

# CALCASIEU RIVER BRIDGE (HBI) (CE&I)



CONTRACT NO. 4400027349 | JULY 2023

**Michael Baker**  
INTERNATIONAL | *We Make a Difference*

SUBMITTED TO  
**LOUISIANA DEPARTMENT OF  
TRANSPORTATION AND DEVELOPMENT**

# CONTRACT AND CONSULTANT INFORMATION




# DOTD FORM: 24-102

(Revised June 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	CALCASIEU RIVER BRIDGE (HBI) (CE&I)
2. Contract Number(s) as shown in the advertisement	4400027349
3. State Project Number(s), if shown in the advertisement	H.003931.6
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Michael Baker International, Inc. 
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	E.F. 0000062 V.F. 0000010
6. Prime consultant mailing address	2600 CitiPlace Drive, Suite 450 Baton Rouge, Louisiana 70808
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	Baton Rouge, Louisiana 70808
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Mary Flynn, PE Construction Services Manager 225-218-2823   Mary.Flynn@mbakerintl.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Daniel Thornhill, PE Office Manager - Associate Vice President 225-218-2846   daniel.thornhill@mbakerintl.com

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

### WITH MICHAEL BAKER, DOTD CAN REST ASSURED THAT:

#### NO OTHER TEAM KNOWS THIS PROJECT BETTER

Our team is staffed to meet potential challenges and complexities of the Calcasieu River Bridge P3 Project.

We have accounted for intricacies such as tolling administration, environmental concerns, and coordination with railways and stakeholders in our project approach.

Key team member WSP will continue to serve DOTD in their advisory role, providing the Michael Baker team with a deeper, first-hand understanding of the project's history, goals, and anticipated challenges.

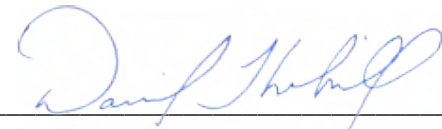
#### WE HAVE AMPLE RESOURCES TO MEET DEMAND

DOTD will benefit from our deep bench of staff, many being Louisiana locals. Michael Baker understands the need to ramp up and down staffing as design and construction work fluctuate, and our team includes redundancies in all disciplines. We have multiple qualified design staff to support each discipline as design reviews reach their peak. We will have at least one dedicated, fully-certified inspector on each bridge end to eliminate travel time back-and-forth across the bridge, ensuring construction can progress on schedule.

#### OUR P3 & DB PROCESSES ENSURE RESPONSIVENESS

Our Project Manager, Mary Flynn has managed \$1.85 billion of design-build projects, and is available and committed for the full contract lifecycle. Mary and DOTD can draw on the P3 and design-build expertise of Jade Rung, Ed Callicutt, Botts Smith, Sally Perrin, and others. We have worked on similar projects before with major teaming partners WSP (DOTD's \$400M Audubon Bridge Design-Build) and HDR (I-10 Mobile River Bridge Progressive Design-Build), and will seamlessly incorporate their expertise for the Calcasieu River Bridge P3 Project.

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



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

July 20, 2023

Date:

Michael Baker acknowledges Addendum 1 released on 7/5/2023.

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

Firm(s):	Firm(s)' %:
Urban Systems, Inc.	2.00%
The Beta Group, Inc.	5.07%
Vectura	3.00%
<b>Total DBE Percentage:</b>	<b>10.07%</b>

**The Michael Baker team exceeds the 10% DBE goal for this project.**

### KEY PLAYERS ON THE MICHAEL BAKER TEAM

As shown below, we offer DOTD a fully integrated, cohesive OV and CE&I team. Major subconsultant firm **WSP USA** offers in-depth knowledge of this project, along with design review and construction support experts. **HDR Engineering** supports our team with their robust experience in major P3 and Design-Build bridge replacement project. Key DBE subconsultants such as **The Beta Group** and **Vectura** bring additional certified, specialized inspectors to our team.



Unmatched project understanding



Deep bench strength to meet capacity demands



National and local partners with experience on LADOTD and mega-projects

### Michael Baker

INTERNATIONAL

Prime Consultant providing Project Management, Design Reviews, & Construction Inspection services

#### Design Review Team

WSP USA  
 Sigma Consulting Group  
 HDR Engineering  
 Urban Systems (DBE)  
 Terracon Consultants  
 Atlas

#### Construction Inspection Team

WSP USA  
 Sigma Consulting Group  
 Half Associates  
 The Beta Group (DBE)  
 Terracon  
 Vectura (DBE)

**FULLY INTEGRATED OV / CE&I TEAM**

# PAST PERFORMANCE EVALUATION DISCIPLINE TABLE




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

<i>Past Performance Evaluation Discipline(s)</i>	<i>% of Overall Contract</i>	<i>Michael Baker</i>	<i>WSP</i>	<i>Sigma</i>	<i>HDR</i>	<i>Half</i>	<i>Urban Systems (DBE)</i>	<i>Terracon</i>	<i>Atlas</i>	<i>Beta (DBE)</i>	<i>Vectura (DBE)</i>	<i>Each Discipline must total to 100%</i>
CE&I/OV	61.50%	60.00%	24.50%	2.25%	0.00%	2.50%	0.00%	2.50%	0.00%	8.25%	0.00%	100%
CPM	1.00%	85.00%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Bridge	12.00%	20.00%	60.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Road	12.00%	5.00%	35.00%	50.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
ITS	3.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100%
Traffic	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100%
Geotech	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100%
Survey	1.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Environmental	3.00%	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
Right-of-Way	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100%
Other (Toll)	2.00%	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100%
<i>Identify the percentage of work for the <b>overall contract</b> to be performed by the prime consultant and each sub-consultant.</i>												
<i>Percent of Contract</i>	<b>100%</b>	<b>42.75%</b>	<b>29.62%</b>	<b>8.38%</b>	<b>2.40%</b>	<b>2.74%</b>	<b>2.00%</b>	<b>3.54%</b>	<b>0.50%</b>	<b>5.07%</b>	<b>3.00%</b>	<b>100.00%</b>

# FIRM SIZE







**13. Firm Size:**






<i>Firm name</i>	<i>DOTD Job Classification</i>	<i>Number of personnel committed to this contract *</i>	<i>Total number of personnel available in this DOTD Job Classification (if needed)</i>
 <p><b>Michael Baker</b> INTERNATIONAL Michael Baker International</p>	Principal	1	2
	Supervisor - Eng	18	18
	Supervisor - Other	1	6
	Engineer	2	10
	Engineer-Intern	1	8
	Environmental Pro	1	4
	Administrative	2	3
	Inspector - Lead	4	4
	Inspector - Certified	0	3
	Inspector	1	15
	Survey	0	1
 <p><b>WSP USA</b></p>	Administrative	1	5
	Designer	12	25
	Engineer	8	8
	Engineer - Other	6	15
	Environmental - Pro	1	5
	Environmental - Manager	1	1
	Geologist	1	5
	ITS Technician - Lead	1	5
	ITS Technician	0	5

*\* The quantity of staff shown is intended for peak coverage, and it is not anticipated that all staff will be assigned concurrently. Our approach and methodology details our understanding of how best to scale staffing needs up and down to meet the needs of this project.*



<i>Firm name</i>	<i>DOTD Job Classification</i>	<i>Number of personnel committed to this contract *</i>	<i>Total number of personnel available in this DOTD Job Classification (if needed)</i>
 <p><b>WSP USA</b></p>	Professional	7	25
	Principal	1	3
	Supervisor – Eng	9	9
	Supervisor – Other	1	1
 <p><b>Sigma</b> A WAGGONER COMPANY</p>	Principal	1	1
	Supervisor - Eng.	3	5
	Engineer	2	6
	Engineer Intern	1	5
	CADD-Operator	1	3
	CADD Technician	0	3
	Surveyor	1	1
	Instrument Man	1	1
	Rodman	1	1
	Senior Technician	0	1
	Inspector-Lead	0	1
	Inspector-Certified	1	1
	Clerical	1	4
	 <p><b>HDR</b></p>	Engineer	1
Supervisor - Eng		3	46
Principal		1	10
Supervisor - Other (Sr. Technical Advisor)		1	15
 <p><b>Halff</b></p>	Supervisor-Eng	1	6
	Inspector	3	40

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<i>Firm name</i>	<i>DOTD Job Classification</i>	<i>Number of personnel committed to this contract *</i>	<i>Total number of personnel available in this DOTD Job Classification (if needed)</i>
 <b>Urban Systems, Inc.</b>	Supervisor-Eng	2	2
	Engineer	1	2
	Engineer Intern	1	1
	Senior Technician	1	1
	CADD Technician	1	1
	Inspector	0	1
	Engineering-Aide	1	3
 <b>Terracon</b>	Technician	14	22
	Principal	2	2
	Supervisor - Eng	1	4
	Professional	1	4
	Inspector	5	7
	Inspector-Certified	1	5
 <b>The Beta Group</b>	Inspector	1	2
	Senior Technician	1	5
	Technician	4	8
	Inspector-Certified	1	1
 <b>Atlas Technical Consultants</b>	Supervisor - Other (Right of Way)	1	3
	Other (Right of Way Specialists)	1	30
 <b>Vectura Consulting Services</b>	Supervisor - Eng	0	2
	Engineer	0	4
	Engineer Intern	0	1
	Inspector	2	2

*\* The quantity of staff shown is intended for peak coverage, and it is not anticipated that all staff will be assigned concurrently. Our approach and methodology details our understanding of how best to scale staffing needs up and down to meet the needs of this project.*

# ORGANIZATIONAL CHART



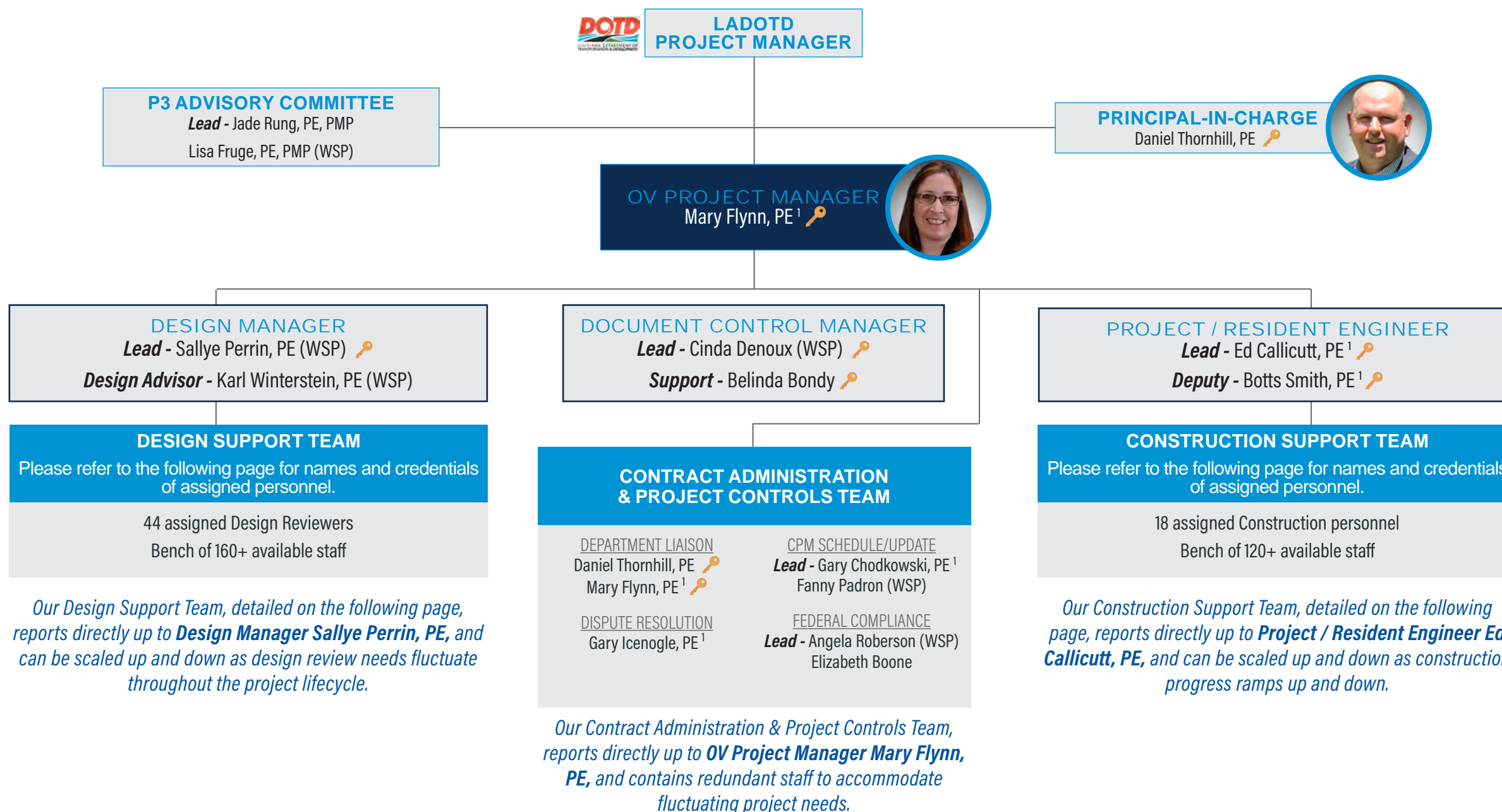
14. Organizational Chart:



## YOUR DEDICATED, EXPERIENCED OV/CEI TEAM

The Michael Baker team has been structured to ensure DOTD receives the support of our expert leaders, with a deep bench of available design review, contract administration, project controls, and construction inspection staff.

- ✓ **Project Manager Mary Flynn, PE**, will draw on her experience serving as Owner's Representative on more than \$740 million of major bridge construction projects to ensure the Calcasieu River Bridge OV project is appropriately staffed, on schedule, and within budget.
- ✓ **Principal-in-Charge Daniel Thornhill, PE**, serves as an additional point-of-contact for DOTD, and is authorized to allocate additional project resources, if needed.
- ✓ **P3 Advisory Committee Members Jade Rung, PE, PMP** and Lisa Fruge, PE, PMP will support Mary and DOTD with their extensive knowledge of P3 and Design-Build construction projects.
- ✓ Reporting directly to Mary are **Design Manager Sallye Perrin, PE** and **full-time Project Engineer Ed Callicutt, PE**, who have more than 80 years of combined relevant experience.
- ✓ **Design Advisor Karl Winterstein, PE** and **Deputy Project Engineer Botts Smith, PE** will provide their the institutional knowledge and decades of relevant expertise
- ✓ **Document Control Manager Cinda Denoux**, supported by **Belinda Bondy**, will lead document control through all phases of the project and report directly to Mary



**LEGEND**

🔑 - Personnel fulfilling an MPR role.

1 - Personnel holds TCT, TCS, and Flagger certifications.

\* - Indicates personnel performing traffic engineering analysis and/or QC of traffic engineering analysis, who have completed the three TEPR modules.

^ - Indicates a certification for which an individual has tested for, but has not received the physical proof.

**PROJECT TEAM**

- Michael Baker International
- WSP USA (WSP)
- HDR, Inc. (HDR)
- Sigma Consulting Group (SIG)
- Halff (HAL)
- Urban Systems (US)
- Terracon Consultants (TER)
- Atlas (ATL)
- The Beta Group (BET)
- Vectura (VTA)

14. Organizational Chart:

**OV PROJECT MANAGER**  
Mary Flynn, PE <sup>1</sup>



**RESPONSIVE TEAM WITH SCALABLE RESOURCES**

DOTD will have a single point-of-contact in **Project Manager Mary Flynn**. Mary will oversee **Design Manager Sallye Perrin, PE** and **Project /Resident Engineer Ed Callicutt, PE**, who will direct their respective Design Review Support and Construction Support teams. These teams are staffed with dedicated discipline leads, as well as dozens of qualified professionals to provide additional depth of resources when needed.



**ROADWAY DESIGN REVIEWS**

INTERSTATE / INTERCHANGES  
**Lead** - Robbie Lear, PE (SIG)  
Kenny Collins, PE  
Lisa Fruge, PE, PMP (WSP)

TRAFFIC/MOT  
**Lead** - Alison Michel, PE, PTOE, PTP, RSP<sub>2</sub> (US) \*  
Nicole Stewart (US) \*  
Brooks Miller, PE, PTOE \*

LOCAL ROADS  
**Lead** - Brandon Pitre, PE<sup>1\*</sup>  
Alison Gonzalez, PE  
Brian Hundt (WSP)  
Bryan Harmon, PE (SIG)

DRAINAGE  
**Lead** - Eric Erikson, PE  
Lei Wang  
Rebecca Howell (WSP)

**STRUCTURES DESIGN REVIEWS**

MAIN SPAN  
**Lead** - Philip Walker, PE  
Kevin Western  
Joe Viola (WSP)  
Michael Lamont, PE, SE (HDR)

HIGHWAY STRUCTURES  
**Lead** - George Manning, PE, SE  
Jeff McRae, PE  
Mitch Carr, PE  
Hatem Seliem (WSP)  
Sarah De Moya, PE (HDR)

FOUNDATIONS / GEOTECHNICAL  
**Lead** - Steven Greaber, PE (TER)  
Lynne Roussel, PE (TER)  
Elizabeth Smith, PE, GE, D. GE (TER)

MISC. STRUCTURES (RET. WALLS, OVHD. SIGNAGE, ETC.)  
**Lead** - Ian Chaney (WSP)  
Todd Mitchell (WSP)

**ROADWAY INSPECTION**

CERTIFIED INSPECTOR  
**Lead** - Terry Butler <sup>1</sup>  
Amos Smith

**STRUCTURES INSPECTION**

CERTIFIED INSPECTOR  
**Lead** - David Dauzat <sup>1</sup>  
Nathaniel Ray <sup>1</sup>

**ITS INSPECTION**

CERTIFIED INSPECTOR  
David Watkins (VTA) <sup>1</sup>

**INSPECTION SUPPORT**

CERTIFIED INSPECTORS  
Shawn Pittman  
Mariana Cure (BET)  
Casey Howard, PE (WSP)  
Eric Dennis (WSP)  
Jan Borskey (BET)  
Chris Pysker (TER)

DRAINAGE / EARTHWORK INSPECTIONS  
Bruce Scott (TER)  
David Hill (SIG)

ITS SUPPORT  
Ronald St. Angelo (VTA)

**AASHTO LABORATORIES**

Terracon (located locally in Lake Charles, LA)  
Beta (can support from Gretna, LA)

**CONSTRUCTION SUPPORT**

RAIL COORDINATION  
John Donovan (WSP)

ENVIRONMENTAL COMPLIANCE  
Nathan Lipson, AIA, LEED GA (WSP)

SURVEYING  
Jace Ricard, PLS (SIG)

UTILITY COORDINATION  
Scott Chastain (HAL)

**INSPECTOR CERTIFICATIONS**

	Structural	SSPC (Lead Paint)	Bridge Coatings	Asphalt Paving	Asphalt Plant	PCC Paving	Embankment/Base	ACI Field Technician	Nuclear Density Gauge	IMSA/Electrical	ATSSA TCT	ATSSA TCS	Flagger
Mary Flynn, PE											X	X	X
Ed Callicutt, PE											X	X	X
Botts Smith, PE											X	X	X
Gary Icenogle, PE											X	X	X
Terry Butler	X			X	X	X					X	X	X
David Dauzat	X			X		^					X	X	X
Amos Smith	X			X		X	X				X		X
Nathaniel Ray	X			X		X	X				X	X	X
David Watkins (VTA)										X	X	X	X
Shawn Pittman	^												
Mariana Cure (BET)					X								
Casey Howard, PE (WSP)			X										
Eric Dennis (WSP)		X								X			
Chris Pysker (TER)								X	X	X			
Bruce Scott (TER)								X	X				
David Hill (SIG)	X			X		X	X						
Steve McCann (BET)									X				

**DESIGN SUPPORT DISCIPLINES**

TOLL SYSTEMS  
**Lead** - Andy Lelewski  
Carlos Campo (WSP)

SIGNALS / ITS / LIGHTING  
**Lead** - Rosemary Seiwald  
Paul Lutkevich (WSP)  
Reece Rodrigue, PE, PTOE, RSP<sub>1</sub> (VTA)

UTILITIES / SUE  
**Lead** - Ryan Smith, PE

NEPA COMPLIANCE / ENVIRONMENTAL  
**NEPA** - Christopher Gesing, PE  
**Environmental** - TJ Holliday, PWS  
**Hazardous** - Earl Scott (WSP)  
**Env. Justice** - Angela Roberson (WSP)

O&M PROGRAM REVIEW  
**Lead** - Kyle Young (WSP)

REAL ESTATE & RIGHT-OF-WAY  
**Lead** - Chase Fuller (ATL)

PUBLIC INVOLVEMENT  
**Lead** - Darrel Cole (WSP)  
Max Nassar (WSP)

160+ additional Design Support staff available

**LEGEND**

- Personnel fulfilling an MPR role.  
1 - Personnel holds TCT, TCS, and Flagger certifications.  
\* - Indicates personnel performing traffic engineering analysis and/or QC of traffic engineering analysis, who have completed the three TEPR modules.  
^ - Indicates a certification for which an individual has tested for, but has not received the physical proof.

