Inspection.

If you have any questions or need further clarification, please contact me.

Sincerely,



Richard J. Barnaby  
Director of Training  
National Highway Institute

On-site training based on

**Certificate of Training**

*Jeffrey B. Rowe, P.E.*

has satisfactorily completed training in

Safety Inspection of In-Service Bridges

conducted by

Collins Engineers, Inc.

Location: Chicago, Illinois

Date: February, 2001



Instructor

Hours of Instruction: 80

Continuing Education Units: 6.0



Coordinator



National Highway Institute

**Certificate of Training**

**Jeff Rowe**

*has participated in*

**FHWA-NHI-130053 Bridge Inspection Refresher Training**

*hosted by*

Texas Department of Transportation



Date: July 14-17, 2020

Location: Web-Conference Course



Instructor

Hours of Instruction: 18



Local Coordinator



Nathaniel Coley, Jr.  
Acting Director, National Highway Institute

Andrew Young, PE | Team Leader

For information regarding seals visit the Board's Website at [peps.ohio.gov](http://peps.ohio.gov)

State of Ohio  
 State Board of Registration for Professional Engineers and Surveyors

**2024 – 2025**  
 Professional Engineer  
**Andrew Young**  
 PE.73620 Expiration Date: 2025-12-31

*Megan O'Callaghan*  
 BOARD CHAIRMAN

*John Greenhalge*  
 EXECUTIVE DIRECTOR

**Association of Diving Contractors International**



**Cert. # 38105**  
**Expires 01/06/2026**



**SURFACE-SUPPLIED AIR DIVING SUPERVISOR**  
**ANDREW R. YOUNG I.D. 420501595**  
**Commercial Diver Certification Card**



**National Highway Institute**  
**Certificate of Training**  
**Andrew R. Young**  
*has participated in*  
**Underwater Bridge Inspection**  
*hosted by*  
**Nevada Department of Transportation**

**Location:** Sparks, Nevada      **Hours of Instruction:** 18 (1.8)  
**Date:** June 13-15, 2006

*Megan Ayello*  
 Instructor  
 Director, National Highway Institute  
 Federal Highway Administration

*[Signature]*  
 Coordinator  
 Associate Administrator, Office of Professional and Corporate Development  
 Federal Highway Administration



**National Highway Institute**  
**Certificate of Training**  
**Andrew R. Young**  
*has participated in*  
**Safety Inspection of In-Service Bridges**  
 (FHWA/NHI Course 130055A)  
*hosted by*  
**Illinois Department of Transportation**

**Location:** Springfield, Illinois      **Hours of Instruction:** 80  
**Date:** January 3 - 14, 2005

*[Signature]*  
 Instructor  
 Director, National Highway Institute  
 Federal Highway Administration

*[Signature]*  
 Coordinator  
 Director, Office of Professional Development  
 Federal Highway Administration



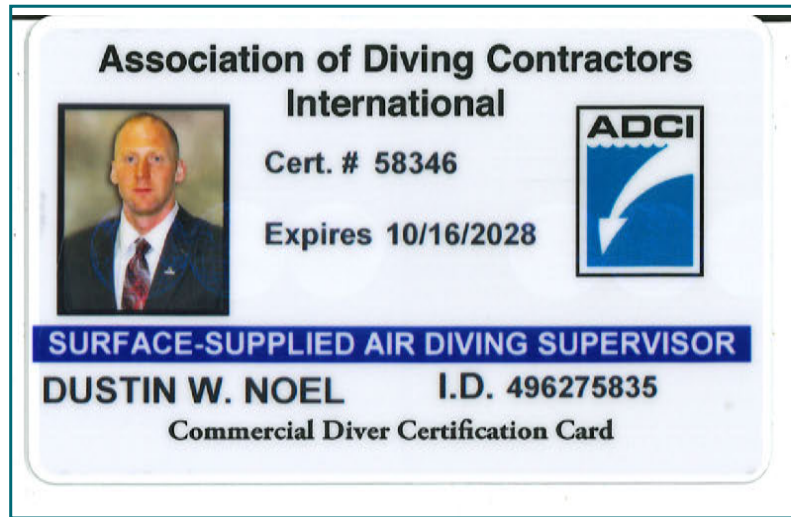
**National Highway Institute**  
**Certificate of Training**  
**Andrew Young**  
*has Successfully Completed*  
**Safety Inspection of In-Service Bridges for Professional Engineers**  
 Safety Workshop: FHWA-NHI-130056  
*hosted by*  
**Ohio Department of Transportation**

**Date:** June 6-10, 2022      **Hours of Instruction:** 34.0  
**Location:** Columbus, Ohio

*[Signature]*  
 Instructor  
 M. Patrick Kane  
 Instructor

*[Signature]*  
 Local Coordinator  
 Thomas Harman  
 Thomas Harman, Director  
 National Highway Institute

Dustin Noel, PE | Team Leader



FHWA-approved equivalent to NHI 130055, Safety Inspection of In-service Bridges



Sebastien Templeton, PE | Team Leader

Profile	
Name	Mr. Sebastien Ramsay Templeton
LOLA #	20230103-99802
UserID	sebastientempleton
Email Address	sebastientempleton@gmail.com
PE.0047632	
License Status	Active
First Issuance Date	3/2/2023
Expiration Date	9/30/2025
Reinstatement Date	



Travis Becker, PE | Team Leader

**COMMONWEALTH of VIRGINIA**  
 Department of Professional and Occupational Regulation  
 9960 Mayland Drive, Suite 400, Richmond, VA 23233  
 Telephone: (804) 367-8500

**EXPIRES ON**  
09-30-2025

**NUMBER**  
0402063152

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
PROFESSIONAL ENGINEER LICENSE

 TRAVIS WILLIAM BECKER  
1418 S 40TH ST  
TACOMA, WA 98418

**DPOR**  
*Division of Public Safety*  
Division of Public Safety

Status can be verified at <http://www.dpor.virginia.gov>

DPOR-LIC (02/2017)  
(DETACH HERE)

---

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

**COMMONWEALTH of VIRGINIA**  
 Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA  
 PROFESSIONAL ENGINEER LICENSE  
 NUMBER: 0402063152 EXPIRES: 09-30-2025

TRAVIS WILLIAM BECKER  
 1418 S 40TH ST  
 TACOMA, WA 98418


DPOR-PC (02/2017)


Status can be verified at <http://www.dpor.virginia.gov>

**Association of Diving Contractors  
International**

Cert. # 57379

Expires 07/10/2028





**SURFACE-SUPPLIED AIR DIVING SUPERVISOR**

**TRAVIS W. BECKER I.D. 443220068**

**Commercial Diver Certification Card**

**National Highway Institute**

**Certificate of Training**

TRAVIS BECKER

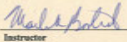

*has participated in*

**FHWA-NHI-130091 Underwater Bridge Inspection**

*sponsored by*

**Ayres Associates**

Date: April 18-21, 2017      Hours of Instruction: 24  
 Location: Tampa, FL

 Instructor  
 Local Coordinator  
 Valerie Briggs, Director  
 National Highway Institute

**National Highway Institute**

**Certificate of Training**

Travis Becker

*has participated in*

**FHWA-NHI-130055 Safety Inspection of In-Service Bridges**

*sponsored by*

**South Dakota Department of Transportation**

Date: February 04-15, 2019      Hours of Instruction: 67  
 Location: Sioux Falls, SD

 Instructor  
 Local Coordinator  
 Michael Davis, Director  
 National Highway Institute

**National Highway Institute**

**Certificate of Training**

Travis W. Becker



*has Successfully Completed*

**FHWA-NHI-130053 Bridge Inspection Refresher Training (SNBI)**


*sponsored by*

**RK&K**

Date: March 19-21, 2024      Hours of Instruction: 22  
 Location: Baltimore, MD

 Instructor  
 Local Coordinator  
 Donna M. Mannino  
 Stacey J. Caston, Director  
 National Highway Institute

Laura Miller, EI | Team Leader



**LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)**  
 9643 Brookline Avenue, Suite 121  
 Baton Rouge, LA 70809  
 Phone (225) 925-6291  
 www.lapels.com

**Ms. Laura Christian Miller**

License/Certificate Type - Number	Expiration Date
<b>EI.0034949</b>	<b>09/30/2025</b>
Status: <b>Active</b>	

**Association of Diving Contractors International**




Cert. # 61052  
 Expires 05/18/2025

**SURFACE-SUPPLIED AIR DIVER**  
**LAURA C. MILLER I.D. 5262**  
 Commercial Diver Certification Card



**National Highway Institute**  
*Certificate of Training*  
 Laura Miller  
 has participated in  
**FHWA-NHI-130091 Underwater Bridge Inspection**  
 hosted by  
 Terracon Consultants, Inc.