**PROJECT TEAM**

Michael Baker International  
WSP USA (WSP)  
HDR, Inc. (HDR)  
Sigma Consulting Group (SIG)  
Halff (HAL)  
Urban Systems (US)  
Terracon Consultants (TER)  
Atlas (ATL)  
The Beta Group (BET)  
Vectura (VTA)

120+ additional Construction Support staff available

# MINIMUM PERSONNEL REQUIREMENTS



**15. Minimum Personnel Requirements:**

<i>MPR No. Do not insert wording from ad</i>	<i>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)</i>	<i>Firm employed by</i>	<i>Type of license and discipline meeting MPR/ certification &amp; number (Ex: PE # - Civil)</i>	<i>State of license</i>	<i>License/certification expiration date</i>
1	Daniel Thornhill, PE	<b>Michael Baker International</b>	PE No. 32367 - Civil	Louisiana	09/30/2024
2	Daniel Thornhill, PE	<b>Michael Baker International</b>	PE No. 32367 - Civil	Louisiana	09/30/2024
3	Botts Smith, PE	<b>Michael Baker International</b>	PE No. 48011 - Civil	Louisiana	09/30/2023
4	Mary Flynn, PE	<b>Michael Baker International</b>	PE No. 36931 - Civil	Louisiana	09/30/2024
5	Ed Callicutt, PE	<b>Michael Baker International</b>	PE No. 33810 - Civil	Louisiana	09/03/2024
6	Sallye Perrin, PE	<b>WSP USA</b>	PE No. 27847	Louisiana	03/31/2024
7	Cinda DeNoux	<b>WSP USA</b>	N/A	N/A	N/A
	Belinda Bondy	<b>Michael Baker International</b>	N/A	N/A	N/A

# STAFF EXPERIENCE





## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Mary Flynn, PE	Years of relevant experience with this employer	11
Title	Construction Project Manager	Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		BSCE, 1997, Civil Engineering, Ohio University; BS, 1997, Surveying, Ohio University	
Active registration number / state / expiration date		Professional Engineer No. 36931 / Louisiana / exp. 09/2024; Traffic Control Technician/ LA State Specific / 11/2023; Traffic Control Supervisor / LA State Specific / 11/2023; Certified Flagger / 02/2024	
Year registered	2012	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		MPR 4: OV Project Manager	



This project is Ms. Flynn's top priority – as the Owner Verification Project Manager, she is dedicated and available to apply her experience managing major bridge projects over navigable waterways to achieve timely design reviews and ensure contractor compliance with plans and specifications, quality, budget, and schedule. She will ensure contract requirements are met by assigning efficient and cost-effective experts who are properly certified and experienced to successfully deliver the project. She is also prepared to engage with the public, addressing any concerns, and actively participating in executive partnering sessions throughout the duration of the project.

- ✓ Co-authored the Design-Build Construction Quality Assurance Plan (CQAP) utilized on this contract
- ✓ Louisiana local
- ✓ Available for the full contract lifecycle

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/08 – 12/09	<b>052-02-0024: John James Audubon Bridge Design-Build Owner Verification, Ventress, LA. DOTD. Assistant Quality Control Manager.</b> Serving the Design-Builder's QC Firm, Ms. Flynn was responsible for the quality management and QC inspection of all construction activities for the 52-span bridge (AASHTO Type III and BT-72) constructed by Boh Brothers, and all construction activities for the west approach of the cable stayed bridge (15 spans including AASHTO type III, BT-72 and steel plate girders) constructed by Flat Iron including Rotational Capacity of the bolted connections. She assessed the effectiveness of the construction quality plan; performed constructability review of plans prior to construction, reviewed shop drawings, verified processing, delivery, installation, and use of products and services; evaluated quality of work for effective testing and inspections from substructure to deck completion.
02/13 – 06/18	<b>H.010620: US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Owner Verification, Lafayette Parish, LA. DOTD. Owner Verification Manager/ Project Engineer.</b> Responsible for contract administration/project management, construction engineering, and managing quality inspection and materials sampling and testing for all phases of construction verification of activities and testing per CQMP, including new structure construction (AASHTO girder and steel plate girder), existing structure replacement/widening, fabrication of precast girders and MSE wall panels, MSE wall installation utilizing both straps and geogrid, full depth asphalt roadway, embankment and base course. She was also responsible for statistically validating quality assurance test data according to the Construction Quality Assurance Plan (CQAP) and tracking of Michael Baker inspection and testing within the DOTD's SharePoint Database for design-build projects, reviewing and responding to RFI's and NCR's, reviewing plans and shop drawings, verifying test data for material acceptance, and project coordination meetings. She served as liaison between the local business owners, local project stakeholders, and DOTD Project Manager. <b>She assisted the DOTD and FHWA in the development of the State's first CQAP in 2013 and revision in 2016.</b>
07/18 – 02/23	<b>Southern Gateway Corridor (I-35) Design-Build Owner Verification, Dallas, TX. Texas DOT. Project Manager.</b> Provided oversight and administration over all tasks as well as managing multiple sub consultants. Michael Baker provided Owner Verification Testing and Inspection (OVTI) oversight for the Southern Gateway Corridor project. Michael Baker provided CE&I/OV tests at a stipulated testing frequency, along with the review and approval of quality assurance test results. Michael Baker also conducted audits to verify the design-build team's Construction Quality Management Plan (CQMP).

01/12 – 01/13	<p><b>H.003046: I-10 Widening, Siegen to Highland, Design-Build OV, Baton Rouge, LA. DOTD. Assistant Project Engineer/Assistant Project Manager.</b> Responsible for contract administration, construction engineering, review of shop drawings and as-built plans, and supervision of OV inspection and materials sampling and testing for all phases of construction, including structural concrete, PCC paving, embankment and base course, and fabrication inspection of girder and pile. Verified inspector daily entries in SiteManager were accurate, thorough, and up to date. The innovative project widened the mainline of I-10 from four lanes to six lanes with PCC Paving, occurring to the inside (median side) of the existing pavement and includes interior widening of the I-10 Bridge of Wards Creek Diversion Canal, and replacement of the I-10 Bridge over the KC Southern Railroad and LaCrete Lane utilizing a combination of AASHTO precast girders and steel plate girders. Mi-jack overhead crane units were utilized to straddle the median from existing deck shoulders to pick and set girders to the interior widening of KCS without impacting rail or traffic in an area with little right-of-way.</p>
01/00 - 11/02	<p><b>Veterans' Glass City Skyway Design-Build Project, Toledo, OH. Ohio DOT. DOT Project Engineer.</b> Commonly known as the Maumee River Crossing, it is a cable stayed bridge over the Maumee River on I-280, near the Port of Toledo. The 8800' long urban structure features a single pylon centered between 612'-6" main spans over the shipping channel and a single plane of cable stays. As ODOT's Project and Testing Engineer, responsible for the procurement, set up, and subsequent production of on-site test lab; trained inspection staff on material sampling and testing; and maintained documentation for testing contracts. Prior to construction, researched local materials and conducted mix designs on over 200 mixes to produce concrete meeting project requirement of 10,000 psi strength and <b>wrote the first Performance Based Quality Control Specification for the State of Ohio.</b></p>
12/02 - 12/05	<p><b>Victory Bridge, Perth Amboy, NJ. New Jersey DOT. Project Manager/Project Engineer of Off-Site Fabrication.</b> Precast segmental bridge that carries Route 35 over the Raritan River, consisting of span-by-span, balanced cantilever, and variable depth segments. Bridge total length of 3,971 ft twin structure, with a main span of 440 ft, allowing a 355' wide navigational channel. Pre-casting occurred in Cape Charles, VA. Oversaw quality verification inspection staff; monitored the precast geometry for horizontal and vertical match casting techniques; reviewed contractor proposals and provided technical assistance to NJDOT; single-handedly coordinated between off-site fabricator, off-site design office and project site; responsible for construction of segments from set up of casting cells to loading completed segments on a barge for intra-coastal delivery.</p>
03/20 - Ongoing	<p><b>IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&amp;I) District 61, 62, and 02. DOTD. Project Manager/Project Engineer.</b> Ms. Flynn is responsible for contract administration/project management, construction engineering, and managing inspection staff for all construction activity under full-service Task Orders (TO). Duties include project and utility coordination, manage meetings, development of TO sampling plan, verifying accuracy of field records and sampling/testing documentation, equipping inspection staff appropriately for testing, and documentation per needs of TO, verify and approve monthly estimate, developing As-Built plans, developing Change Order for DOTD approval, manage the RFI and claims process utilizing DOTD established forms, disseminating press releases, and performing any other engineering function as requested by the AE.</p>
04/07 - 06/08	<p><b>Bypass East, Burlington, WI. Wisconsin DOT. Owner's Representative/QA Manager/Project Engineer.</b> A three-stage bypass consisting of 3 million cubic yards of earthwork, 6 AASHTO girder bridges, 1 steel plate girder bridge with 250 LF main span, 3 CIP box culverts, and asphalt paving. Represented WisDOT as the project Bridge Engineer, managed and inspected all aspects of all structures built in each phase; reviewed all necessary changes to project and ensured construction methods for all aspects would achieve plan and specification intent; reviewed reports completed by support personnel, conferred with WisDOT Central Office designers regarding any issues that were not covered by plan; <b>built and managed on-site field laboratory for materials testing</b> including aggregate gradations, soils and concrete testing.</p>
04/19 – 03/21	<p><b>I-210 Prien Lake Superstructure Deck Replacement, Statewide, Louisiana. DOTD. Project Manager.</b> Provided certified inspectors to augment LA DOTD staff. Served as point of contact to ensure the DOTD needs were met. In addition, reviewed and approved all costs associated with the project and approved invoicing prior to being sent to the client. Under this first IDIQ task order, Michael Baker provided staff augmentation services including DOTD-certified construction inspection and administration for the replacement of the I-210 Prien Lake superstructure deck. The project included installing a sub-deck safety inspection walkway, bridge barrier rail replacement, mill and overlay with asphaltic concrete, plastic pavement striping, bridge drainage, and approach slab lightening. This project also included lead paint removal managed by MBI inspection staff.</p>
10/20 – Ongoing	<p><b>I-10 TX Line-E of Coone Gully, District 07, LA. DOTD. Project Manager.</b> Managed the project team, assigned resources, and oversaw project budgets. Michael Baker provided staff augmentation services for District 07 inspection and administrative staff. The project involved widening 10.5 miles of I-10 to six lanes from the Texas state line to east of LA 108, replacing and widening 10 bridges, and replacing the eastbound weigh-in-motion system. Michael Baker provided construction inspection for structural work, PCC Paving, and drainage work.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Daniel Thornhill, PE</b>	<i>Years of relevant experience with this employer</i>	3
<i>Title</i>	Office Executive/Associate Vice President	<i>Years of relevant experience with other employer(s)</i>	22
<i>Degree(s) / Years / Specialization</i>	BS / 1997 / Civil Engineering, Louisiana State University and A & M College		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 32367 / Louisiana / 09/2024		
<i>Year registered</i>	2006	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	<b>MPR 1 &amp; 2:</b> Principal-in-Charge		



Daniel will support and commit the necessary resources to Project Manager Mary Flynn, PE, to complete OV services, and provide accountability for quality and timeliness. He will also ensure priorities are established before and during execution of the project. Daniel has successfully partnered with Mary numerous times to deliver high-quality OV or CE&I services to LADOTD on projects such as the Prien Lake Bridge Redecking and Safety Improvements project, the Safe Routes to Schools program, the I-10 TX Line-E of Coone Gully project, and others.

- ✓ Highly familiar with DOTD staff, procedures, and projects
- ✓ Project Principal on 20+ CE&I projects
- ✓ Oversaw OV or CE&I services on I-10 East of Coone Gully project

<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
08/20 - Ongoing	<p><b>IDIQ Contract for CE&amp;I with Majority of Work in District 07, Statewide, LA. DOTD. Principal-in-Charge.</b> Mr. Thornhill supported the Project Manager to complete the CE&amp;I services, including securing staffing, relocations, billing assistance, and assisting the DOTD with contract troubleshooting when requested.</p> <ul style="list-style-type: none"> <li>• <a href="#">H.010916.6 Task Order 1</a>: Prien Lake Re-Deck &amp; Safety Improvements, Calcasieu Parish, LA. Staff Augmentation Services task order. Task order complete.</li> <li>• <a href="#">H.012018 Task Order 2</a>: Adaptive Traffic Signal Design and Implementation, Lafayette Parish, LA. Full services CE&amp;I task order, Anticipated field work complete 09/2022.</li> <li>• <a href="#">H.003184.6 Task Order 3</a>: I-10: Texas State Line – E. of Coone Gully, Calcasieu Parish, LA. Staff Augmentation Services task order. Anticipate Task Order completion 03/2024.</li> <li>• <a href="#">H.013959 Task Order 4</a>: Reeds Bridge Road over Calcasieu Relief, Allen Parish, LA. Full CE&amp;I Task Order. Anticipate Task Order completion 09/2023.</li> </ul>
08/20 - Ongoing	<p><b>IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&amp;I) District 61, 62, and 02. DOTD. Principal-in-Charge.</b> Mr. Thornhill supported the Project Manager to complete the CE&amp;I services, including securing staffing, relocations, billing assistance, and assisting the DOTD with contract troubleshooting when requested.</p> <ul style="list-style-type: none"> <li>• <a href="#">H.013271.6 Task Order 1</a>: Tangipahoa PH Local Road Safety Upgrade, Tangipahoa Parish, Louisiana. Complete.</li> <li>• <a href="#">H.013532.6: Task Order 2</a>: Denham Springs Rd Signing &amp; Striping, Livingston Parish, Louisiana. Project complete.</li> <li>• <a href="#">H.012473.6: Task Order 3</a>: Marconi Dr Shared-Use Path, Orleans Parish, Louisiana. Complete.</li> <li>• <a href="#">H.009308.6: Task Order 4</a>: New Orleans DPW SRTS Sidewalk Project, Orleans Parish, Louisiana. Estimated Completion 09/2022.</li> <li>• <a href="#">H.012527.6: Task Order 5</a>: Local Road Safety Upgrades (W. Feliciana), West Feliciana Parish, Louisiana. Substantially complete.</li> <li>• <a href="#">H.013082.6: Task Order 6</a>: Bootlegger Road Sidewalk Project, St. Tammany Parish, Louisiana. Project complete.</li> </ul>
01/23 - Ongoing	<p><b>IDIQ Contract for Construction Engineering and Inspection Services Statewide with Majority of Work in District 03. DOTD. Principal-in-Charge.</b> Mr. Thornhill supported the Project Manager to on CE&amp;I services, including execution of contracts and task orders, securing staffing, relocations, billing assistance, and assisting the DOTD with contract troubleshooting when requested.</p> <ul style="list-style-type: none"> <li>• <a href="#">H.013958.6: Task Order 1</a>: Carpenter's Bridge Road over Whisky Chitto Creek, Allen Parish, District 07 project done through this contract.</li> <li>• <a href="#">H.014415.6: Task Order 2</a>: LA 352 Drainage Improvements, St. Martin Parish, District 03</li> <li>• <a href="#">H.009629.6: Task Order 3</a>: US 90: RR JCT – Pinhook, LA 92 – LA 88, Iberia, Lafayette, and St. Martin Parishes, District 03.</li> <li>• <a href="#">H.005967.6: Task Order 4</a>: Nelson Road Ext &amp; Bridge, Calcasieu Parish, District 07 project done through this contract.</li> </ul>

03/23 - Ongoing	<p><b>IDIQ Contract for Construction Engineering and Inspection Services and Staff Augmentation (CE&amp;I) District 61.</b> DOTD. <b>Principal-in-Charge.</b> Mr. Thornhill supported the Project Manager to on CE&amp;I services, including execution of contracts and task orders, securing staffing, relocations, billing assistance, and assisting the DOTD with contract troubleshooting when requested.</p> <p>- <b>H.013976: Task Order 1:</b> Loc Rd over Borrow Pit (Blind Rv Bt Lnch), St. James Parish, District 61.</p> <p>Currently preparing a task order for CE&amp;I services for SP No. H.013458 Manchac Acres Road over Cotton Bayou, and H. H. Wilson Road over Drainage Bayout, Ascension Parish, District 61.</p>
09/10 – 08/14	<p><b>Espasie Bridge Replacement, Lafayette Parish.</b> <i>Lafayette Consolidated Government.</i> <b>Project Manager.</b> Repponsible for the oversight for the development of bridge replacement plans to remove an existing concrete decked bridge on timber substructure with a new concrete Arch Span bridge. Additional responsibilities included preparing the bid documents and assisting the Parish with letting of the project. After letting, Mr. Thornhill was responsible for the oversight of the construction of the project to make sure the structure was being built per the plans and coordination between the inspectors and the parish engineers. Mr. Thornhill reviewed and approved all pay request and change orders requested by the contractor.</p>
12/06 – 06/11	<p><b>Green Light Plan (GLP), East Baton Rouge Parish, Louisiana.</b> <i>East Baton Rouge Parish.</i> <b>Project Manager.</b> Responsible for the oversight of design and construction of 7 projects in East Baton Rouge Parish: Siegen Lane - Highland Road to Perkins Road (DOTD Roadway); Highland Road - Old Perkins Road to Airline Highway (DOTD Roadway) (Included new bridges and railroad coordination for at grade crossing); Jones Creek Road – Coursey Blvd to South Harrell’s Ferry Road (Included new bridges); South Harrell’s Ferry Road – Millerville Road to O’Neal Lane (Included new box culvert bridge); O’Neal Lane – South Harrell’s Ferry Road to just south of I-12 (DOTD Roadway); and Lobdell Avenue – Government Street to Florida.</p> <p>Towards the end of Mr. Thornhill’s time on the GLP, he was tasked to make site visits while projects were under construction to assist East Baton Rouge Parish Field Engineers in regard to recommendations of any field changes required for projects. Mr. Thornhill was also involved in monthly construction update meetings where he was in charge of meeting minutes and review of the construction schedules and made recommendations to lead field engineer in regards to any modifications of the plans.</p>
11/21 - Ongoing	<p><b>US 371: KCS RR Overpasses HBI, Webster Parish, LA.</b> <i>DOTD Headquarters.</i> <b>Principal/Project Manager.</b> Responsible for the design and development of construction plans for the replacement of 3 bridges at two locations along US 371. First location is the replacement of a 3 span bridge over KCS Railroad in Sibley, LA. Project entails the development of new bridge alignment following DOTD and KCS Railroad requirements along with modifications of the existing road to accommodate the new bridge vertical alignment. Additional site requirements include developing a detour road/bridge alignment to construct the new bridge under traffic along with reconstruction of LA 164/US 371 intersection. Second location is the replacement of parallel bridges along US 371 at the Minden/I-20 interchange. Bridges will be replaced in phase construction to maintain traffic. Two new 3-span bridges will be construction over KCS railroad meeting all the required DOTD and KCS design requirements as required at the Sibley bridge site. Project is being done directly for DOTD Headquarters and the project resides in District 04.</p>
10/22 - Ongoing	<p><b>Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program – District 07.</b> <i>DOTD District 07.</i> <b>Principal.</b> Responsible for the oversight of the development of a Preliminary Bridge Matrix and Final Structure Recommendation for the off-system bridge program for five parishes in District 07. Project is broken into Initial Phase and Final Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3 million dollars with allocations for each parish. Additional responsibilities included meeting with each Parish engineer/ Policy Jury to determine priority for which bridges needed replacement. Based on priorities, environmental screening was done to determine any mitigation requirements along with determining if additional rights-of-way may be required along with utility relocations. The Final Structure Recommendation determined how many bridges could be replaced on program with allocated funds that also included design and inspection cost.</p>
04/22 - Ongoing	<p><b>LA 30: EBR PL – I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA.</b> <i>DOTD Headquarters.</i> <b>Principal/Project Manager.</b> Responsible for the oversight of the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project limits is roughly 14 miles from the East Baton Rouge/ Iberville Parish line to the terminus at I-10 interchange. Project is currently in Part 1 of the EA which main focus on traffic count/study/analysis along with some early environmental field screening, initial geometric improvements at existing 5 intersections, SUE services, and development of existing hydraulic flows for existing 6 bridge/culvert structures. Additional responsibilities include oversight of existing alignments along with existing right-of-way lines. Additional coordination required is with DOTD new Mississippi River Bridge Environmental on-going project. Addition 7 miles of project has recently been added to the project to include LA 30 from Brightside/Lee Drive Intersection to the East Baton Rouge/Iberville Parish line. Project challenges are the number of industrial pipelines that parallel LA 30 on both sides of the roadway along with railroad on the west side of LA 30 from Brightside Intersection to just south of East Iberville High School.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Sallye Perrin, PE</b>	Years of relevant experience with this employer	21
Title	Senior Vice President	Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		MS / 1978 / Civil Engineering; BA / 1974 / Environmental Science	
Active registration number / state / expiration date		Professional Engineer No. 27847 / Louisiana / exp. 03/2024	
Year registered	LA: 1998	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		<b>MPR 6:</b> Design Manager	



Sallye Perrin has more than 40 years of planning and engineering experience and is a senior vice president with WSP. She has served as a senior technical advisor, project director, quality manager, and environmental and planning manager for transit projects throughout the United States and Canada. She is nationally recognized for her ability to help agencies find innovative and cost-effective means to implement their transit programs and projects. Sallye is noted for her expertise in public-private partnerships (P3), transit-oriented development, and alternative delivery. She has directed and managed numerous planning, environmental and engineering phases for transportation programs. Sallye has intimate familiarity with U.S. Department of Transportation and National Environmental Policy Act guidelines and regulations.

- ✓ 40+ years of experience
- ✓ Technical Advisor on I-10 Alternative Delivery project
- ✓ Experience with P3 projects
- 🏆 Winner of ARTBA's P3 Trailblazer of the Year Award, July 2023

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/20 - Ongoing	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge Task Order), Calcasieu Parish, LA. LADOTD. Technical Advisor.</b> This significant Design-Build-Operate-Maintain (DBFOM) Toll Revenue Risk project replaces the 70-year-old Calcasieu River Bridge, increase the capacity of I-10 through the Lake Charles region, and relieve a national freight bottleneck. The Louisiana Department of Transportation & Development (LADOTD) selected WSP as the Technical Advisor to work side-by-side with LADOTD in its <b>management of the P3 procurement and upcoming negotiation process</b> . WSP is also providing Level 2 Traffic and Revenue (T&R) Analysis forecasts in support of the P3 procurement process. WSP is currently serving as Technical Advisor leading development of the technical provisions and providing commercial advisory for development of other procurement documents including the Instructions to Proposers and Contract Documents. To develop the technical provisions, WSP hosted frequent workshops with the multitude of relevant technical disciplines to prepare the documents and define the performance-based and prescriptive technical criteria. Furthermore, WSP is supporting the questions and answers (Q&A) process as well as the one-on-one meetings with the shortlisted proposers providing support to LADOTD in review of Alternative Technical Concepts and other avenues for potential contractor innovation helping to refine the RFP documents. Sallye is responsible for overall development of the technical provisions and performance requirements.
08/2017 - Ongoing	<b>Interstate 75 Modernization, Detroit, MI. Michigan DOT. Owner's Representative.</b> Sallye is responsible for the evaluation of delivery options for Segment 3 of the Interstate 75 Modernization Program. Upon selection of a <b>public-private partnership procurement approach, led the development of the technical provisions and coordinated with legal and financial advisors on the integration of the contract documents</b> . Led the strategy evaluation to determine the approach to operations and maintenance responsibilities and developed performance requirements. The project achieved financial close in November 2018. Supporting WSP's role as owner's representative during the implementation phase. WSP serves as the owner's representative to the Michigan Department of Transportation for the modernization of approximately 18 miles of Interstate 75, which includes Michigan's first high-occupancy vehicle lane. WSP is responsible for project management, planning and environmental studies, traffic and intelligent transportation systems, and engineering and construction. Key components include bridge rehabilitation, roadway and ramp reconstruction, utility relocation, lighting, pavement marking, and additional services.

01/2019 - Ongoing	<p><b>Interstate 495 and Interstate 270 General Engineering Consultant Services, Baltimore, MD.</b> <i>Maryland Department of Transportation State Highway Administration.</i> <b>Owner's Representative.</b> Sallye is responsible for supporting the <b>general engineering contract for the managed lane P3 for the Maryland portion of the Washington, DC Beltway.</b> Focusing on strategy for approach to operations and maintenance responsibilities and development of performance requirements and overall strategy for the procurement of all segments. WSP, as a subcontractor, is providing programmatic general engineering consultant services for the Interstate 495 and Interstate 270 public-private partnership program to increase economic development and enhance commuter's safety in the State of Maryland. The firm is assisting the Maryland Department of Transportation State Highway Administration with communications and outreach to inform stakeholders about the project and its goals to reduce traffic congestion and provide multimodal connectivity in the national capital region, beginning at the American Legion Bridge in Virginia to Interstate 370 in Maryland.</p>
08/2018 - 08/2021	<p><b>Puerto Rico Toll Road Monetization, San Juan, Puerto Rico.</b> <i>Puerto Rico Highway and Transportation Authority.</i> <b>Technical Advisor.</b> Sallye is responsible for supporting various tasks to improve programs, processes and procurements within the Highway and Transportation Authority, which oversees the toll roads within Puerto Rico. Tasks include evaluation of options for outsourcing operations and maintenance and developing operations and maintenance procurement strategies, supporting procurement of new office and roadside systems, evaluating concessions options for <b>four toll roads and evaluations procedures manual for design-build and developing supplemental documentation for small design-build projects.</b> WSP is providing technical work and advisory services to prepare and implement the Puerto Rico Highway and Transportation Authority capital program and assist with tolling back office and equipment procurement.</p>
06/2016 - 07/2017	<p><b>Los Angeles World Airports Planning and Project Management, Los Angeles, CA.</b> <i>Los Angeles International Airport.</i> <b>Owner's Representative.</b> Sallye was responsible for <b>development of the P3 procurement documents</b> and for support during the procurement process for the Automated People Mover at Los Angeles International Airport. The automated people mover will connect the Central Terminal Area to the future Consolidated Rental Car Facility and other transit facilities. The system will be approximately 2 miles in length and provide six passenger stations and an off-line operations and maintenance facility. Capital costs are nearly \$2 billion dollars. WSP provided project management and planning services for a variety of transportation access improvement projects which relate to and impact landside, airside, terminal and utility planning at the Los Angeles International Airport. This project included the implementation of an automatic people mover system, consolidated rent-a-car facility, intermodal transportation facilities/parking, and roadway improvements transforming Los Angeles International Airport vehicle movements and improving on a congested central terminal area.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Edwin "Ed" Callicutt, III, PE</b>	<i>Years of relevant experience with this employer</i>	4
<i>Title</i>	Technical Manager - Construction Services	<i>Years of relevant experience with other employer(s)</i>	35
<i>Degree(s) / Years / Specialization</i>	BSCE / 1984 / Civil Engineering, Mississippi State University College of Engineering		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 33810 / Louisiana / exp. 09/2024; Traffic Control Technician/ LA State Specific / 03/2025; Traffic Control Supervisor / LA State Specific / 03/2025; Certified Flagger / 03/2025		
<i>Year registered</i>	2008	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	<b>MPR 5:</b> Project / Resident Engineer		



Ed will provide his decades of experience with Design-Build delivery methods and major bridge construction projects to support Mary and lead our Construction Support Services team throughout this project. Ed has more than 40 years of experience coordinating multi-consultant CEI teams, construction, construction management, and construction quality/constructability review for major bridge projects in the southeast from Texas to Georgia. He has worked as a contractor, as well as an engineer, on many major bridges involving steel and precast and cast-in-place concrete construction techniques.

- ✓ Involved in 9 signature bridges over navigable waterways
- ✓ Louisiana experience with JJA and segmental on I-49
- ✓ 35+ years of diverse structures experience using a wide range of engineering and construction means and methods throughout the Southeast

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
03/08 - 01/12	<b>John James Audubon Bridge Design-Build Project, New Roads, LA. DOTD. Construction Quality Control Manager.</b> Led the quality management program for the construction of the cable-stayed bridge and all aspects of the design-build project, with direct responsibility for QC of work at the jobsite and at the various fabrication and casting sites. This design-build project included 11.6 miles of new alignment roadway and 3.7 miles of bridge (eight bridges). The cable-stayed main span unit has a center span of 1583 feet one of the longest spans for this bridge type in the Western Hemisphere. The 520 foot tall towers are built of cast-in-place concrete. The approach bridges were diverse, ranging from flat slabs to steel plate girders to AASHTO Type III and BT-72 girder spans.
07/17 - 12/18	<b>I-49 North, Segment K Phase 2 Interchange, Shreveport, LA. DOTD. Principal &amp; Point of Contact.</b> Oversaw CE&I staff who assisted DOTD with the oversight and inspection of the precast concrete segmental bridge. This \$142M project consisted of the construction of a new four-lane interstate highway from I-220 to Martin Luther King Drive, along with the reconstruction of I-220 concrete pavement from LA Hwy 1 to LA Hwy 173, and widening of the I-220 bridges over Russell Road. Bridge construction for the ramp portion of the I-49/I-220 interchange included foundations with drilled shafts, concrete substructure, and 33 spans of variable depth precast concrete segments erected in balanced cantilever. Construction also included storm drainage, embankment, concrete pavement, electrical (lighting), signage, and MSE walls.
06/21 - Ongoing	<b>Owner's Project Manager for I-10 Mobile River Bridge and Bayway Design-Build Project. Alabama DOT. Construction Manager.</b> Responsible for assisting with review of RFP/RFQ and other technical documents for the Mobile River Bridge and Bayway Project. Also assisted with assembling the Project Management Plan. Michael Baker is serving as the owner's representative for the Mobile River Bridge and Bayway Project. This is to provide support services to the DOT to ensure compliance of the Design-Builder's design, construction, contract documents, construction engineering and inspection, and testing
01/10 - 10/12	<b>South Norfolk Jordan Bridge Design-Build, Norfolk Virginia. South Norfolk Jordan Bridge, LLC. Technical Advisor.</b> Provided technical assistance during casting and erection. Precast segmental technology was used to construct both the full super-structure and substructure of the new bridge. The main span unit over the river was built using balanced cantilever construction which required close coordination with the United States Coast Guard to keep vessels in the channel moving. When completed this bridge created a major river crossing over the Elizabeth River providing a valuable link between the cities of Portsmouth and Chesapeake, Virginia.

06/17 - 12/20	<b>Cline Avenue Bridge Design-Build, East Chicago, Indiana.</b> <i>Indiana DOT. Technical Advisor.</i> Provided technical assistance and QA audits during casting and erection of <b>this new bridge construction Design-Build project.</b> The New Cline Avenue Bridge construction improved transportation in Northwest Indiana while achieving environmental stewardship with features such as sustainable concrete materials, long open spans and low energy LED lighting.
6/03 - 12/06	<b>Penobscot Narrows Bridge Design-Build, Bucksport Maine.</b> <i>Maine DOT. Technical Advisor.</i> Provided <b>technical assistance, estimating, and constructability review services for this design-build project</b> to erect a 2,120-foot-long cable-stayed bridge that carries US 1 over the Penobscot River. The Penobscot Narrows Bridge is one of only a few bridges in the US constructed using a cradle system to carry the strands within the stays from bridge deck to bridge deck, as a continuous element. The cable-stay system was designed with a system that uses pressurized nitrogen gas to defend against corrosion.
03/12 - 12/18	<b>Oakley C. Collins Memorial Bridge, Ironton, OH and Russell, KY.</b> <i>Ohio DOT. On-Site Resident Engineer.</i> Led the multidisciplinary consultant team providing quality management for the construction of the cable-stayed main span and approach bridges and roadway to the Ohio DOT. This project entailed the construction of a cable-stayed bridge over the Ohio River with approaches connecting the towns of Ironton, Ohio, and Russell, Kentucky. The 1,640 foot concrete main span unit consists of three spans : two flanking spans at 370 feet and the center span of 900 feet built with form travelers in unidirectional cantilever. The main span unit is supported by two 316 feet tall cast-in-place concrete, diamond-shaped towers founded on large diameter drilled shafts with rock sockets. The structural steel approach spans cross numerous rail lines, the Ohio River levee, and city streets.
01/03 - 09/06	<b>Lee Roy Selmon/I-4 Crosstown Connector, Tampa, FL.</b> <i>Florida DOT. On-Site Construction Manager/Resident Engineer.</i> Led a multi-consultant team of approximately 30 engineers and inspectors providing CE&I services. Responsible for all project inspection, documentation and correspondence, pay application verification and processing, schedule review and evaluation, change order negotiations, MOT management, and keeping the Client informed. This \$135M toll facility consisted of over five miles of precast concrete segmental elevated structure built in the median of the existing expressway. Where access was challenging, precast segments were delivered over the completed bridge to the erection site, then lowered into position from above. Maintenance of traffic, speed of erection, economy, and aesthetics were priorities for this project.
03/02 - 08/03	<b>New Mississippi River Bridge, St. Louis, MO.</b> <i>Missouri DOT. Lead Constructability Reviewer.</i> Led a constructability review team for the main span portion of this project. The cable-stayed main span features a 2,000' foot long steel center span, 525 foot tall battered concrete towers, and dredged caisson foundations. Additionally, organized and participated in Value Engineering sessions for the Tri-Level Interchange and IL Route 3 portions of the project.
03/02 - 08/03	<b>Bill Emerson Memorial Bridge, Cape Girardeau, MO.</b> <i>Missouri DOT. Technical Advisor.</i> This 3,956 foot long bridge over the Mississippi River includes a 2,086 foot long steel girder and precast concrete deck cable-stayed unit with a 1,150 foot long main span. The main pylons are 356 feet tall. Provided technical assistance to the Owner during tower construction, stay installation, and superstructure erection.
11/96 - 03/02	<b>Sidney Lanier Bridge, Brunswick, GA.</b> <i>Georgia DOT. Resident Engineer.</i> Led a multi-consultant team of engineers and inspectors providing CEI services to the Georgia DOT. Ed performed construction quality management for superstructure casting and post-tensioning operations, fabrication and stressing of cable stays, and evaluation of cantilever geometry. Also monitored and evaluated the contractor's schedule. This cable-stayed structure features a 1,250 foot cast-in-place concrete center span over the Turtle River shipping channel and 480 foot tall cast-in-place concrete towers. The high-level approaches consist of 180 feet long specially designed prestressed concrete beams erected as simple members then made into two-span continuous units via longitudinal post-tensioning. The total bridge length is approximately 7,800 feet.
03/92 - 09/95	<b>Senator William V. Roth, Jr. Bridge, St. Georges, DE.</b> <i>Delaware DOT. Technical Advisor.</i> Served as a Technical Advisor to the Delaware DOT during construction of this 4,650 foot long precast concrete segmental bridge with a 750 foot cable-stayed main span, single pylons, single planes of stays, and unique precast delta frames. It was the first cable-stayed bridge in the northeastern United States. The main span was erected as a pair of unidirectional cantilevers from the pylons at the shoreline without interruption to canal traffic. The 150 foot approach spans were erected in the span-by-span method. The innovative design solutions in the bridge saved the Delaware DOT over 10% compared to bids for the alternate design.