Date: June 05-08, 2018	Hours of Instruction: 24
Location: Rocky Hill, CT	

 Instructor	 Local Coordinator
 Instructor	 Valerie Briggs, Director National Highway Institute



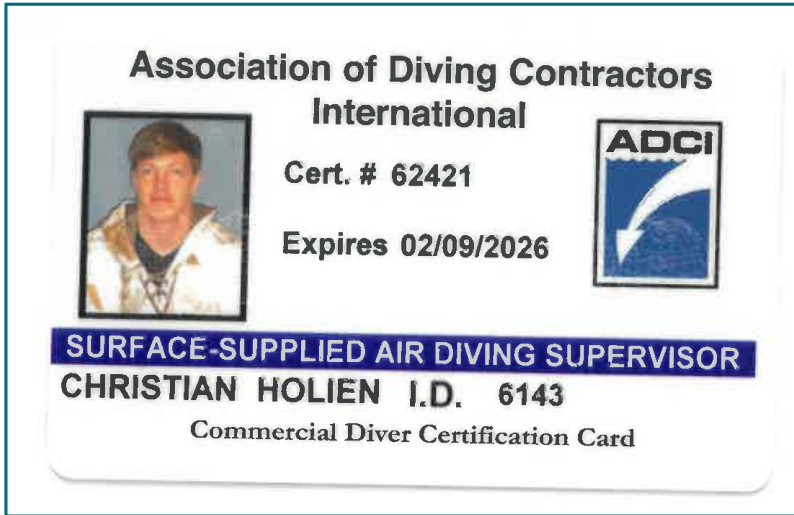
**National Highway Institute**  
*Certificate of Training*  
 Laura Miller  
 has Successfully Completed  
**FHWA-NHI-130055 Safety Inspection of In-Service Bridges**  
 hosted by  
 SDR Engineering Consultants

Date: January 10-21, 2022	Hours of Instruction: 67
Location: Tallahassee, FL	

 Instructor	 Local Coordinator
 Instructor	 Thomas Harman, Director National Highway Institute



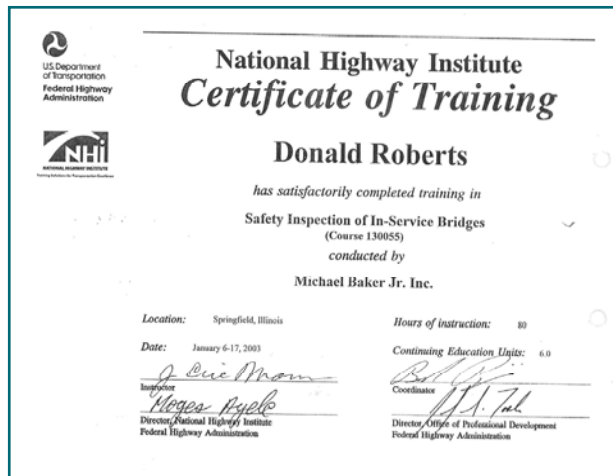
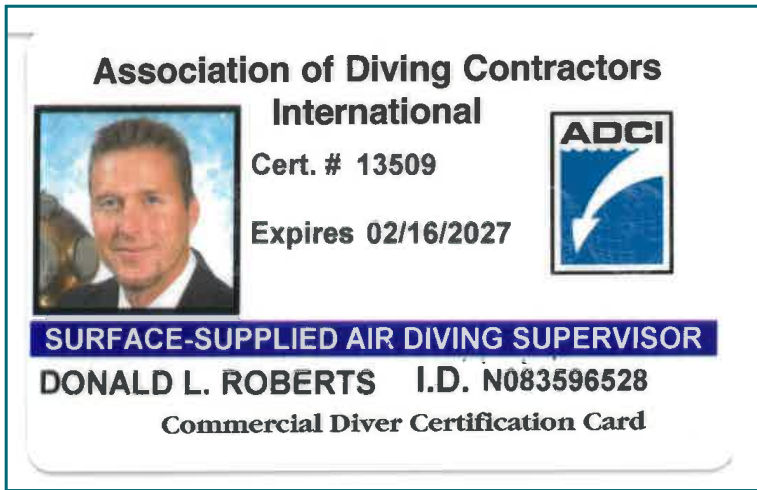
Christian Holien | Team Leader



Colton Powell | Team Leader




Donald (Deke) Roberts | Team Leader




Eric Bolek | Team Leader

**Association of Diving Contractors International**



Cert. # 64296



Expires 03/28/2027



**SURFACE-SUPPLIED AIR DIVER**

**ERIC BOLEK I.D. 1987**

**Commercial Diver Certification Card**



National Highway Institute  
**Certificate of Training**  
Eric Bolek  
*has participated in*  
NHI 130091 Underwater Bridge Inspection Course  
*hosted by*  
Infrastructure Engineers, Inc.