## 16. Staff Experience:

Firm employed by		WSP USA, Inc.	
Name	Cinda Denoux	Years of relevant experience with this employer	20
Title	Document Control Manager	Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization		BS / 1985 / Applied Science-Engineering	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		MPR 7: Document Control Manager	
<p>Cinda has more than 35 years of experience as an accomplished document control manager and systems analyst, providing program, project, and construction support services for engineering, construction, and business management projects for private and public sectors across the United States. She has a leading role in providing project document and record management supporting various projects and specializes in developing and implementing document control systems, procedures and standards, projects, and web and database applications for document and data control functions.</p>		<ul style="list-style-type: none"> <li>✓ 35+ years of relevant project experience</li> <li>✓ Experienced working with LADOTD</li> <li>✓ Developed document controls for the Louisiana TIMED Program alongside Belinda Bondy</li> </ul>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/2002 – 01/2012	<p><b>Transportation Infrastructure Model for Economic Development Program Management, Baton Rouge, LA. DOTD. Document Control Manager.</b> Led document control efforts for Louisiana TIMED Managers (LTM), a joint venture firm managing Louisiana's TIMED program, with extensive experience in the document control field and more than 22 years combined experience. WSP, in joint venture, was responsible for design management, construction engineering, financial planning, and public outreach for this project - the largest transportation program in Louisiana's history. The program involved 16 projects, <b>including highway and bridge widening, construction of the John James Audubon Bridge Design-Build project</b>, as well as improvements to the Port of New Orleans and the Louis Armstrong International Airport.</p>		
05/2015 – 02/2016	<p><b>Interstate 75 Modernization, Detroit, MI. Michigan DOT. Interim Document Control Manager.</b> Responsible for preparing records management policies and procedures. Cinda developed and maintained the file structure for the master file system for the document control department. pon selection of a <b>public-private partnership procurement approach, supported coordination with legal and financial advisors on the integration of the contract documents.</b> WSP was the owner's representative for the modernization of approximately 18 miles of Interstate 75. The modernization included Michigan's first high-occupancy vehicle lane. WSP was responsible for project management, planning and environment, traffic and intelligent transportation systems, engineering and construction, alternative delivery financing and procurement, stakeholder engagement, and public information administration.</p>		
11/2022 - Ongoing	<p><b>Program Management, Port of South Louisiana, Board of Commissioners Port of South Louisiana, St. Charles, St. James and St. John Parishes, LA. Port of South Louisiana. Document Control Manager.</b> Cinda is responsible for designing and implementing the document management system including the procedures, policies, tracking procedures, training and developing user guides for Sharepoint. She is also responsible for supporting the client providing document control assistance to the client and contractor.</p>		
06/2022 - Ongoing	<p><b>Louisiana Watershed Initiative LA 22 Gapping Project – Grant Management Services, Ascension Parish, LA. Pontchartrain Levee District. Document Control Manager.</b> Cinda is responsible for designing and implementing the document management system including the procedures and policies, training and developing user guides for Sharepoint. She is also responsible for supporting the clients daily document management needs while supporting relationship between client and their contractors. She is responsible for maintaining all project documents and conducting internal audits and establishing the project closeout procedures.</p>		

04/2023 - Ongoing	<p><b>New Long Bridge Project, Virginia.</b> <i>Virginia Passenger Rail Authority (VPRRA).</i> <b>Senior Document Control Manager.</b> Cinda is serving as the Senior Document Control Manager on this \$1.8 Billion Rail-Bridge project. She is responsible for designing and implementing the document management system including the procedures, policies, tracking procedures, training and developing user guides for Sharepoint. She is also responsible for developing and implementing and providing training for the clients Sharepoint Site. Providing daily assistance to internal and external teammates with document control and Sharepoint issues. She is also responsible for maintaining clients (Sharepoint Site). She is also required to monitor and download data from two previously established joint venture partners Sharepoint Sites. She is responsible for maintaining all project documents, tracking RFI's, Submittal's and Correspondences, conducting internal audits and establishing project closeout procedures.</p>
07/2013 - 11/2017	<p><b>Disaster Cost Recovery Management Services, Baton Rouge, LA.</b> <i>DOTD.</i> <b>Document Control Manager.</b> Cinda worked directly with the Louisiana Department of Transportation and Development, the Federal Emergency Management Agency, and the Federal Highway Administration. Cinda was responsible for all personnel and functions of the document control department. She was also responsible for preparing records management policies and procedures, quality assurance/quality control, audits, and researching/locating information for Federal Emergency Management Agency and Federal Highway Administration case preparation. Cinda developed and maintained the file structure for the Master File System for the Document Control Department. She implemented and maintained the client's preferred electronic data management system. WSP served as Louisiana Department of Transportation and Development's consultant for the management of Federal Emergency Management Agency and Federal Highway Administration cost recovery for prior disaster events.</p>
05/2013 - 11/2020	<p><b>New Orleans International Airport Terminal Project, New Orleans, LA.</b> <i>New Orleans International Airport.</i> <b>Senior Document Control Manager.</b> \$1.2 Billion capital program involving the construction of a new world class terminal and related facilities on the north side of Airport property. Cinda is responsible for designing and implementing the document management system including the procedures, policies and document tracking systems. She is also responsible for creating the user guide for the EDMS, providing project support to Program Management, Design and Construction staff, including Inspectors, Office Tech's and overseeing administrative staff in multiple offices. She is responsible for electronic document management system training, preparing Operation, Installation and Maintenance Manuals and final closeout and disposition of project documentation.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Karl Winterstein, PE</b>	Years of relevant experience with this employer	32
Title	Senior Director, Civil Engineer	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS / 1980 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 28737 / Washington / exp. 07/2025	
Year registered	1992	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Design Advisor	



Karl Winterstein offers more than 40 years of professional experience in civil engineering design, project and design management, and business operations. His increasing responsibilities have led to integral project delivery roles in all aspects of the planning, design, and management of numerous major interstate highway and transportation projects around the United States and Australia. Karl draws upon his varied technical background to provide leadership and project management skills to complex, multidisciplinary projects.

- ✓ Technical Advisor to DOTD on the P3 Procurement contract for the Calcasieu River Bridge project
- ✓ 40+ years of experience in design of major structures and transportation improvements

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/2021-Ongoing	<b>I-10 Calcasieu River Bridge Public Private Partnership (P3) Advisory Services, Baton Rouge, LA. LADOTD. Engineering Technical Advisor.</b> Engineering technical advisor lead responsible for development of the technical and performance requirements for the \$1.5 billion replacement bridge and interstate reconstruction on I-10 in Lake Charles, Louisiana. Responsibilities included technical provision and Design Build and O & M Limit drawing preparation, preliminary design coordination with the Phillips 66 Pipe Rack over I-10 relocation, Alternative Technical Concept review and assessment, coordination on risk assessments and mitigations, development of capital and O&M cost estimates, and coordination with commercial and legal advisors in development of procurement documents and support for the RFQ and RFP evaluation process.
05/2015-05/2017	<b>LAX People Mover P3, Los Angeles, CA. LAMP. Lead Civil.</b> Lead Civil on the P3 Program Management team for Los Angeles World Airports (LAWA), WSP lead the LAMP improvement program focused on better airport landside access, including an intermodal transportation facility, consolidated rental car facility, a new terminal concourse, roadway and transit improvements, and the \$2 Billion US Automated People Mover (APM). The scope of work also includes an analysis of delivery options for all program elements and an evaluation of related LAWA operational and financial interests. The APM System formed the centerpiece of LAMP, connecting the Central Terminal Area (CTA) airline terminals and CTA airport parking garages with two future Intermodal Transportation Facilities (ITFs), a future Consolidated Rental Car Facility (ConRAC) and Metro facilities. It will significantly reduce traffic congestion in the CTA. It features approximately 2.25 miles of elevated, grade-separated Guideway connecting passenger terminals in the CTA with new airport landside facilities east of the CTA.
07/2010-01/2015	<b>Honolulu Rail Transit Project High-Capacity Corridor, Honolulu, HI. HART. Contract Manager.</b> Contract manager for the Airport and City Center Sections Guideway and Utilities Relocation Contracts. Karl faced unique issues during final design, including significant staging issues thru the HNL, limited right of way availability, major utility relocations, including a 138-kilovolt transmission line, downtown Honolulu maintenance of traffic, and avoiding archaeological and cultural resources. WSP provided construction management, technical expertise, and public involvement services for the elevated light rail metro system, the first fully automated driverless urban light rail metro system in the U.S. The 20-mile, 21-station system connects the region of West Oahu with downtown Honolulu and the Ala Moana Center via the Daniel K. Inouye International Airport. Powered by electricity, the system benefits from advances in alternative energy sources including solar, wind, and biofuels.

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Minor Botts Smith, PE	Years of relevant experience with this employer	1
Title	Construction Services Technical Manager	Years of relevant experience with other employer(s)	37
Degree(s) / Years / Specialization		BS, 1986, Civil and Environmental Engineering, Virginia Military Institute	
Active registration number / state / expiration date		Professional Engineer No. 48011 / Louisiana / exp. 09/2023; Traffic Control Technician/ LA State Specific / 07/2027; Traffic Control Supervisor / LA State Specific / 07/2027; Certified Flagger / 07/2027	
Year registered	2023	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		MPR 3; Deputy Project Engineer/Resident Engineer	



Botts has over three decades of design and construction engineering and project management experience. His responsibilities have included reviewing technical complex engineered procedures, supervising up to 60 inspectors & technicians, and enhancing the coordination of construction activities associated with major road, bridge and transportation facility projects. He has been responsible for providing safety reviews and site supervision of activities including large concrete pours, reinforcing steel, formwork, bearing assemblies, and superstructure precast concrete segmental erection, as well as reviewing overall baseline schedules and making recommendations to the Team for corrective actions to improve the client's overall liability. His experience includes reviewing monthly progress and assisting clients with contract management issues, safety, quality assurance and schedule updates using Primavera Project Planner (P6) as well as Microsoft Project.

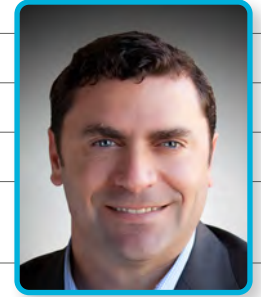
- ✓ 37 years of complex bridge construction experience
- ✓ Experience in major bridge projects, river crossings, and Design-Build delivery
- ✓ Notable Projects include the Illinois DOT McClugage Bridge, Virginia DOT Occoquan River Bridge, and the FHA Natchez Trace Arches

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/22 – Ongoing	<b>McClugage Bridge Construction Phase Services, Peoria, Illinois. Illinois DOT. Construction Manager.</b> Responsible for reviewing procedures, supervising construction, and enhancing the coordination of construction activities associated with the tied-arch main span installation and the overall site work. Responsible for providing weekly safety talks and reviews as well as site supervision throughout the project including large concrete pours, reinforcing steel issues, formwork, bearing assemblies, and bridge deck installation. Responsible for reviewing the overall schedule and monthly updates and making recommendations to the Team for corrective efforts to improve the client's liability. As part of a staff of up to 22 engineers and inspectors, responsible for providing leadership and guidance to complete the substructure concrete pours as the project moves into construction of the bridge decks and the assembly off-site of the tied-arch prior to the float-in and final bridge deck and barrier wall pours.
09/22 – Ongoing	<b>Akron Beltway Design-Build Improvements, Construction Management and Construction Inspection Services, Akron, Ohio. Ohio Department of Transportation, District 4. Construction Manager.</b> Responsible for the development of performance-based specifications for the installation, stressing, and grouting of the post-tensioning tendons associated with the integral pier caps and the duct placements and concrete pours. <b>Assisted the owner in interpretation of the performance specifications to resolve conflict and mitigate resolutions that the Design-Builder and Owner could agree upon.</b> Michael Baker is providing quality monitoring, testing and documentation required to complete this <b>hybrid design-build and design bid build project</b> . This is the reconstruction to the entrance of Akron's beltway tying in Interstates 76 and 77 along with Route 8 corridors and rehabilitating the western corridor and its connection to the Kenmore Leg of the beltway. Project work consists of two multi-lane interstate fly-over bridge construction, 40 bridge rehabilitations/extensions, approximately seven miles of interstate removal and replacement up to 8 lanes wide, retaining and noise wall construction.
01/12 – 09/15	<b>Express Design-Build, Dare and Hyde Counties, North Carolina. North Carolina DOT Division 1B. Construction Manager.</b> Oversaw the \$12M design and construction of seven bridge replacements and a causeway/culvert replacement on Lake Mattmuskeet in Hyde County, NC, <b>which utilized performance-based specifications.</b> Project was in the design phase until April 2013 when work commenced at the site on the two Hyde County bridges.
11/04 – 12/06	<b>San Diego Expressway Otay River Bridge Design-Build Project. Construction Manager.</b> Served as <b>site engineer for this design-build project to construct a precast segmental bridge</b> located north of the international crossing with Mexico. Provided design and construction review services for erection truss and shop drawing review for this precast segmental bridge. Established geometry controls for precast facility and ensured project's timely commencement. <b>Performed research and interpretation of specifications to mitigate conflicts and avoid claims.</b> Trained and supervised 8 engineers and technicians.

07/94 – 12/98	<p><b>Northumberland Strait Crossing Design-Build Project. Construction Manager.</b> Oversaw construction of a precast segmental bridge <i>using Design-Build method and P3 procurement</i>. Participated in design and constructability phase, and <i>assisted in developing performance based specifications</i>; first concrete pour in July 1994 for the first large precast elements of this <i>\$800M design-build-operate-transfer project</i>. Supervised the main bridge precast yard as Site Design &amp; Construction Representative. Provided constructability analysis and design detailed recommendations to speed the construction and create a more efficient precasting operation. <i>Worked in tandem with the owner to research and mitigate conflicts to avoid claims</i>. Worked on the floating crane during erection of the larger bridge elements (44 spans at 250 meters) and supervised post tensioning operations for the entire project. Supervised 15 construction inspectors and engineers.</p>
04/09 – 01/12	<p><b>Xi'an/Dayi/Chengdu Design-Build Projects, PR China. China Ministry of Railways. Construction Manager.</b> Responsible for overseeing construction of the high-speed rail bridges &amp; tunnels. Provided site supervision and management of 22 contracts with a total construction cost of \$510 million. Projects included <i>four major Design-Build contracts</i>, 16-unit price contracts, and introduction of western and international advanced style of construction management and work methods, including performance based specifications. Managed the activities of a 68-person CE&amp;I team. Visited the sites weekly as the Team Leader, to review progress and assist clients with contract management, safety, quality assurance, interpretation of specifications, and schedule updates using Microsoft Project. <i>Performed Constructability and Design Reviews for a 290-meter cable-stayed main span</i> along with design and constructability for new construction and seismic retrofits of all bridges and related infrastructure work in the region.</p>
09/02 – 11/04	<p><b>Occoquan River Bridge, Occoquan, Virginia. Virginia DOT. Project Engineer/Resident Engineer.</b> Oversaw the construction of a seven span Bulb-T Girder Bridge with drilled shaft foundations, including approaches. Served as the Project Engineer on site and as the Marine Works Superintendent for initial river foundation construction, building the substructure in the river and preparing for the construction of the cast-in-place substructure and the concrete post-tensioned Bulb-T Girders Superstructure.</p>
03/01 – 09/02	<p><b>I-270 Bridge Program, Bethesda and Rockville, MD. Maryland DOT, State Highway Administration. Bridge Division Manager.</b> Served as the Bridge Division Manager for all regional suburban road and bridge projects, including the Democracy Boulevard Bridge, West Lake Terrace HOV, Route 450 Bridge and Route 118 off of the I-270 corridor. Managed the day-to-day field operations for all bridge and structure work located in high traffic density environment. Prepared estimates for bidding on projects using hcss (heavy bid) software and scheduled construction equipment and manpower using Primavera scheduling software. Supervised up to 40 craftsmen and engineering staff.</p>
05/93 – 07/94	<p><b>Route 602 Project, Herndon, Virginia. Virginia DOT. Construction Manager.</b> In charge of construction management services for this \$8 million urban roadway improvement project for the Virginia DOT. Provided direction to the inspection staff and oversaw the daily construction activities for seven contracts. Botts worked on the development of a project management system for training and orientation of Construction Managers as they would come into projects at any phase of the work and in the application of a new document control system for the CEI and CM projects. Supervised up to 10 inspectors.</p>
03/92 – 11/94	<p><b>Natchez Trace Arches, Franklin, Tennessee. Federal Highway Administration, Eastern Lands Division. Construction Manager.</b> This 1,572-foot FWA Bridge was the first in North American to be constructed using precast segmental arches. Bridge has two concrete arch spans of 583 and 377 feet, and deck spans ranging from 90-246 feet, which were built in balanced cantilevers, used cable-stays during arch erection. Supervised casting yard quality control operations and provided loading calculations, contractor inspection coordination, report preparation and interface with FHWA and National Park Service. Responsible for sediment and erosion control review and environmental permit acquisition planning. Reviewed contractor sequencing plans and advised client on field issues and resolutions. Used bridge construction software, a cable stay analyzer, scheduling, tendon analysis, and spreadsheet and word processing software package. Used strain gauges and data recorders along with project progress reports and photograph logs. <i>The project was completed ahead of schedule and without contractor claims</i>. Performed design &amp; constructability analysis on the Clark Bridge, in Alton, Illinois, a cable-stayed bridge which incorporated techniques and design features from prior cable-stayed projects. Supervised five inspectors and engineering staff.</p>
05/86 – 05/90	<p><b>James River Bridge, Richmond, Virginia. Virginia DOT. Construction Engineer.</b> Field Engineer during the substructure and approach span construction on this \$35M bridge construction project (630-foot cable-stayed main span, precast segmental, post-tensioned approach spans). Served as Erection Engineer during installation and stressing of the cable stays as the main span was being built from each side of the river. Lessons learned on this project were used to develop the design details for the C&amp;D Canal Bridge in Delaware, and many of the newer techniques and pylon details were developed from this project. Supervised 12 inspection staff and technicians.</p>
12/98 – 03/01	<p><b>Bridge Projects as Contractor's Project Manager (Branch Highways), Fork Union, Narrows, and Leesburg, Virginia. Virginia DOT. Project Manager.</b> Projects were completed and closed out with assistance of a formal dispute resolution process. Managed day-to-day operations for road and bridge work for the Contractor. Projects included Brems Bluff, VA, Route 15 bridge replacement, Route 460 bridge replacement, and the Algonquian Parkway. Managed and coordinated construction of road and bridge projects, performing constructability review on the Smart Road Bridge, and consulted with VDOT on grouting or pre-stressing tendons to ensure long term corrosion protection. Managed field operations for projects located in Christiansburg and Blacksburg, VA as part of the I-81 and Route 460 Interchange improvements made by the VDOT. Worked on CPM schedules along with budgets for various projects and supervised up to 45 employees.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Jade Rung, PE, PMP	Years of relevant experience with this employer	2
Title	Vice President	Years of relevant experience with other employer(s)	26
Degree(s) / Years / Specialization		BSCE, 1995, Civil Engineering - Structural, Louisiana State University	
Active registration number / state / expiration date		Professional Engineer - Louisiana No. 29081 / exp. 09/2024); Project Management Professional - No. 1284298 / exp. 7/19/2024)	
Year registered	2000 / 2009	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Lead - P3 Advisory Committee	



Jade is experienced in all phases of delivery for multi-million-dollar capital projects. He has a proven history of domestic & international business development and program/project management for commercial, municipal, industrial, marine, and heavy civil construction. He has substantial experience in design and construction management including the delivery in all phases of the project life cycle. **In addition, Jade has successfully led the delivery of multiple Design-Build facility construction projects, both as a designer and as a general contractor.** His skills include scheduling, cost management, construction coordination, scope compliance, issues/change management, conflict resolution, standardized status reporting, and community outreach.