Date: January 21 - 25, 2019      Hours of Instruction: 24  
Location: Orlando, FL

*David T. Coak*  
Instructor

*Valerie Briggs*  
Local Coordinator  
Valerie Briggs, Director  
National Highway Institute



National Highway Institute  
**Certificate of Training**  
Eric Bolek  
*has Successfully Completed*  
FHWA-NHI-130055 Safety Inspection of In-Service Bridges  
*hosted by*  
Minnesota Department of Transportation

Date: March 05-17, 2023      Hours of Instruction: 67  
Location: Shoreview, MN


*Erin K. Haffner*  
Instructor

*Thomas Harman*  
Local Coordinator  
Thomas Harman, Director  
National Highway Institute




James Talacek | Team Leader

**Association of Diving Contractors International**



Cert. # 64599  
Expires 05/27/2027




**BELL/SATURATION DIVE SUPERVISOR**  
**JAMES R. TALACEK I.D. 4826**  
Commercial Diver Certification Card

**NATIONAL BOARD OF DIVING & HYPERBARIC MEDICAL TECHNOLOGY**

**CERTIFIED DIVER MEDIC**

James Talacek #1539



Issued 03/01/2023 Expires 02/28/2025

**National Highway Institute**




**Certificate of Training**

**James Talacek**  
*has participated in*

**FHWA-NHI-130091 Underwater Bridge Inspection**  
*hosted by*  
**MP Engineers, P.C.**


Date: October 11-14, 2021  
Location: Princeton, NJ

Hours of Instruction: 24

Instructor:   
Local Coordinator:   
**Thomas Harman**  
Thomas Harman, Director  
National Highway Institute

Issued with Certification

**National Highway Institute**



**Certificate of Training**

**James R. Talacek**  
*has satisfactorily completed training in*

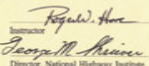
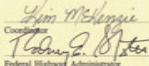
**Safety Inspection of In-Service Bridges**  
*conducted by*  
**Michael Baker, Jr., Inc.**

Location: Fort Mill, SC

Date: July 11 - 22, 1994

Hours of instruction: 80

Continuing Education Units: 6.4

Instructor:   
Local Coordinator:   
**Joseph M. Shiner**  
Director, National Highway Institute  
**Lynn M. Schlegel**  
Federal Highway Administration

**National Highway Institute**




**Certificate of Training**

**James Talacek**  
*has Successfully Completed*

**FHWA-NHI-130053 Bridge Inspection Refresher Training**  
*hosted by*  
**Office of State Aid Road Construction**

Date: May 16-18, 2023  
Location: Ridgeland, MS

Hours of Instruction: 18

Instructor:   
Local Coordinator:   
**Stacey J. Caston**  
Stacey J. Caston, Acting Director  
National Highway Institute



Jeffrey Lane | Team Leader





Matthew Ratliff | Team Leader



Scott Rowe, PE | Inspector

[Print this page](#)      **Board: Engineers and Land Surveyors**

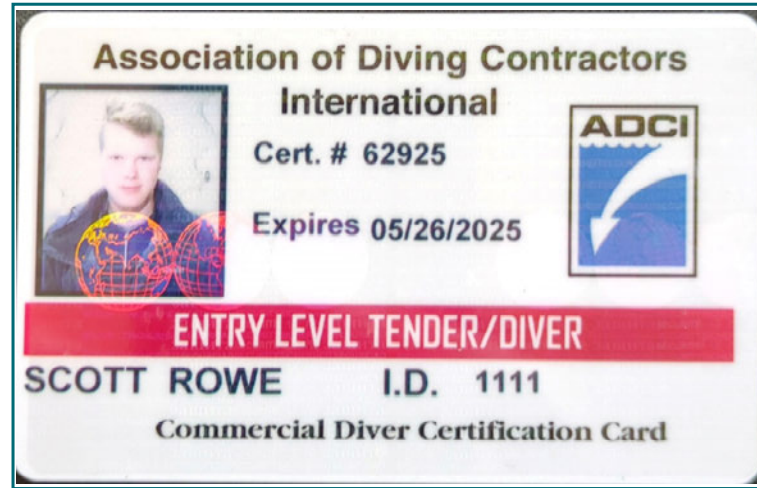
**BRYAN SCOTT ROWE**  
 40 CONCOURSE WAY  
 GREER, SC 29650

**Business Name:** CONSOR ENGINEER, LLC  
**Business Phone:** (864) 804-7178  
**License number:** 41520  
**License type:** Engineering

**Classification(s)**  
 ENGINEER CATEGORY A

**Status:** Active  
**First Issue Date:** 05/25/2023  
**Expiration:** 06/30/2026

**Board Public Action History:**  
[View Orders](#)   [View Other License for this Person](#)  
 No Orders Found



National Highway Institute

**Certificate of Training**  
**Scott Rowe**

*has participated in*  
**FHWA-NHI-130091 Underwater Bridge Inspection**

*hosted by*  
**Collins Engineers, Inc.**

Date: June 06-09, 2022      Hours of Instruction: 24  
 Location: Milwaukee, WI

*Jeff O'Connor, P.E.*      *Drew Garrison, P.E., CMAA*  
 Instructor      Local Coordinator  
*Ryan Ercos, P.E.*      *Thomas Harman*  
 Instructor      Thomas Harman, Director  
                                  National Highway Institute

National Highway Institute

**Certificate of Training**  
**Matt Ratliff**


*has participated in*  
**FHWA-NHI-130055 Safety Inspection of In-Service Bridges**

*hosted by*  
**North Dakota Department of Transportation**

Date: July 26 - August 6, 2021      Hours of Instruction: 67  
 Location: Bismarck, ND

*Tom Woodley*      *Tom Harman*  
 Instructor      Local Coordinator  
*John W. Woodley*      *Thomas Harman*  
 Instructor      Thomas Harman, Director  
                                  National Highway Institute

Steven Henry, EIT | Inspector

  
**COMMONWEALTH of VIRGINIA**  
 Department of Professional and Occupational Regulation

Ralph S. Northam Governor Brian Ruff Secretary of Commerce and Trade  
Mary Broz-Vaughan Director

August 06, 2020

STEVEN ROBERT HENRY  
 5416 KEYSTONE PL  
 VIRGINIA BEACH, VA 23464

Re: Designation Number 0420062278

Dear STEVEN ROBERT HENRY:

Congratulations, you have met all testing and documentation requirements and have been granted the Engineer-in-Training (EIT) Designation, effective August 06, 2020. As the EIT designation is neither a license nor a certification, there is no expiration of the designation.


You may download a copy of the APELSCIDLA Board Regulations at <http://www.dpor.virginia.gov/Boards/APELS>. Please refer to the Regulations for information concerning the qualifications for licensing of Professional Engineers in Virginia.

If you need further assistance, please contact the Board office by email at [apelscidla@dpor.virginia.gov](mailto:apelscidla@dpor.virginia.gov) or telephone at 804-367-8506

Sincerely,  
 Board for APELSCIDLA


0420\_DES  
 Rev. 12/19/2013  
 pmealy

**Association of Diving Contractors International**



**Cert. # 62931**

**Expires 05/26/2025**



**ENTRY LEVEL TENDER/DIVER**

**STEVEN HENRY I.D. 6662**

**Commercial Diver Certification Card**



**National Highway Institute**

**Certificate of Training**

**Steven Henry**

has participated in

**FHWA-NHI-130091 Underwater Bridge Inspection**

hosted by

**Collins Engineers, Inc.**




*Jeff O'Connor, P.E.*  
Instructor

*Ryan Egan, P.E.*  
Instructor

*Drew Giacosa, P.E., CMAA*  
Local Coordinator

*Thomas Harman*  
Thomas Harman, Director  
 National Highway Institute



**National Highway Institute**

**Certificate of Training**


**Steven Henry**

has participated in

**FHWA-NHI-130055 Safety Inspection of In-Service Bridges**

hosted by

**CONSOR Engineers**



*James P. E.*  
Instructor

*James A. Hendry, P.E.*  
Instructor

*Scott Price*  
Local Coordinator

*Thomas Harman*  
Thomas Harman, Director  
 National Highway Institute

Adam Smith | Inspector

**Association of Diving Contractors International**



**Cert. # 65413**  
**Expires 12/22/2027**



**SURFACE-SUPPLIED AIR DIVER**  
**ADAM LEE SMITH I.D. 1481**  
**Commercial Diver Certification Card**

**NATIONAL BOARD OF DIVING & HYPERBARIC MEDICAL TECHNOLOGY**

**Certified Diver Medic**



**Adam Smith #2920**

**Peterson**      **09/22/2023**      **09/30/2025**  
**Instructor**      **Issued**      **Expires**




**National Highway Institute**  
**Certificate of Training**  
**Adam Smith**  
*has participated in*  
**NHI 130091 Underwater Bridge Inspection Course**  
*hosted by*  
**Infrastructure Engineers, Inc.**