- ✓ Expertise in P3 and Design-Build procurement methods
- ✓ Louisiana local

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/22 - 05 23 (est.)	<b>Parish Comprehensive Drainage Plan, Covington, Louisiana. St. Tammany Parish. Business Development Lead.</b> Responsible for project acquisition and stakeholder engagement; client management, public outreach coordination, and local representation
01/16 - 01/17	<b>Ocean Cay MSC Marine Reserve, Ocean Cay, Bahamas. MSC Cruises. Project Development Manager.</b> Facilitated the <b>scope development and coordination for the Design-Build project</b> ; investigated scope alternatives, provided detail adjustments and facilitated value-engineering options for the construction of the project; coordinated scope and bid evaluations for the dredging, sitework, port improvements, building construction, and utility systems for the island development. The project work includes dredging, demolition, clearing and grubbing, mass grading, beach grading and re-nourishment, bulkhead for cruise ship berth and marina basin, breasting and mooring dolphins, CIP reinforced concrete, hardscape, buildings, utilities, water intake wells, and deep injection wells.
01/01 - 01/03	<b>Marine Corps Reserve Training Center, Lafayette, LA . Department of the Navy. Project Manager.</b> Provided contract negotiation and management of all subcontractors for every trade on the project; <b>provided estimating, negotiating, contracting, and change management services for the Design-Build project.</b>
01/07 - 12/07	<b>New Office/Retail Building, Mandeville, LA. American National Insurance Company. General Contractor.</b> Provided design & construction services for the delivery of a new office/retail facility. Provide design, permitting, estimating, scheduling, subcontracting, construction management, and close-out for the project. <b>Provided the design-build services to deliver the new \$850K office/retail building</b> including the build-out for the American National Insurance Company office, Shane's Rib Shack restaurant, Construction Affiliates Inc. office space, and Audubon Physical Therapy clinic.
01/07 - 12/07	<b>New Anytime Fitness Building, BMS Sulphur, LA . BMS Real Estate Solutions. General Contractor.</b> Provided design & construction services for the delivery of a new office/retail/gym facility. Provide design, permitting, estimating, scheduling, subcontracting, construction management, and close-out for the project. <b>Provided the design-build services to deliver the new \$750K office/retail/gym building</b> including the interior build-out for the new Anytime Fitness gym. Services included site utilities, parking, pre-engineered metal building, HVAC, electrical and interior finished for the building.
01/98 - 01/99	<b>Bulk Cement Handling &amp; Storage Dome, Clarkesville, MO. Holnam Cement. Project Manager.</b> Provided on-site design and construction coordination for the project including cost estimating, scheduling, and reporting; provided monthly updates to the Holnam Cement, Inc. plant board of directors; handled all phases of the construction process including procurement and implementation of specialized designed and fabricated equipment. <b>As an unofficial Design-Build package to the client</b> , oversaw design and was contracted to deliver the world's largest cement storage dome with a capacity of 90,000-tons along the Mississippi river. The project was completed within 12 months.

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Lisa Fruge, PE, PMP</b>	Years of relevant experience with this employer	5
Title	Transportation Supervising Civil Engineer	Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		BS / 2003 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. PE 33281 / Louisiana / exp. 09/2023; PMP No. 2706251	
Year registered	2007	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		P3 Advisory Committee; Roadway Design Reviews (Interstate/Interchanges)	



Lisa is a transportation supervising engineer and project manager whose expertise includes rural highway design, urban road design, and design-build delivery. Lisa has overseen the development of construction plans, calculations, and specifications for various clients such as Louisiana Department of Transportation and Development, St. Tammany Parish, the City of New Orleans, and the Greater New Orleans Expressway Commission.

- ✓ 20 years of industry experience
- ✓ Expertise working throughout the State of Louisiana
- ✓ Licensed Louisiana Civil Engineer

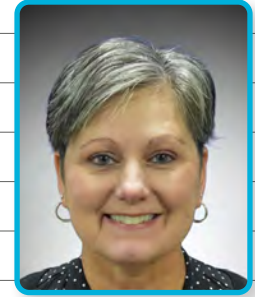
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/2021 – 12/2022	<b>Bonnabel Blvd. Roadway Improvements (Metairie Rd. to I-10), Jefferson, LA. Jefferson Parish. Supervising Engineer/Project Manager.</b> The project, which is a Federal aid program with joint FHWA and Jefferson Parish funding, will provide a 3" mill and overlay of the roadway surface, full depth concrete patching and curb replacement. As Quality Control Reviewer, Lisa reviewed preliminary and final drawings to ensure adherence to LADOTD standards, AASHTO, and Jefferson Parish Design Guidelines.
03/2019 – 06/20	<b>Triangle Expressway Southeast Extension and R-2828 Design-Build, Raleigh, NC. NCDOT. Lead Designer/Project Manager.</b> In addition to participating in weekly design progress meetings with the design team and contractor, Lisa is helping coordinate the parcel acquisition priority schedule as it relates to the contractor early works construction schedule and the utility relocation schedule. She is also managing change and cost control on the project. WSP is providing design-build services for this multimillion-dollar project consisting of constructing a six-lane extension of the Triangle Expressway, State Route 540 from Old McCullers Road, State Route 2722 to the Clayton Bypass, and U.S. Route 70 in Wake and Johnson counties. The design includes the construction of an expressway-to-expressway interchange between Interstate 40 and U.S. Route 70 and modifying the existing Old Stage Road and North Carolina Highway 50 interchanges.
08/2017 – 06/2018	<b>I-10 Design/Build (Highland Rd - LA73), East Baton Rouge Parish/Ascension Parish, LA. LADOTD. Project Manager.</b> This project added a lane to widen the interstate from Highland Road to LA73 and included the replacement of the steel girder bridge over Highland Road, the widening of the slab span concrete bridge over Manchac Bayou, and the jacking and repair of the prestressed concrete girder Bluff Road bridge over I-10. As part of the Owner's Representative/Oversight Team, Lisa performed design and plan reviews for this interstate widening project for both the bridge and roadway plans at the milestone submittals, and also performed audits of the design team's quality control.
05/2015 – 06/2018	<b>MacArthur Interchange Completion Phase II, Jefferson Parish, LA. LADOTD. Project Manager/Lead Roadway Engineer.</b> Lisa developed the geometry to widen a portion of the eastbound Westbank Expressway (US 90) in Harvey, LA and relocate the existing exit ramp to allow for a new entrance ramp. She developed an MOT for this effort that allowed 2 lanes of traffic in the eastbound direction on the Expressway and carefully coordinated the sequence of construction of the ramp removal and addition to provide the least impact on the travelling public, both on the Expressway and the parallel Harvey Tunnel and frontage road. Lisa also developed the geometry to relocate the adjacent frontage road to allow for the required substructure of the widened portion of the Westbank Expressway. This effort involved the oversight of the creation of preliminary plans including plan and profiles, typical sections, a detailed sequence of construction, geometric details, cross-sections, drainage maps, and storm drain plan and profiles, as well as cost estimates at each milestone.

06/2017 – 06/2018	<p><b>Causeway Safety Bay Improvement Project, Jefferson/St. Tammany Parishes, LA.</b> <i>Greater New Orleans Expressway Commission.</i> <b>Project Manager/Lead Engineer.</b> This landmark project encompassed adding 12 emergency safety bays (16' wide, 1008' long) to the existing 24-mile-long Greater New Orleans Expressway (known as the Causeway) over Lake Pontchartrain. Lisa worked closely with the selected contractor and client to present various design concepts for inclusion in the final plans to help arrive at a Guaranteed Maximum Price for the construction (budget of \$50 million). The LRF design consists of AASHTO Type IV and Type III girders on precast caps and 54" spun-cast cylinder piles.</p>
07/2020 – 07/2023	<p><b>I-75 Martin Luther King Jr. Blvd. Diverging Diamond Interchange, Hillsborough County, FL.</b> <i>FDOT.</i> <b>Deputy Project Manager.</b> WSP is serving as deputy project manager for this design build project. The project scope includes the widening of Interstate 75 to support the design of a new diverging diamond interchange at Martin Luther King Jr. Boulevard and all associated ramps. The milling/resurfacing and reconstruction along Martin Luther King Jr. Boulevard extends from Queen Palm Drive to Williams Road. Also included is the widening and milling/resurfacing of Williams Road to provide an additional receiving lane for the dual left turn lanes from eastbound Martin Luther King Jr. Boulevard to northbound Williams Road. A collector-distributor road is designed to carry traffic from Martin Luther King Jr. Boulevard directly to Interstate 4 paralleling Interstate 75. The pavement design effort includes both rigid and flexible pavement, including rigid pavement rehabilitation on Interstate 75. The structural design efforts include a new bridge parallel to the existing Martin Luther King Jr. Boulevard Bridge, a new ramp bridge over the CSX Railroad and Broadway Avenue, and the redecking of northbound and southbound Interstate 75, as well as retaining walls and miscellaneous structures. The drainage design includes four new retention ponds and a new subsurface conveyance system. Our team is also designing new lighting and intelligent transportation system features. The permitting effort includes wetland mitigation, gopher tortoise relocation, and a bat assessment. Includes coordination with stakeholders such as CSX Railroad, Florida Gas Transmission, TECO, and other utilities. This project is a pilot project for Smart Work Zone technologies.</p>
2018 - Ongoing	<p><b>Pine Hills Transit Center Design, Orlando, FL.</b> <i>LYNX – Central Florida Regional Transportation Authority.</i> <b>Design Engineer.</b> Lisa is serving as a design engineer for the Pine Hills Transit Center which will be a transformative public space in the Pine Hills neighborhood of unincorporated Orange County. She is leading the design of the civil/site construction plans including the pavement details, typical sections, layout, and the design of Belco Dr which serves as the entrance into the facility from Pine Hills Road and Silver Star Road. Extensive coordination with Orange County and the local community is a key component of the design.</p>
2018 - Ongoing	<p><b>Dillard Street Reconstruction Project, Orange County, Florida.</b> <i>City of Winter Garden.</i> <b>Project Manager.</b> This project which includes the preliminary design of three roundabouts along Dillard Street. Dillard Street is being reconstructed to create a 3-lane complete street with sidewalks and a separated bike path through an urban corridor. Preliminary design included roundabout screening, benefit cost analysis, and geometric and operational performance checks delivered in a Preliminary Roundabout Report. Microsimulation of the roundabouts was performed using SIDRA software and compared to the Synchro analysis of the traffic signal options. The project continued to final design with the WSP team led by Lisa delivering construction plans for signing and striping for the three roundabouts.</p>



## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Belinda Bondy</b>	<i>Years of relevant experience with this employer</i>	20
<i>Title</i>	Document Control Specialist	<i>Years of relevant experience with other employer(s)</i>	28
<i>Degree(s) / Years / Specialization</i>	N/A		
<i>Active registration number / state / expiration date</i>	N/A		
<i>Year registered</i>	N/A	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	<b>MPR 7;</b> Document Control Manager		



Belinda is an experienced Design-Build lead document control specialist on large construction projects such as the \$350M I-2/I-69 Interchange project in Texas, the \$400 Million John James Audubon Bridge project, and many others. She has a wealth of experience managing and entering SiteManager data for DOTD projects.

- ✓ Experienced in ProjectWise documentation for Design-Build Projects
- ✓ Lead Document Control Specialist, working alongside Cinda Denoux, on the Louisiana TIMED program

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
04/11 - 04/12	<b>I-10 Widening Design-Build Project, Statewide, LA. DOTD. Administrative Assistant.</b> Traveled to field office to perform an audit of document control's filing system and procedures being utilized for the preparation of close-out paperwork to be submitted to the client at project completion. Focus was placed on the material test documentation. Project consist of the widening the mainline of I-10 from four lanes to six lanes, including signage and median barrier, for approximately three miles beginning just East of the Siegen Lane Interchange (the Eastern terminus of the current I-10 widening project - SP# 450-10-0108) and proceeding eastward to the Highland Road Interchange.
11/10 - 04/12	<b>Program Management Services for the John James Audubon Bridge, Point Coupee and West Feliciana Parishes, LA. DOTD. Administrative Assistant.</b> As Office Engineer Technician for the LTM Construction Department duties included but were not limited to: approval and processing of all partial pay estimates, tracking progress of project (% complete and % time) and tracking all change orders. Assisted with the hiring, orientation, and training of field office Administrative Assistant. Quarterly performed audits of document control and concurrence with company policies and procedures. <b>Michael Baker provided program management services for the design-build delivery of the 3,186-foot-long John James Audubon Bridge over the Mississippi River.</b>
03/19 - 04/20	<b>I-210 Prien Lake Superstructure Deck Replacement, Statewide, LA. DOTD. QA/QC.</b> Responsible for QA tracking sample data input into SiteManager and Materials Manager.
01/03 - 01/13	<b>Louisiana TIMED Managers (LTM), Baton Rouge, LA. DOTD. Administrative Assistant/Deputy Director of Construction/Office Engineer Technician.</b> Assisted the DD with creation of the LTM Construction Manual that would be utilized by all construction staff personnel for this project, tracked project segments by creating and maintaining spreadsheets, staffing tasks, supervise clerical assistant and courier for Construction Department, organized meetings for DD, traveled to six field offices and assist AA with set up office and document control filing system, traveled to field offices to perform bi-annual document control audits, assisted the AA on a daily basis, processed partial pay estimates in SiteManager, tracked and processed change orders in SiteManager and entered test data into MATT (DOTD's Materials Program). Assisted field offices with project closeouts, performed final audits for all project segments when completed, then generated and processed the final estimate for each project segment. LTM's contract with DOTD was for the management of the TIMED Program project segments, which consisted of 40 road and 2 major bridge projects (\$2.3B in construction alone).
08/19 - Ongoing	<b>I-2/I-69 Design-Build Project, Edinburg, TX. Texas DOT. Documentation Coordinator.</b> Responsible for the processing and tracking all submittals from Michael Baker's Design Team to Dragados-Pulice Joint Venture, capturing design documentation and uploading to ProjectWise. Monitored Teams, OneNote, and ProjectWise.
02/13 - 08/18	<b>Retainer Contract for Design-Build Support Services, Statewide, Louisiana. DOTD. Database Administrator.</b> As Data Collection Analyst, oversaw the entering, checking and submitting of all OV test data results, level 3 visual inspections and Non-Conformance Reports (NCRs) into the SharePoint database. Input data on a daily basis for up-to-date reporting of all parties. Quarterly, compiled QA, OV and IA tests and certificates; level 3 inspections; level 1 and 2 analysis graphs; lists of deficiencies, engineering judgments, and NCRs with their status; and compiled information into a report for submittal to FHWA and DOTD for concurrence with compliance with the approved CQAP.

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Mark Pearson, PE</b>	Years of relevant experience with this employer	3
Title	Bridge Inspection and Preservation Manager	Years of relevant experience with other employer(s)	40
Degree(s) / Years / Specialization		MS / 1979 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. PE.36929 / Louisiana / exp. 09/2023	
Year registered	2015	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Quality Audits (Design)	



Mark is a bridge inspection and preservation manager, senior bridge engineer and project manager. He has functioned as task lead, engineer-of-record and design engineer on a variety of bridge replacement, widening, inspection, load rating and rehabilitation tasks throughout the Southeast over a 40+ year career. He was recently task manager for post-tensioned spliced girder bridge in Mississippi replacing steel through-trusses. Recent tasks have included quality control reviews of bridge load ratings in SC and TX and bridge repair plans in NC and SC and PM for a cable-stay bridge inspection in MS.

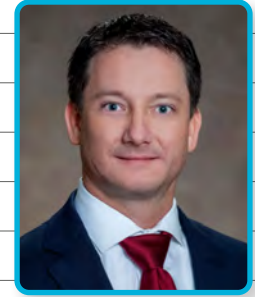
- ✓ 40+ years of bridge services experience
- ✓ 20+ years in quality management and review
- ✓ Experience working in Louisiana
- ✓ Licensed Louisiana Civil Engineer

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/19 – present	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge), Calcasieu Parish, LA. LADOTD. Senior Structural Engineer/QC.</b> Providing technical advice, quality control reviews, and estimating support. WSP is providing engineering, financial, management, and administrative advice and services to assist the Louisiana Department of Transportation and Development with innovative project delivery methods. These services will be provided in connection with administering the procurement process of design-build, construction management at risk, and public-private partnership projects.
02/09 – 4/14	<b>I-595 Express Lanes (P3/Design-Build) between I-75 and I-95, Broward County, FL. FDOT. Bridge Design Task Lead/Engineer of Record.</b> Mark was responsible for the final structure designs for 20 bridges in the design-build phase of a P3 toll project. Designs included 15 highway bridges and five bicycle and pedestrian bridges. Roles included preparing preliminary designs, directly supervising and checking final plans and calculations, writing special provisions, preparing estimates and providing bridge ratings in BrR and construction phase engineering support services. Bridges included curved girders with integral caps.
05/17 – 10/19	<b>Leon Smith Parkway Bridge Widening over Choccolocco Creek in Calhoun County, Oxford, AL. City of Oxford. Engineer of Record.</b> Engineer-of-Record for widening design of a four @ 100-foot span bridge and a five @ 100-foot span bridge utilizing prestressed concrete bulb-tees as sub to the prime design firm, GMC, Inc. Work included checking designs and plans sheets and directly supervising the design. Project was reviewed by ALDOT on behalf of the Town of Oxford and partly state funded. (Construction 2021).
02/21 – present	<b>Complex Bridge Engineering Services State-Wide, Mississippi. MDOT. Contract Manager.</b> Bridge replacement and inspection task assignment and contract manager for the Mississippi Department of Transportation's statewide three-year on-call indefinite delivery and indefinite quantity bridge services contract. Mark is responsible for coordinating the client and team, correspondence, and managing the design production including budget and schedule adherence and overall project delivery. WSP is responsible for providing inspections and engineering-related services for complex bridge projects across the state of Mississippi. The scope of work may include field surveys, hydraulic recommendations, conceptual plans, right-of-way plans, constructability review, quality control, design, and construction engineering services. It also encompasses work such as traffic engineering, field staking, geotechnical, inspection of existing bridges, structural evaluations, LiDAR and infrared thermography, and design-build services in Mississippi.