**Date:** January 21 - 25, 2019      **Hours of Instruction:** 24  
**Location:** Orlando, FL

*[Signature]*  
Instructor

*[Signature]*  
Local Coordinator

*[Signature]*  
Michael Davidge, Director  
National Highway Institute



OS-690C (12-15)

September 30, 2019

Adam Smith  
CONSOR  
200 Old Pond Road  
Suite 108  
Bridgeville, PA 15017

**RE:** PennDOT's Bridge Safety Inspector Certification Course  
Harrisburg: 8/12/2019 - 8/29/2019

Adam Smith:

This letter is to inform you that you have fulfilled the complete requirements to be certified as a Pennsylvania Bridge Safety Inspector. Your cumulative examination score is 79.2%.

Your certification has been updated in the PennDOT Bridge Safety Inspectors Catalog. Enclosed is your Bridge Safety Inspector Training Card, which is valid for a period of two years.

Sincerely,  
*[Signature]*  
Shannon J. Bilger  
TTDS Project Manager



**Certificate of Training**  
**Adam Smith**  
On 3/16/2023 successfully completed the  
**Bridge Inspection Refresher Course**  
Sponsored by the Highway Administration Deputate

Presented by: Michael Baker International  
With the score of: 84.44%  
Continuing Education Credits: 20 PDHs

*[Signature]*  
Daryl R. St. Clair  
Highway Administration Deputate

Access the Technical Training and Development Section's Training Calendar for information on current program offerings: <http://www.doh.state.pa.us/ttd>