05/01 – 02/09	<p><b>SCDOT Palmetto Parkway Design Build: Phase I, II and III. SCDOT. Project Manager/Structural QA Reviewer.</b> Scope included owner support engineering services for Prebid, Bid and Construction Phases: Mark served as Project Manager and Lead Structural Review Engineer for pre-bid, bid and construction phase owner engineering support services for 16 bridges and 6-mile interstate connector highway on a new location (I-520) around North Augusta, SC and crossing the Savannah River into Augusta, GA. Bridges were constructed over the Savannah River, wetlands, railroads, highways and interchanges. Tasks included reviews of DB team engineering designs and plans, construction submittals and RFI's and technical and engineering support for PDA pile tests and construction modifications. Savannah River crossing included a navigable waterway and a river levee system.</p>
01/06 – 02/09	<p><b>US 17 Washington Bypass Design-Build, Washington, NC. NCDOT. QA/QC Manager and Technical Advisor.</b> Managed and conducted quality reviews for structures design for the project that included 6.8 miles of US 17 on new location freeway, stream and wetland mitigation design, and two-dimensional tidal flow modeling. Structures include two interchanges and four bridges, including a challenging 2.8-mile-long crossing of the Tar River built top-down using a customized overhead gantry system capable of driving piles, erecting bent caps and girders, and pouring the finished deck.</p>

## 16. Staff Experience:

Firm employed by		Sigma Consulting Group, Inc.	
Name	<b>Robert "Robbie" Lear, Jr., PE, LSI</b>	Years of relevant experience with this employer	24
Title	Vice-President / Sr. Project Manager	Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization		BS / 1996 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 29394 / Louisiana / exp. 03/2025; LSI No. 508 / Louisiana / exp. 09/2023	
Year registered	2001 / 2005	Discipline	Civil Engineering / Land Surveyor Intern
Contract role(s) / brief description of responsibilities		<b>Lead</b> - Roadway Design Reviews (Interstates & Interchanges)	



Robbie is a roadway designer with more than 27 years of experience on major roadway improvements for DOTD and other state and local agencies throughout the Southern U.S.

- ✓ 27 years experience in roadway and transportation design
- ✓ DOTD Experience includes design-build projects such as I-10 & I-12 College Drive Flyover and I-10 Highland to LA-73

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/20 – Present	<b>I-10 &amp; I-12 College Drive Flyover Ramp Design-Build (CE&amp;I/OV), E. Baton Rouge Parish, LA. LADOTD. Lead Design Review Engineer.</b> Mr. Lear is serving as the lead design review engineer for the following design units: definitive design, clearing & grubbing, roadway, drainage, maintenance of traffic, pavement marking & signing, SWPPP and TMP Level 4. His responsibilities include technical reviews of calculations and drawings for conformance to the Minimum Guidelines, Project Technical Performance Specifications, and Contract Documents.
10/16 – 10/20	<b>I-10: Highland to LA 73 Design-Build Project, E. Baton Rouge and Ascension Parish, LA. LADOTD. Roadway Design Engineer.</b> Mr. Lear is the Roadway Design Engineer for this LaDOTD Design Build Project. The project includes widening I-10 for 6.6 miles to 3-lanes in each direction from the Highland Road Interchange to the LA73 Interchange. The I-10 bridges over Highland Road and approaching roadway are being replaced with a new structure and profile grade. Adjustments to the ramp gore areas were required to accommodate the new profile. A 54" median barrier is included for 3.6 miles, with additional detail required for superelevated curves through flat profile grades to ensure adequate drainage. Also, design considerations were necessary to minimize tree clearing through the 3-mile wooded median section of the freeway. A double exit with 2 dedicated exit lanes was design at the I-10 EB exit at Highland Road and a double exit with 1 dedicated exit lane and 1 shared exit lane was designed at the I-10 EB exit at LA73. Existing ramp acceleration and deceleration lanes were lengthened to address traffic queuing problems at the Highland Road Interchange. Mr. Lear was responsible for all road design components of the project.
05/20 – Present	<b>I-10: LA 415 to Essen Lane on I-10/I-12 (CMAR), E. Baton Rouge Parish, LA. LADOTD. Project Engineer.</b> Mr. Lear is a roadway design engineer for the widening of I-10, interchange improvements, and surface street improvements through Baton Rouge. His responsibilities include urban roadway, freeway, and interchange geometrics, profile design, typical sections, design reports, establishing required right of way, and plan preparation using Microstation and Inroads. He is part of the roadway task force which collaborates with the design team, DOTD, and the CMAR contractor.
2019 – Present	<b>Belle Chasse Bridge &amp; Tunnel Replacement Public-Private Partnership Project, Plaquemines and Jefferson Parish, LA. LADOTD. Project Engineer.</b> Mr. Lear is a project engineer for this public/private partnership project for DOTD. He performed the independent technical review of the horizontal and vertical geometrics, superelevation calculations, design reports, and geometric layout and details. He also performed an independent technical review of the right of way maps for the project.

2019 – 10/22	<p><b>I-220/I-20 Interchange &amp; BAFB Access Design-Build, Bossier Parish, LA.</b> <i>LADOTD.</i> <b>Roadway Design Engineer.</b> The project includes adding ramps to the existing I-20/I-220 Interchange and providing full access to the Barksdale Air Force Base via a new 4-lane rural arterial roadway. Mr. Lear is the Roadway Design Engineer for this LADOTD Design-Build Project. He is responsible for preparing the geometric design criteria reports, design exceptions, horizontal and vertical geometrics for the interstate, diagonal and loop ramps, C-D road, and rural arterial; superelevation transitions, typical sections, plan profile sheets, geometric control, geometric layout, geometric details, cross sections, drainage design including cross drains, storm drains, side drains, roadside ditches, existing and design drainage maps, clearing and grubbing plans, and construction support. Mr. Lear also was responsible for QA/QC reviews and/or independent reviews of the Stormwater Pollution Prevention Plan, Interchange Modification Report re-evaluation, traffic control plans, signing and striping plans, and transportation management plan. He also participated in partnering and coordination with the contractor throughout the RFQ, RFP, design and construction phases of the project. As key personnel for the DB process, he participated in all of the required pre-construction project meetings as well as design-build team constructability reviews. He also coordinated with other design disciplines to ensure all project features were considered in the design process.</p>
2013 – 09/20	<p><b>I-10 East Jct. I-49 to LA 328, Lafayette &amp; St. Martin Parishes, LA.</b> <i>LADOTD.</i> <b>Project Manager.</b> Mr. Lear was the project manager and lead roadway engineer for capacity and pavement replacement for 6.7 miles of I-10 in Lafayette, LA. He was responsible for all roadway design components of the project including typical sections, plan profiles, geometric details, sequencing and cross sections. The project included median barrier divided interstate with superelevation, bridge replacement and widening, and local road pier protection. Mr. Lear also coordinated the roadway lighting and utility conflicts with subconsultants, bridge design with DOTD Bridge section and attended public meetings/prepared exhibits for environmental approval. An opinion of probable costs was also developed for the project.</p>
2013 – 02/23	<p><b>I-10: LA 347 to Atchafalaya Floodway Bridge, St. Martin Parish, LA.</b> <i>LADOTD.</i> <b>Project Manager and Lead Roadway Engineer.</b> Mr. Lear was the project manager and lead roadway engineer for replacing and upgrading 2.7 miles of I-10 and intersection safety improvements near Henderson, LA. He was responsible for all roadway design components of the project including typical sections, plan profiles, geometric details, sequencing, level 4 TMP, and cross sections. The project scope also included two roundabouts at the ramp termini points and intersection improvements to LA352/LA347 based on traffic data and access management. Mr. Lear was the road design engineer for these one-lane roundabouts and intersection improvements and attended public meetings for DOTD environmental clearance. Mr. Lear also coordinated the roadway lighting and utility conflicts with subconsultants, and bridge design with DOTD Bridge section, and assembled the multi-discipline construction plan set. He is currently providing construction support for the project.</p>
2013	<p><b>N. Lake Boudreaux Basin Freshwater Introduction (TE-32A), Terrebonne Parish, LA.</b> <i>CPRA.</i> <b>Project Engineer.</b> Mr. Lear served as a project engineer for the QA/QC peer review of the 95% final design report, plans and specifications prepared by T. Baker Smith. Mr. Lear was responsible for the marsh creation review, roadway plans review, survey review, and QA/QC of the specifications and construction cost estimate.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Kenny Collins, PE</b>	<i>Years of relevant experience with this employer</i>	39
<i>Title</i>	Associate Vice President	<i>Years of relevant experience with other employer(s)</i>	0
<i>Degree(s) / Years / Specialization</i>	BS / 1983 / Civil Engineering, Louisiana State University		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 33109 / Louisiana / exp. 9/30/2023		
<i>Year registered</i>	2007	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Roadway Design Reviews (Interstates & Interchanges)		



Kenny is experienced in the design of steel plate girder bridges, development of roadway plans for highway and bridge projects, and the complexities of major bridge improvement projects crossing over navigable waterways. He oversees a range of transportation projects including preparation of NEPA documents, surveys, right-of-way, preparation of final roadway and bridge plans, contract documents and complete construction management and inspection.

- ✓ Highly experienced in steel plate girder bridge design
- ✓ Oversees all elements of transportation structure improvements: bridge/ roadway plan preparation, NEPA documentation, surveying

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
01/99 - 12/02	<b>I-55/I-20/ US 49 Rehabilitation; Stack #3 Design Phase, Jackson, MS. Mississippi DOT. Project Manager.</b> Responsible for contract administration and oversight of project; the re-design and updating of previously designed plans for the major interchange of one highway and two interstates in Jackson, Mississippi. Work included updating 15-year old plans to current standards and specifications, modification of alignments, recreating traffic control and all other aspects of this major interchange, including re-design of a curved plate girder "fly-over" bridge. Michael Baker provided engineering services (field surveys, preliminary through final design, and certain construction phase services including public relations assistance) for the rehabilitation of the interchanges of Interstate 20 with both Interstate 55 and U.S. Highway 49 in Jackson, Mississippi. The total project will be built through a series of four separate construction contracts all designed by Michael Baker. Current project is "STACK III". The project was awarded The 2010 Grand Conceptor Award for Engineering Excellence presented by the American Council of Engineering Companies of Mississippi.
10/17 - 07/22	<b>U.S. 49 Florence to Scales Construction Engineering and Inspection, Rankin County, MS. Confidential Client. Technical Manager.</b> Technical Manager. Responsible for the management of Phase C services. This includes review of all submittals from the contractor and answering all RFI's from the contractor. This also includes attending all meetings with the contractor. Michael Baker provided engineering services, including field surveys, preliminary through final design, construction phase services, and public relations support, for the construction of U.S. 49 from Florence to the Scales Area. Working as an extension of client staff, Michael Baker provided construction management, Phase C Design (RFI/submittals), utility coordination, scheduling review (Primavera P6), material testing, erosion control, surveying, traffic control, and public relations support, for the construction of U.S. 49 from Florence to the Scale Area.
06/91 - 12/05	<b>Shepherdstown Bridge, Jefferson County, WV, and Washington County, MD. West Virginia DOT. Structural Engineer.</b> Responsible for assisting with design and development of preliminary and final bridge plans for the replacement of this historical bridge structure over the Potomac River in Shepherdstown, West Virginia. Michael Baker was selected by the West Virginia Division of Highways (WVDOH) to provide all environmental and engineering services for the replacement of the James Rumsey Bridge. The bridge is a historic structure of Wichert Truss design originally constructed in 1937. It is listed on the National Register of Historic Places. The James Rumsey Bridge carries WV Route 480 and MD Route 34 vehicular traffic over the Potomac River. The bridge currently has sidewalks on both sides that carry pedestrians and bicyclists. The bridge also crosses over the C&O Canal National Park and National Register listed C&O Canal on the Maryland side. The town of Shepherdstown, West Virginia lies on the west side of the bridge. The replacement of the bridge is necessitated by its rapidly deteriorating condition. The AASHTO LRFD Bridge Design Specifications were used for this bridge design.

09/19 - 03/21	<b>S.R. 9 Bridge Replacements, Calhoun County, MS. Mississippi DOT. Technical Manager.</b> Responsible for contract administration and project oversight. Michael Baker provided engineering and design services for final bridge construction plans for four bridge replacements: Bridge No. 35.5 over Shutispear Creek, Bridge No. 40.7 over Yalobusha River Relief, Bridge No. 40.9 over Yalobusha River, and Bridge No. 41.2 over Yalobusha River Relief on S.R.9.
07/21 - 11/22	<b>S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, MS. Mississippi DOT. Engineering Manager.</b> Served as the Engineering Manager to oversee and manage overall aspects of this project. Michael Baker is providing engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.
09/10 - 09/11	<b>Replacement of the S.R. 512 Bridge over the Chickasawhay River, Clarke County, MS. Mississippi DOT. Project Manager.</b> Project Manager. Served as project manager for overall design and plan development. Michael Baker provided engineering services for the replacement of the S.R. 512 bridge over the Chickasawhay River. Michael Baker's services included a review of previous design plans, field survey, and the development of final construction plans. Also served as Technical Manager responsible for project oversight for this Phase C project, which included review of shop drawings for the replacement of the bridge.
04/97 - 12/02	<b>Cowan-Lorraine Road Extension, Gulfport, Harrison County, MS. Mississippi DOT. Project Manager.</b> Responsible for the design of a new 4-lane route extending from I-10 to SR 67(8.0 miles). Work included complete field survey, roadway and bridge design including both prestressed concrete beam spans and a 492-foot long 3-spancontinuous steel plate girder high rise bridge. The roadway included a diamond interchange at S.R. 67. There were two hydraulic crossings one of which was a major crossing of the Biloxi River where navigational clearances were required. Bridges were also required for the grade crossing of the diamond interchange. Michael Baker provided complete environmental services in connection with this 8-mile project; a new 4-lane divided highway all on new location. Michael Baker also provided complete engineering services for the design of 4-laning eight (8) miles of Cowan-Lorraine Road Extension in Harrison County.
10/95 - 04/98	<b>I-10 Widening, Harrison County, Mississippi, From Exit 28 to East of the Biloxi River Bridges, Harrison County, MS. Mississippi DOT. Engineer.</b> . Responsible for the design of the widening of the two I-10 bridges over Fritz Creek and Biloxi River. Michael Baker provided engineering services to add one additional lane each direction to I-10 from just east of the Wolf River to just east of the Biloxi River, approximately 12.6 miles. The project included widening 10 pairs of structures.
10/92 - 12/96	<b>S.R. 26 Pearl River Bridge Replacement, Bogalusa, LA. Mississippi DOT. Project Manager.</b> Responsible for overall project management. Produced structural design calculations and drawings for S.R. 26 bridge. Michael Baker provided engineering services for a 3,000-foot long bridge having a navigational span using Bulb-T girders and providing navigational clearances for future barge traffic.

## 16. Staff Experience:

Firm employed by		Urban Systems, Inc.	
Name	Alison C. Michel, PE, PTOE, PTP, RSP2i	Years of relevant experience with this employer	22
Title	President / Transportation Engineer	Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization		BS / 1997 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 30261 / Louisiana / exp. 03/2025; Traffic Engineering Analysis Process & Report Modules 1-3	
Year registered	2002	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Lead - Roadway Design Reviews (Traffic / MOT)	



Ms. Michel has over 25 years experience in Traffic Engineering and Transportation Planning. Ms. Michel has extensive design experience that includes permanent and temporary traffic signals, traffic control devices for work zones, intelligent transportation systems, signage and striping. She has also prepared construction documents and provided construction engineering services for roadway modifications at intersections, point repairs and roadway reconstruction. She has a wide array of experience with transportation studies including traffic impact, safety, corridor, feasibility/Stage 0, environmental/ Stage 1, multi-modal and transit facilities. She has experience in the timing of coordinated signal systems and progression analyses. She is proficient in microscopic simulation modeling using VISSIM and CORSIM and also in analysis programs such as Highway Capacity Software (HCS), Tru-Traffic and SIDRA.

- ✓ More than 25 years experience
- ✓ Traffic engineering and transportation planning expert

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/14 - 03/14	<b>LA 378 Widening and Realignment - Statewide Stage 0 Studies, Calcasieu Parish, LA. LADOTD. Principal In Charge.</b> Ms. Michel was the Principal in Charge of the team that prepared the Traffic Study to develop and compare alternatives to improve the corridor for both operations and safety. She participated in field visits and conducted travel time runs. Traffic Assignments and Forecasting for alternatives included the use of Transcad model output. Improvements considered included access management techniques such as adding a median and driveway consolidation in line with LADOTD policies.
10/10- ongoing	<b>Pecue Lane/ I-10 Interchange Environmental Assessment, Baton Rouge, LA. LADOTD. Principal in Charge of Traffic Engineering.</b> Ms. Michel managed the staff, communicated with clients and performed the technical QA/QC for each phase. The phases included preparing a traffic study for the Stage 1 Environmental Assessment, updating the Interchange Justification Report for submittal to FHWA, preparing a Transportation Management Plan, and designing traffic signals using the LADOTD TSI format. At the time of the design, this was to be Louisiana's first Diverging Diamond Interchange (DDI). Ms. Michel worked closely with DOTD and Baton Rouge City-Parish to develop signal phasing and timing for the DDI using Highway Capacity Software and VISSIM. The design of the signal at the intersection of Pecue Ln at Rieger Rd was also reviewed by Ms. Michel. Her familiarity with Highway Capacity Software, Transcad, CORSIM and VISSIM was critically important during the various phases of the project. Ms. Michel reviewed the construction cost estimates for each signal. The last phase of this project will be construction administration.
01/14- 08/19	<b>US 90 (I-49) Albertson's Parkway to Ambassador Caffery Design-Build Project, Lafayette Parish, LA. James Construction Group. Traffic Engineer.</b> Ms. Michel was a member of the key personnel for this design-build project as the Traffic Engineer. The project included converting US 90 to a controlled access facility by converting at-grade intersections to an interchange. The bridge structure had to span the intersection and a railroad. She supervised the design and analysis and performed QA-QC for temporary and permanent signal plans, permanent signage plans, temporary traffic control plans and the Transportation Management Plan. Signal plans were prepared using the DOTD's latest TSI format. Analysis included developing design hour volumes for the design year and modeling signals in Synchro. Phasing and timing were developed for both permanent and temporary signal operation.