Andrew Harrison | Inspector

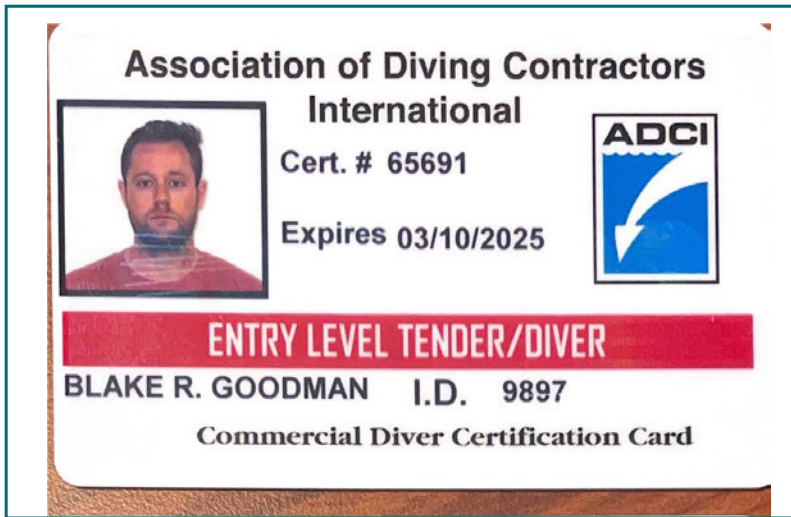




Arthur LeForge | Inspector



Blake Goodman | Inspector



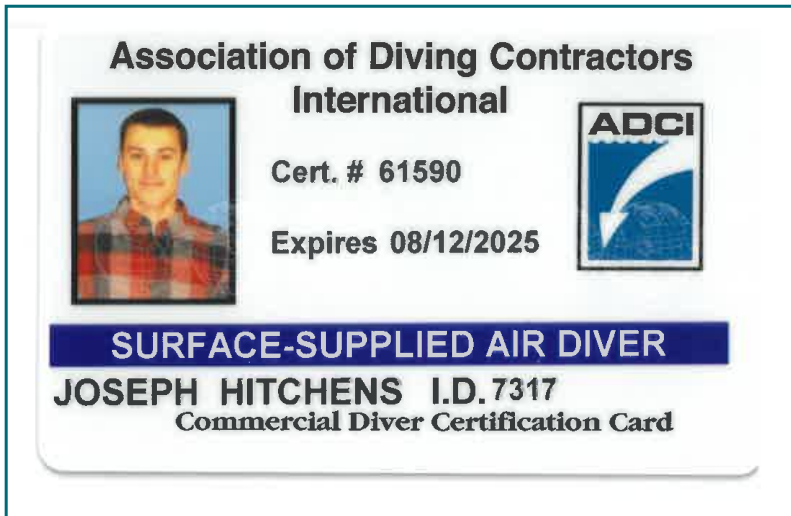
Brandon Rot | Inspector



Heath Hart | Inspector



Joseph Hitchens | Inspector





Marco Fabian Sanchez | Inspector



Michael Scorpa | Inspector

**Association of Diving Contractors International**



**Cert. # 35214**

**Expires 02/23/2027**



**SURFACE-SUPPLIED AIR DIVING SUPERVISOR**

**MIKE SCORPA      I.D. 456596916**

**Commercial Diver Certification Card**



National Highway Institute



**Certificate of Training**

*Michael Scorpa*  
has participated in

**FHWA-NHI Course 130091**  
**Underwater Bridge Inspection**

hosted by  
**Massachusetts Highway Department**

Date: **October 2-4, 2007**

Hours of Instruction: **21 hours**

Location: **Worcester, MA**

  
Instructor

  
Local Coordinator

  
Instructor

  
Joseph S. Ziegler, Associate Administrator  
Office of Professional and Corporate Development



National Highway Institute



**Certificate of Training**

**Michael Scorpa**  
has participated in

**Safety Inspection of In-Service Bridges**

hosted by  
**MassHighway**

Location: **Worcester, MA**

Hours of instruction: **80**

Date: **November 18, 2005**

  
Instructor

  
Coordinator

  
Director, National Highway Institute  
Federal Highway Administration

  
Director, Office of Professional and Corporate Development  
Federal Highway Administration



National Highway Institute



**Certificate of Training**

**Michael Scorpa**  
has participated in

**FHWA-NHI-130053 Bridge Inspection Refresher Training**

hosted by  
**Texas Department of Transportation**

Date: **December 8 - 11, 2020**

Hours of Instruction: **18**

Location: **Virtual Delivery, TX**

  
Instructor

  
Local Coordinator

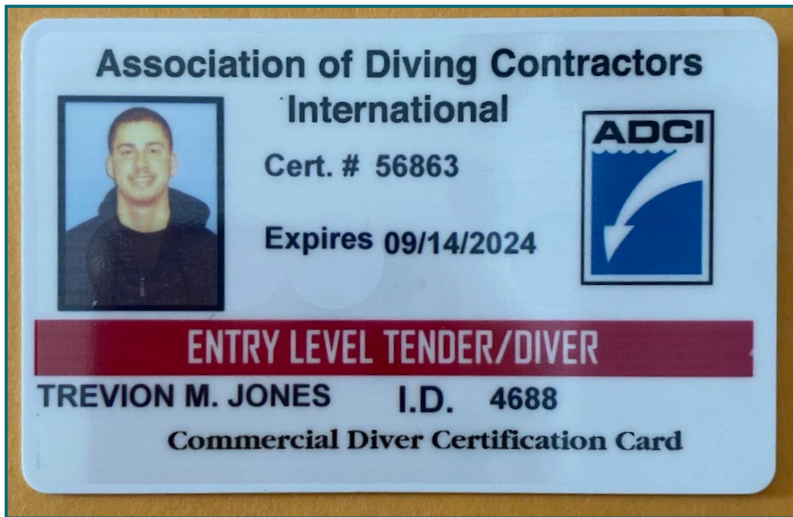
  
Instructor

  
Thomas Harman, Director  
National Highway Institute

Michael Sorensen | Inspector



Trevion Jones | Inspector






Wesley Trescott | Inspector





David Huval, PE, PLS | Professional Land Surveyor




LOUISIANA PROFESSIONAL  
ENGINEERING & LAND SURVEYING BOARD  
(LAPELS)  
9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com

Mr. David Sanders Huval Sr.

License/Certificate Type - Number	Expiration Date
PLS.0002015	03/31/2025

Status: **Active**



LOUISIANA PROFESSIONAL  
ENGINEERING & LAND SURVEYING BOARD  
(LAPELS)  
9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com


Mr. David Sanders Huval Sr.

License/Certificate Type - Number	Expiration Date
PE.0009931	03/31/2025

Status: **Active**



### Colby Guidry, PE | Inspection Support



**LOUISIANA PROFESSIONAL  
ENGINEERING & LAND SURVEYING BOARD  
(LAPELS)**

9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com

**Mr. Colby John Guidry**

License/Certificate Type - Number	Expiration Date
<b>PE.0031338</b>	<b>09/30/2024</b>
Status: <b>Active</b>	




**National Highway Institute  
Certificate of Training**

**Colby Guidry**

*has participated in*

**Safety Inspection In-Service Bridges**

*hosted by*

ALABAMA DEPARTMENT OF TRANSPORTATION

<p><i>Location:</i> Mobile, Alabama</p> <p><i>Date:</i> May 14 - 25, 2007</p> <p><i>Instructor:</i>  Morgan Rydels Director, National Highway Institute Federal Highway Administration</p>	<p><i>Hours of instruction:</i> 72</p> <p><i>Coordinator:</i>  Cheryl H. Landry Director, Office of Professional Development Federal Highway Administration</p>
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**National Highway Institute  
Certificate of Training**