03/01 – 04/09	<p><b>LA 385 and (Ryan) Street at Prien Lake Road Intersection Improvements, Lake Charles, LA. LADOTD. Project Manager.</b> Ms. Michel was the project manager responsible for the preparation of roadway widening and signal design plans for this LADOTD project. First a CORSIM analysis of various intersection improvement strategies was conducted to determine the optimum lane configuration and signal operations. Once the preferred conceptual layout was identified, construction documents based on LADOTD standards were prepared to add turn lanes to both Ryan Street and Prien Lake Road within limited Right of Way. In addition to the traffic signal modifications, the design included modification to drainage, reconfiguration of driveways, improving corner radii, widening concrete pavement and an asphalt overlay. Preliminary and Final plans, specifications and a cost estimate using LADOTD pay items were prepared under Ms. Michel's direction. The project was constructed successfully.</p>
07/04 – 04/06	<p><b>LADOTD Traffic Signal/ITS Study and Design, District 02. LADOTD. Project Manager.</b> Ms. Michel was project manager for Traffic Engineering Studies, Traffic Signal Design and Intelligent Transportation Systems (ITS) services to LADOTD District 02. Services included: Project Management / Warrant Analyses / Traffic Signal Studies and Signal Design - Systems and Individual</p> <p>701-65-0493 - Intersection Safety Study, US 61 at LA 50 (Almedia Road) St. Charles Parish</p> <p>701-65-0494 - Traffic Study, LA 49 at 33rd Street, Jefferson Parish</p> <p>701-65-0500 - Signal Study, US 61 at Evangeline Road, St. Charles Parish</p> <p>701-65-0501 - Signal Study, US 61 at East Harding Road, St. Charles Parish</p> <p>701-65-0502 - Traffic Study, LA 49 at 32nd Street, Jefferson Parish</p> <p>701-65-0616 - Traffic Studies, LA 39 Judge Perez Drive @ Palmisano Boulevard (Paris Rd.); Jean Lafitte Parkway, Rowley Boulevard, Mehle Street, St. Bernard Parish</p> <p>701-65-0618 - Signal System Design, LA 46 St. Bernard Highway @ LA 47 (Paris Road), Jean Lafitte Parkway, Rowley Boulevard, Mehle Street, &amp; LA 47 (Paris Road) @ Genie Street, St. Bernard Parish</p>

## 16. Staff Experience:

Firm employed by		Urban Systems, Inc.	
Name	Nicole H. Stewart, PE, PTOE		Years of relevant experience with this employer
Title	Vice President / Transportation Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2004 / Civil Engineering; BS / 2004 / Physics	
Active registration number / state / expiration date		Professional Engineer No. 34750 / Louisiana / exp. 09/2023; Traffic Engineering Analysis Process & Report Modules 1-3	
Year registered	2009	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Roadway Design Reviews (Traffic / MOT)	



Ms. Stewart has 18 years of experience in Traffic and Transportation Engineering and is a certified Traffic Control Design Specialist. Ms. Stewart has designed numerous Traffic Control Devices Plans to meet LADOTD and MUTCD standards. Ms. Stewart has experience in Transportation/Traffic engineering including transportation studies, safety studies and traffic impact studies. Her design experience includes signal design and timing of coordinated systems, striping, signage, geometric design, pavement design, and drainage. She has experience using Highway Capacity Software (HCS), Synchro, and TruTraffic in the timing and coordinating of traffic signals.

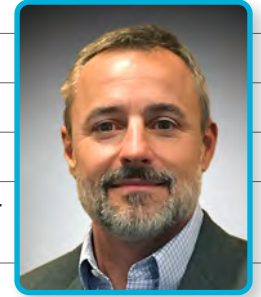
- ✓ 18+ years experience
- ✓ Expertise in Traffic and Transport engineering

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/12 - 11/13	<b>MacArthur Interchange Signal Modification/ Signage &amp; Striping / Traffic Control Devices Plans, Harvey, LA. LADOTD. Traffic Engineer.</b> The traffic study to evaluate the existing and projected operating conditions of the lower Westbank Expressway was prepared by Ms. Stewart. In the Design Phase, Ms. Stewart designed the new traffic signals for the interchange and neighboring intersections. She prepared the striping and signage plans to accommodate the ramp changes and prepared Traffic Control Devices Plans for the various stages of construction.
01/14 - 08/19	<b>US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design-Build Project, Lafayette, LA. LADOTD. Traffic Engineer.</b> Ms. Stewart prepared the Traffic Control Device Plans for all phases of construction. Ms. Stewart was responsible for the design of the permanent signage for the new portion of I-49 within the project limits. Traffic Control Devices and Signage plans were prepared to be in accordance with the Manual of Uniform Traffic Control Devices and the most current LADOTD standards. Throughout construction, Ms. Stewart was available to meet with the contractor and visit the construction site on an as needed basis. Ms. Stewart provided timely responses to RFI's and prepared plan changes to address concerns raised in the field. She also prepared As-Built plans once the project was complete in August 2019.
02/15- 06/16	<b>Bridge Preventative Maintenance District 61. Port Allen, LA. LADOTD. Principal In Charge.</b> Ms. Stewart was the Principal In Charge for Traffic Management Plans (TMP) for bridge replacement and repairs for various locations in Louisiana. This included developing various levels of TMP's based on LADOTD EDSM guidelines. Tasks included conducting capacity analysis, safety analysis, detour analysis and developing proposed mitigations where applicable. For the reconstruction of the LA 1 bridge over the Intracoastal Waterway, a detailed Level 3 TMP was prepared. For this TMP, detailed work zone impact management strategies were developed to help minimize the project's impact on mobility.
05/18 - 04/19	<b>TMP for I-10: West of 108 to I-210 Interchange: Rubblize and Overlay, Lake Charles, LA. LADOTD. Lead Engineer.</b> As the lead engineer for this Traffic Management Plan, Ms. Stewart was responsible for the preparation of the safety analysis. She conducted the analysis per the guidelines set forth by LADOTD in Guidelines for Crash Data Analysis for this TMP in Lake Charles, LA. She conducted queue analysis to identify when lane closures would be permitted, identified the construction impact area and reviewed crash data for more than 350 collisions. Ms. Stewart identified trends and calculated crash rates and determined that the section of I-10 that was going to be rubblized had a crash rate that was higher than the statewide average and required mitigation.

04/10- 09/11	<b>I-10 Crossing - Irish Bayou Bridge, New Orleans, LA.</b> <i>Corps of Engineers.</i> <b>Project Manager.</b> Ms. Stewart was the project manager for this project which involved designing traffic control devices plans for the I-10 Highway Crossing Levee Enlargement project at Irish Bayou Road in New Orleans East. The plans included multiple and phased road closures of a six (6) lane section of Interstate 10 including nighttime closures. In addition to managing the project, she was responsible for QA-QC.
05/09 - 05/10	<b>Redwood / Sandalwood Streets Capital Improvements, New Orleans, LA.</b> <i>City of New Orleans.</i> <b>Project Engineer.</b> Ms. Stewart was project engineer for the construction administration for this complete roadway reconstruction. Ms. Stewart met with the contractor, resident inspector, and City Project Manager on a weekly basis to discuss progress, concerns, and upcoming works. Ms. Stewart responded to all requests for information and reviewed all contactor pay requests. At the end of construction, Ms. Stewart lead the final walk through and provided a punch list of items that required attention before the project could be closed out.

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	<b>Brooks Miller, Jr., PE, PTOE</b>	Years of relevant experience with this employer	24
Title	Surface Transportation Manager	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS / 1998 / Civil Engineering; BS / 1996 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 34472 / Louisiana / exp. 09/30/2023; Professional Traffic Operations Engineer No. 3774 / exp. 11/21/2023; Traffic Engineering Analysis Process & Report Modules 1-3	
Year registered	2009; 2014	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Roadway Design Reviews (Traffic/MOT)	



Brooks is experienced in designing and managing roadway and traffic design projects. He has gained valuable planning, roadway and traffic related experience over the last several years working on numerous DOT projects. Brooks has served as project manager on numerous high-profile highway design and rehabilitation projects involving design coordination, plan development, signing and pavement marking details development, traffic signal design, community outreach, contractor coordination and issue resolution, and intricate maintenance of traffic and construction phasing design.

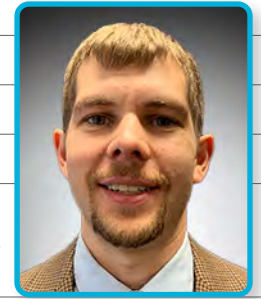
- ✓ MOT/Roadway Manager for the Mobile River Bridge project
- ✓ Experience with DOT projects
- ✓ 24 years experience

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/22 - present	<b>Owner's Project Manager for I-10 Mobile River Bridge and Bayway Project. Alabama DOT. MOT and Roadway Manager.</b> Michael Baker is serving as the owner's representative for the Mobile River Bridge and Bayway Project. This is to provide support services to ALDOT to ensure compliance of the Design-Builders design, construction, contract documents, construction engineering and inspection, and testing.
07/22 - present	<b>SR 35 Widening and Additional Lanes from CR-62 to CR-124 through the Town of Section, Jackson County, AL. Alabama DOT. Project Manager.</b> Michael Baker provided engineering services to widen and add lanes to SR 35 through the Town and Section. Michael Baker's services included the preparation of right-of-way plans, stormwater design, floodplain studies, erosion and sediment control plans, final design, cost estimates, and traffic control plans.
06/21 – 11-22	<b>Owner's Project Manager for I-10 Mobile River Bridge and Bayway Project (Phase 1). Alabama DOT. Project Manager.</b> Michael Baker served as the owner's representative for the Mobile River Bridge and Bayway Project (Phase 1). This included pre-construction activities, writing and assisting with the RFQ and RFP, and helping manage other project consultants while short-listing and selecting a Design-Build Team.
05/19 – 09/19	<b>SR-6 (US-82) Widening and Additional Lanes from SR-14 to US-31 in Prattville, Alabama. Alabama DOT. Project Manager.</b> Responsible for roadway and drainage design for Final Construction Plans to the client for a 3-mile highway widening project on US-82 in Prattville, AL. Project included the replacement of 2 bridges. A hydraulic bridge over Autauga Creek and a second bridge over a Norfolk Southern Railroad line. The project also included the design for asphalt paving with a concrete paving alternate.
02/17 – 08/18	<b>SR 304 and McIngvale Road Interchange, Final Construction Plans, Desoto County, MS. Mississippi DOT. Project Manager.</b> Michael Baker developed Phase B Final Contract Plans for a new diamond interchange at SR 304 and McIngvale Road. Michael Baker provided final design for four ramps and developed a 3D design model of the new interchange using Power Geopak. Included in this contract, Michael Baker developed drainage plans, permanent signing and pavement marking plans, traffic control plans and details, construction signing, and traffic signal design for two traffic signals located at the EB and WB ramp intersections with McIngvale Road. Michael Baker prepared intelligent transportation system (ITS) plans and details for a fiber connection between traffic signals and existing ITS infrastructure.

04/06 – 08/11	<p><b>Reconstruction of I-55 from North of Old Agency Road to South of SR 463, Madison County, MS. Mississippi DOT. Civil Engineer.</b> <i>Mississippi DOT. Civil Engineer.</i> Michael Baker provided engineering services for the reconstruction of three miles of I-55 from Old Agency Road to SR 463. The reconstruction created a split-diamond interchange with frontage roads and several bridges and retaining walls. A new four-lane boulevard was constructed as the southern leg of the interchange, and an existing two-lane road was reconstructed into a four-lane boulevard as the northern leg. Michael Baker provided field surveys, digital orthophotography mapping, preliminary and final roadway, bridge, and retaining wall design; hydraulics and hydrology; maps and deeds; signalization, intelligent transportation system, and lighting design; construction phase services; and quality control/quality assurance.</p>
07/15–08/19	<p><b>SR 304 and McIngvale Road Interchange Environmental Assessment and Phase A Right-of-Way Plans, DeSoto County, MS. Mississippi DOT. Project Manager.</b> Responsible for project oversight. Michael Baker is performing an environmental assessment and preparing Phase A right-of-way plans for a proposed interchange at SR 304 and McIngvale Road. Michael Baker’s services include data collection and analysis, traffic impact analyses, alternatives analysis, preparation of preliminary and final right-of-way plans, public involvement, and preparation of environmental assessment documentation.</p>
09/13–08/16	<p><b>SR 15 and Lamey Bridge Road Roundabout, Harrison County, MS. Mississippi DOT. Project Manager.</b> Responsibilities include project management, budget setup, roadway plan design and detail, QC/QA, and preliminary and final submittal of Phase A Final Right-of-Way plans. Michael Baker provided engineering and environmental services for a proposed roundabout at the intersection of SR 15 and Lamey Bridge Road. Michael Baker’s services included a Phase I archaeological survey, a categorical exclusion, a traffic analysis and impact study, and development of Phase A final right-of-way plans.</p>
04/07 – 02/13	<p><b>I-269 from East of I-55 to North of S.R. 305, DeSoto County, MS. Mississippi DOT. Project Manager.</b> Responsible for the project management, budget, roadway design plans, and QA/QC. Michael Baker provided engineering services for I-269 from east of I-55 to north of SR 305, and services included detailed mapping from aerial photography, field surveys, traffic analysis, the preparation of final right-of-way plans, and preparation of final construction plans.</p>
01/10 – 12/12	<p><b>I-15 Corridor Expansion, Utah County, Utah. Utah Department of Transportation. Utah DOT. Civil Engineer/MOT Manager.</b> I-15 CORE was a \$1.2 billion project in Utah County that included the reconstruction of 24 miles of I-15, including 10 interchanges and 63 bridges. Served as the Maintenance of Traffic (MOT) Design Lead from project startup in January 2010 to February 2011. Provided the maintenance of traffic and construction phasing design for the four-mile segment of I-15, including three full interchange replacements. Served as the Maintenance of Traffic Manager from February 2011 to project completion in December 2012. Responsibilities included maintenance of traffic (MOT) and construction phasing design. Coordinated and resolved traffic issues with owners, contractors and local agency stakeholders. Responsible for Requests and Notices of Closures with UDOT, conducted Technical Workgroup meetings, and handled MOT design changes during construction. Project also included accelerated bridge construction design and complex construction phasing.</p>
12/09 – 01/14	<p><b>I-55/SR 570 Interchange Improvements, McComb, MS. Mississippi DOT. Project Manager.</b> Responsible for the project management, budget setup, plan design and detail, quantity calculations, QC/QA, and final roadway design and traffic signal plans. Under an engineering services master agreement, Michael Baker performed the field survey and developed final roadway and traffic signal design plans for interchange improvements at the I-55 and SR 570 interchange. The project widened and lengthened the entrance and exit ramps to add turn lanes and included two new traffic signals on SR 570. Michael Baker performed the traffic modeling for the improvements and designing conduit and fiber-optic cable installations to interconnect the new traffic signals with the master system.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	<b>Brandon Pitre, PE, RSP<sub>1</sub></b>	Years of relevant experience with this employer	3
Title	Transportation Engineer	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MSCE/2012/Civil Engineering; BSCE/2010/Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 40975/Louisiana/exp. 03/31/2023; Traffic Control Technician/ LA State Specific / 04/2026; Traffic Control Supervisor / LA State Specific / 04/2026; Certified Flagger / 1/2024 Traffic Engineering Analysis Process & Report Modules 1-3; Roadway Safety Professional 1 / 12/2025	
Year registered	2016; 2018; 2020	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		<b>Lead</b> - Roadway Design Reviews (Local Roads)	



Brandon is a transportation engineer with experience in conceptual and geometric design for a variety of roadway projects. He has worked in the public sector at LADOTD in the Construction and Road Design Sections before working as an engineering consultant. His professional experience as a transportation engineer includes roadway geometric design and plan development primarily using Bentley MicroStation and InRoads, quantity take-off calculations of construction items used to develop cost estimates, stormwater drainage analysis and design, technical report writing, and compilation of construction specifications.

- ✓ Former DOTD Road Designer
- ✓ Louisiana local
- ✓ Certified Roadway Safety Professional (Level 1) with TEPR Modules 1-3

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/21 - Ongoing	<b>US 371: KCS RR Overpasses HBI, Webster Parish, Louisiana. DOTD. Transportation Engineer/Project Manager.</b> Serving as Project Manager and Roadway Design Lead for the project who will oversee the delivery of the Preliminary and Final roadway and bridge design plans. The project consists of the design and replacement of three bridges which cross over a KCS railroad line at two different locations in Webster Parish (Sibley and Minden). The new bridges will be concrete girder-type and includes widening the two existing bridges in Minden to accommodate an additional travel lane for each bridge. A detour bridge will also be included for the Sibley location. Strict adherence to the KCS railroad design guidelines as well as adequate coordination with KCS will have to be maintained during all phases of design.
08/22 - Ongoing	<b>Barksdale AFB Entrance Road and Gate Complex, Design-Build, Bossier Parish, Louisiana. Naval Facilities Engineering Command (NAVFAC). Transportation Engineer.</b> Responsible for the roadway design and construction plan development of this project. The project consists of the design and construction of an extension of an existing state-owned highway, LA 1267, along with a new multi-lane roundabout. The new roadway will be a 4-lane divided highway entrance into the Barksdale AFB. Mr. Pitre is mainly responsible for the development of the 3D roadway design model for the project as well as overseeing the delivery of the construction plans.
06/18 - 12/19	<b>US 90 Ramps at LA 88 Roundabouts, New Iberia, Louisiana / Highway Safety Design Retainer. Texas DOT. Lead Roadway Designer.</b> Served as lead Roadway Design Engineer for this project whose scope consisted of converting the eastbound and westbound U.S. 90 ramp terminals into two multilane roundabouts, along with making improvements to the existing drainage network (sub-surface and open ditch) to increase hydraulic capacity. Since the local project representatives expressed concerns for design solutions aimed at reducing flooding during intense rain events, many of the existing cross drains, side drains, and existing roadside ditches needed to be upsized. Other safety measures were implemented in this project by the following measures: safety end treatments on culvert ends adjacent to LA 88, guard rail improvements based on the latest DOTD design standards, flexible traffic delineators separating lanes of opposing traffic flow, and two U-turns (bulb-outs) added along LA 88 on each side of U.S. 90. Responsible for roadway design and construction plan production, completing the 100% Preliminary Plans based on comments from the client at the Plan-In-Hand meeting. This involved resolution of all the client's comments from the 100% Preliminary Plans submittal which involved items such as: modifying the typical pavement sections and details, adjusting the roadside ditch geometry, revising the construction sequencing layout, modifying the drainage design, and creating the permanent signing and pavement marking layout sheets. Responsible for developing and delivering the 100% Final Plans as the Engineer of Record which involved determining the required quantities of the required construction items and developing the accompanying construction cost estimate. Other work for this project included creating the existing and proposed drainage maps, hydraulics calculations utilizing DOTD's HYDRWIN program and preparation of the hydraulics report.