**COLBY GUIDRY**

*has participated in*

**FHWA-NHI-130053 Bridge Inspection Refresher Training**

*hosted by*

LA DOTD/LTRC

<p><i>Date:</i> January 21-23, 2020</p> <p><i>Location:</i> Baton Rouge, LA</p> <p><i>Instructor:</i>  Alberto M. Davis Instructor</p>	<p><i>Hours of Instruction:</i> 18</p> <p><i>Local Coordinator:</i>  Cheryl H. Landry Local Coordinator</p> <p><i>Director:</i>  Michael Davis, P.E. Director, National Highway Institute</p>
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Rudolph (Rudy) McLellan, PE | Design and Inspection Support

The image shows a professional engineer license for Rudy McLellan, PE, issued by the Louisiana Professional Engineering & Land Surveying Board (LAPELS). The license is enclosed in a dashed border. It includes the board's logo, contact information, the licensee's name, license number, expiration date, and status.

**LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)**  
9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com

**Mr. Rudolph McLellan**

License/Certificate Type - Number	Expiration Date
PE.0019994	03/31/2026

Status: **Active**



Justin Peltier, PE | Design and Rating Support

The image shows a professional engineer license for Justin Charles Peltier. The license is issued by the Louisiana Professional Engineering & Land Surveying Board (LAPELS). The license number is PE.0034765 and the expiration date is 09/30/2025. The status is Active. The board's contact information is provided: 9643 Brookline Avenue, Suite 121, Baton Rouge, LA 70809, Phone (225) 925-6291, and website www.lapels.com.

License/Certificate Type - Number	Expiration Date
PE.0034765	09/30/2025

Status: **Active**



William (Lee) Hupperich, PE | Bridge and Mechanical Desing Support

The image shows a professional engineer license for William (Lee) Hupperich, PE, issued by the Louisiana Professional Engineering & Land Surveying Board (LAPELS). The license is enclosed in a dashed border. It includes the board's logo, contact information, the licensee's name, license number, expiration date, and status.

**LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)**  
9643 Brookline Avenue, Suite 121  
Baton Rouge, LA 70809  
Phone (225) 925-6291  
www.lapels.com

**Mr. William Lee Hupperich**

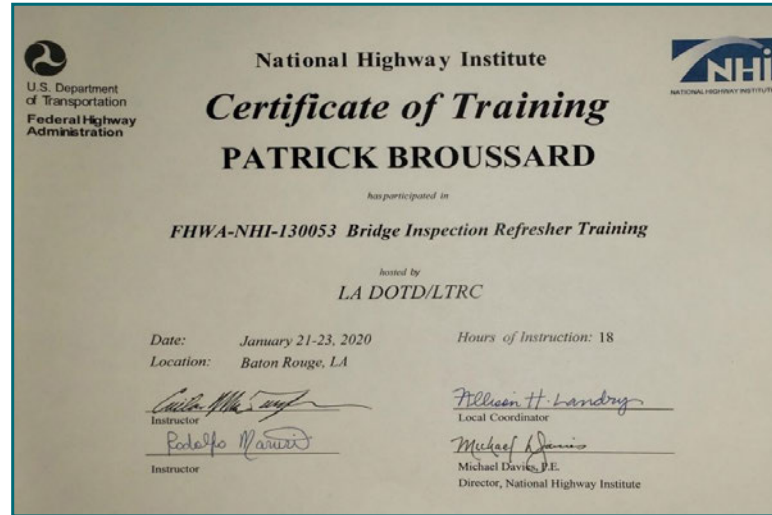
License/Certificate Type - Number	Expiration Date
PE.0030451	03/31/2025

Status: **Active**





### Patrick Broussard, CBI | Inspection Support



21. **QA/QC Plan:**

This section has been left blank, per the RFP.



22. **Sub-consultant information:**

<b>Firm Name</b> (Name must match as registered with Louisiana's Secretary of State)	<b>Address</b>	<b>Point of Contact and email address</b>	<b>Phone Number</b>
Huval & Associates, Inc.	922 West Pont Des Mouton Rd. Lafayette, LA 70507	Colby Guidry, PE cguidry@huvalassoc.com	337.234.3798



23. **Location:**

This section has been left blank, per the RFP.