12/17 - 07/18	<p><b>U.S. 190B at Jefferson Avenue Roundabout Design for Highway Safety Design Retainer, Covington, Louisiana.</b> <i>DOTD. Roadway Design Engineer.</i> Responsible for design and construction plan production for this project, whose scope consisted of converting a four-way intersection into a single-lane roundabout in downtown Covington in an area of narrow right-of-way limits. Responsible for completing 100% Preliminary Plans based on comments from the client (DOTD) at the Plan-In-Hand meeting. This involved making several changes to the plans such as: revisions to the typical pavement section and details, plan and profile sheets, and construction sequencing sheets. Responsible for developing the 60% Final Plans which involved resolution of all the client's comments from the 100% Preliminary Plan submittal, determining the required construction items, and developing the accompanying construction cost estimate. Other work included hydraulics calculations utilizing DOTD's HYDRWIN drainage program and preparation of the hydraulics report. During the 60% Final Plans development stage, this project was halted by DOTD based on the significant real estate cost for acquisition of an adjacent property (gas station on intersection corner).</p>
04/22 - Ongoing	<p><b>LA 30: EBR P/L - I-10, Iberville and Ascension Parishes, Louisiana.</b> <i>DOTD. Transportation Engineer/Project Manager.</i> Serving as the Project Manager of and Lead Roadway Engineer for the project. The project is an environmental assessment (EA) which consists of widening approximately 14 miles of LA 30 from two lanes to at least four lanes. Responsible for generating the roadway line-and-grade diagrams to evaluate the reasonable alternatives based on the traffic analysis and recommended improvements to the major intersections along the project limits.</p>
06/22 - Ongoing	<p><b>NORG - Avondale PEL Study, Jefferson Parish, Louisiana.</b> <i>DOTD. Transportation Engineer.</i> As part of this environmental study to remove and replace four at-grade railroad crossings, Mr. Pitre is responsible for evaluating feasible alternatives for new overpass bridge structures at suitable locations for the proposed railroad crossings, while adhering to LADOTD, Jefferson Parish, and the railroad's design requirements as well as local property constraints. Other responsibilities include development of the typical roadway and bridge sections, horizontal alignments and vertical alignments / profiles, cost estimates for each alternative, as well as ensuring that the proposed geometry will be able to accommodate the turning movements of trucks on some of the proposed routes.</p>
01/21 - 01/23	<p><b>Rental Car Lot Improvements - Phase 1.</b> <i>Lake Charles Regional Airport. Project Manager.</i> Provided design and construction administrative services for a parking lot improvement project which including expanding the existing rental car parking lot, drainage improvements, signing and striping, and upgraded access control with the installation of traffic gate operators. Project was designed and constructed in accordance with DOTD specifications</p>

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Alison R. Gonzalez</b>	<i>Years of relevant experience with this employer</i>	3
<i>Title</i>	Project Manager	<i>Years of relevant experience with other employer(s)</i>	12
<i>Degree(s) / Years / Specialization</i>	B.S., 2007, Civil Engineering, Georgia Institute of Technology		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 0047215 / Louisiana / 03/2025		
<i>Year registered</i>	2022	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Roadway Design Reviews (Local Roads)		



Ms. Gonzalez is a transportation engineer specializing in highway location and design and bicycle/pedestrian facility design projects. In these roles, she is responsible for the development of conceptual layouts and construction plan designs for highway design and location projects in Georgia. Her detailed responsibilities include roadway geometric design; drainage analysis and design; construction staging design; erosion, sedimentation & pollution control and monitoring plan preparation; signing & marking design; quantities and cost estimates; and construction and right of way plan preparation.

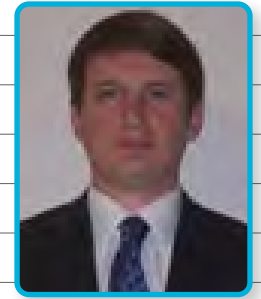
- ✓ 15 years experience
- ✓ Extensive experience in roadway design

<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
10/2020– Present	<b>Bridge Replacement on Sea Island Road over Dunbar Creek, St. Simons Island, Georgia.</b> Georgia Department of Transportation. <b>Lead Roadway Engineer.</b> Responsible for the roadway design and development of conceptual layouts, preliminary plans, and final plans. Detailed responsibilities include roadway geometric design, construction staging design, erosion, sedimentation and pollution control, and monitoring plan preparation, signing and marking design, quantities and cost estimates, and construction and right-of-way plan preparation. Michael Baker provided pre-construction design services for the replacement of a structurally deficient bridge on CR 583/Sea Island Road over Dunbar Creek on St. Simons Island, Georgia. Services include survey, concept development, preliminary and final design, bridge design, traffic analysis, environmental studies, NEPA documentation, public involvement, utility coordination, and hydraulics and drainage design.
8/2020– Present	<b>PI 0012757 PI 0012758 I-16/I-95 Pre-Let and Post-Let GEC Services, Chatham County, Savannah, Georgia.</b> Georgia Department of Transportation. <b>Subject Matter Expert.</b> Responsible for reviewing roadway plans and design calculations to ensure that the design is in compliance with the Design-Build Agreement (DBA). Michael Baker is providing owner's representative post-let general engineering consultant services on the I-16 at I-95 interchange improvements and I-16 widening, as part of GDOT's MMIP program. Services include final design review, submittal review, and owner's verification of design-builder-provided construction engineering and inspection services.
01/22 - 06/22	<b>Rockingham Farms Development at Veterans Parkway – Diverging Diamond Interchange, Chatham County, Georgia.</b> Landmark 24. <b>Assistant Project Manager.</b> Responsible for assisting in overseeing the design of thirty percent costing plans and conceptual cost estimate for a new Diverging Diamond Interchange (DDI). The interchange will provide access to a new 1100 acre light industrial / warehouse development and will be located on Veterans Parkway approximately 1.4 miles south of Chatham Parkway, in the City of Savannah. The project includes a new bridge 260-foot long by 99-foot wide (2 spans), with four 15-foot wide travel lanes (2 lanes in each direction), a 20-foot raised median and 8-foot shoulders over Veterans Parkway. The new bridge will be a pre-stressed concrete (PSC) beam bridge supported on PSC pile bents. The City of Savannah is letting the project, but the design will adhere to GDOT's plan presentation guidelines. The bridge design will follow the American Association of State Highway and Transportation Officials (AASHTO) standard specifications, use GDOT design software and GDOT Bridge Design Manual policies and standards, and will be prepared per GDOT's Bridge Detailing Manual.



## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Brian Hundt, PE</b>	Years of relevant experience with this employer	3
Title	Senior Civil Engineer	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 39459 / Louisiana / exp. 09/2023; PMP No. 2701475	
Year registered	2015	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Roadway Design Reviews (Local Roads)	



Brian has 13 years of experience as a civil engineer on numerous projects such as roadway design, waterline replacement, drainage design, production of construction documents, construction administration, inspection, and project closeout procedures. Throughout his professional career, Brian has worked closely with Louisiana Department of Transportation, Jefferson Parish, New Orleans Sewerage and Water Board, City of New Orleans Department of Public Works, Port of South Louisiana, and St. Charles Parish.

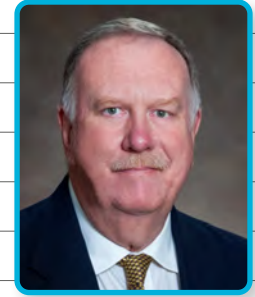
- ✓ Expertise working in Louisiana
- ✓ Licensed Louisiana Civil Engineer

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/2022- 12/2022	<b>Louisiana Gulf Terminal Mainline Extension, Plaquemines, LA. LADOTD. Project Engineer.</b> WSP performed engineering design and permitting services for a freight rail line mainline extension project (approx. 9 miles of track). The project encompassed integration and coordination with federal, state and local public agencies and multiple private entities including Industries, Utility owners, and private landowners. Responsibilities included road design task lead for nine miles of railway access road, design of existing roadway improvements for proposed at grade rail crossings and coordination with LADOTD. Roadway design is in accordance with Plaquemines Parish Public Works and LADOTD.
02/2020 - 07/2023	<b>Bonnabel Boulevard Roadway Improvements (Metairie Rd. to I-10), Jefferson, LA. Jefferson Parish. Project Engineer.</b> The project, which is a Federal aid program with joint FHWA and Jefferson Parish funding, will provide a 3" mill and overlay of the roadway surface, full depth concrete patching and curb replacement. As project engineer, Brian coordinated with Jefferson Parish and LADOTD engineering staff, created preliminary drawings per LADOTD standards, established a proposed profile to aide surface drainage and create proposed cross sections. The design work was performed with Inroads SS2. Design guidelines followed included Jefferson Parish, LADOTD and AASHTO.
03/2019- 05/2021	<b>Seabrook Bridge, New Orleans, LA. Port of New Orleans. Senior Project Manager.</b> Responsible for the design, construction administration, and resident inspection services for the replacement of two approach spans of a railroad steel rail bridge. Per AREMA 2018 code, analysis and design of the superstructure and bearings for approach spans were performed along with creating design calculation reports, final drawings, and contract document specifications. Construction administration services included reviewing shop drawings, answering Requests for Information, attending coordination meeting between the Port of New Orleans, Norfolk Southern and the contractor.
12/2016 - 06/2018	<b>St. Bernard Group A, New Orleans, LA. City of New Orleans Dept. of Public Works. Project Engineer.</b> This project includes roadway reconstruction, roadway repairs, waterline replacement, sidewalk repairs, and handicap ramp replacement for forty-five blocks within the City of New Orleans. Brian attended design meetings with the New Orleans Department of Public Works, Sewerage and Water Board. He conducted field visits to determine the location of utilities (including water and sewer lines) roadway and sidewalk repairs, creating plan sheets, calculating quantities, creating cost estimates, and compiling bid documents and specifications.

06/2018 – 01/2020	<p><b>Texas High Speed Rail Project.</b> <i>TxDOT.</i> <b>Project Engineer.</b> WSP provided support services to develop, design, operate, and maintain the 240-mile high-speed bullet train connecting North Texas and Houston in 90 minutes, benefiting approximately 50,000 commuters traveling between these areas. The project included the design of a two-way track with approximately 60% of the track located on an elevated viaduct, allowing for under-the-facility travel by assorted domestic and wildlife, while local roads and expressways will go above or below the tracks. Unique design features accommodate the N700-I Tokaido Shinkansen bullet train vehicle, with a travel time of approximately 90 minutes between Dallas and Houston, with maximum speeds of 205 miles per hour in a fully sealed corridor. The project, funded by Japan, was delivered in 10 design segments, including maintenance of way facilities and station facilities.</p>
02/2019– 04/2019	<p><b>I-440 and Glenwood Ave. Interchange, Raleigh, NC.</b> <i>NCDOT.</i> <b>Civil Engineer.</b> Created a conceptual layout that determined the possible right of way impact for an interchange improvement. The conceptual design called a proposed partial cloverleaf interchange, a flyover ramp and widening of the existing interchange. Brian's duties included designing the proposed horizontal and vertical alignments for 8 ramps that included loop, flyover, and entrance and exit ramps. The design work was performed in Geopak SS2. North Carolina Department of Transportation and AASHTO guidelines were followed for the conceptual design of the interchange.</p>
02/2011 – 11/2016	<p><b>Submerged Roads Program, Council Districts 1, 2, &amp; 5, Jefferson Parish, LA.</b> <i>Jefferson Parish Dept. of Engineering.</i> <b>Project Engineer.</b> Brian designed 12 Jefferson Parish projects pavement repairs and overlay of Hurricane Katrina roadway damage under a FEMA funded program. The total program design spanned approximately 100 miles of Jefferson Parish roadway. He designed 375,000 square yards of Portland Cement Concrete Pavement for street replacement and 80,000 tons of asphaltic street replacement and repairs. He also managed Jefferson Parish agreements, design staff, and coordinated the bidding process including prebid meetings, addenda, and review of bids. During the construction phase, Brian managed project inspection, testing reports, contractor payment request, and project closeout. All design was in accordance with Jefferson Parish and FEMA requirements.</p>
10/2010 – 08/2011	<p><b>Island Road Restoration, Terrebonne Parish, LA.</b> <i>Terrebonne Parish.</i> <b>Project Engineer.</b> Responsible for the construction administration phase of the project which consisted cold mill of existing asphalt pavement, placing 20,000 cubic yards of new crushed stone base course, and placing 6,600 tons of super-pave asphalt surface and overlay on the existing and widened roadway. The design also included 17,000 cubic yards of stone riprap to stabilize and line the side slopes adjacent to waterways on both sides of the roadway. Duties included approving submittals, weekly inspections, recommending plan changes, tracking quantities, reviewing pay requests and creating change orders.</p>

## 16. Staff Experience:

Firm employed by		Sigma Consulting Group, Inc.	
Name	<b>Bryan K. Harmon, PE</b>	Years of relevant experience with this employer	7
Title	Vice-President / Special Projects Engineer	Years of relevant experience with other employer(s)	33
Degree(s) / Years / Specialization		BS, 1981, Agricultural Engineering; BS, 1982, Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 22595 / Louisiana / exp. 03/31/25	
Year registered	1987	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Roadway Design Reviews (Local Roads)	



Bryan will support our Local Roads Design Review team with more than 40 years of experience focused on roadway and drainage improvement projects throughout the Southern U.S. He has prior design-build experience on multiple DOTD I-10 improvement projects.

- ✓ 40 years experience in roadway design and oversight
- ✓ DOTD Experience includes design-build projects such as I-10 & I-12 College Drive Flyover and I-10 Highland to LA-73

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/20 – Present	<b>I-10 &amp; I-12 College Drive Flyover Ramp Design-Build (CE&amp;I/OV), E. Baton Rouge Parish, LA. LADOTD. Road Design and Drainage Design Reviewer.</b> Mr. Harmon is serving as both a road design and drainage design reviewer, providing support services to DOTD for this Project. This project consists of modifying the I-10 West/ College Drive exit into separate I-12 West and I-10 West exits. Mr. Harmon's responsibilities include participation in the progress reviews of each Design Unit and Ready for Construction (RFC) Plan submittals. These reviews include roadway plans, construction sequencing, primary drainage systems, open channel design..., with consideration being given to DOTD Design Guidelines, Hydraulics Manual, Standard Details and Specifications, and to potential impacts to the Wards Creek drainage basin and adjoining infrastructure developments. Having served as the Drainage Engineer, Chief Engineer, and ultimately the Director of Public works for the East Baton Rouge City-Parish, Mr. Harmon brings significant institutional knowledge of the local drainage and roadway systems within the parish and how they may react to this Project modification. He clearly understands the concerns that may be expressed by the local community and the need for proper public-private communication and partnership on a project of this magnitude.
10/16 – 10/20	<b>I-10: Highland to LA 73 Design-Build Project, E. Baton Rouge and Ascension Parish, LA. LADOTD. Design &amp; Construction Liaison.</b> With Mr. Harmon's significant experience and understanding of the local infrastructure systems he provided general engineering support to the environmental review team for vertical clearance recommendations over the underlying local roadways and primary drainage systems. Specific emphasis was given to both drainage and sanitary sewer system impacts associated with the potential roadway profile adjustments and establishing proper finish grades in consideration of the FEMA 2012 established flood profiles.
05/20 – Present	<b>I-10: LA 415 to Essen Lane on I-10/I-12 (CMAR), E. Baton Rouge Parish, LA. LADOTD. Project Engineer.</b> Mr. Harmon is serving as Sigma's supervising Drainage Engineer for this major interstate improvement project from just east of the Mississippi River bridge crossing to just west of College Drive. Mr. Harmon is responsible for the final drainage design of the interstate collection systems, local frontage roads and drainage outfalls including the bridge hydraulic evaluation of the Acadian Thruway Bridge over Dawson Creek.

2018 – 10/22	<p><b>I-220/I-20 Interchange &amp; BAFB Access Design-Build, Bossier Parish, LA.</b> <i>LADOTD. Project Engineer.</i> Mr. Harmon is serving as a Design Engineer responsible for the evaluation and design of both the existing and proposed drainage systems for this new 4-lane rural arterial and roadway. Drainage design on this project had to meet the Drainage Performance Specifications stipulated for this Design-Build Project. In addition to the standard DOTD drainage evaluations for storm drain systems (inlets, pipes, box culverts, and bridges) consideration of impacts to the surrounding floodplain storage basins and wetlands had to be considered. This interchange is bounded to the west by the Flat River, to the east by Red Chute Bayou, and to the south by the remnants of Musselshell Bayou. The floodplain area along the southern limits of the project is also bisected by the KCSRR and is subject to significant backwater and overbank flooding from Red Chute Bayou. Due to the floodplain complexities associated with this lateral overflow storage area, coordination with the Bossier Levee District was required which included utilizing elements of their 2-D Unsteady Flow Hec Ras Model for this region. Due to the lateral overflows and interchange of flows, consideration of bridge scour was evaluated for the KCSRR Overpass utilizing the HEC -RAS computer model.</p>
2015 – 2016	<p><b>I-10 East Jct. I-49 to LA 328, Lafayette &amp; St. Martin Parishes, LA.</b> <i>LADOTD. Road Design Engineer.</i> Mr. Harmon served as a road design engineer for this project and was responsible for drainage design and superelevation computations for this 6.7-mile interstate replacement project. The design included subsurface median drainage along the median barrier of the interstate, roadside ditch improvements, and cross drain modifications/extensions.</p>
2015 – 2019	<p><b>I-10: LA 347 to Atchafalaya Floodway Bridge, St. Martin Parish, LA.</b> <i>LADOTD. Road Design Engineer.</i> Mr. Harmon served as a road design engineer for this 2.7 mile interstate replacement and interchange safety improvement project. He was responsible for the drainage design on the mainline and drainage QA/QC for the new ramp terminal roundabout design at Henderson, LA. He was also responsible for QA/QC of the roadway plans and sequence of construction for the LA347 roundabouts and roadway improvements.</p>
2018 – Present	<p><b>Belle Chasse Bridge &amp; Tunnel Replacement Public-Private Partnership Project, Plaquemines and Jefferson Parish, LA.</b> <i>LADOTD. Lead Drainage Engineer.</i> Sigma Consulting Group is providing the drainage design for this major highway improvement that is being designed and constructed under this alternative delivery method. Mr. Harmon is serving as the lead drainage engineer and is responsible for the coordination and proper consideration of the impacts that the large multi-jurisdictional pumped drainage outfall systems have on the project drainage system performance. Project drainage considerations include bridge deck scupper design conforming to FHWA HEC-21 requirements, and standard storm drainage piping and inlet design for associated local roadway improvements. The drainage system design must account for the final full build conditions but must also function during the various construction sequences with the addition of temporary systems.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Lloyd "Eric" Erikson, PE, CFM	Years of relevant experience with this employer	<1
Title	Department Manager - Water	Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		MS / 2003 / Engineering and Technology Management, Louisiana Tech University; BS / 1999 / Civil Engineering, Louisiana Tech University	
Active registration number / state / expiration date		Professional Engineer No. 31061 / Louisiana / exp. 12/2023; Certified Floodplain Manager / 07/2025	
Year registered	2003	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Lead - Roadway Design Reviews (Lead - Drainage)	



Eric is a dedicated professional engineer with over two decades of experience in the consulting civil engineering industry. His experience includes project management and technical responsibility for civil / site, residential and commercial developments, drainage, water/wastewater, roadway, airport, and marine port projects.

- ✓ Served DOTD on dozens of drainage task orders
- ✓ 24 years experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
1/2023 - Ongoing	<b>Parish Comprehensive Drainage Plan, St. Tammany Parish, Louisiana. St. Tammany Parish. Deputy Project Manager.</b> Responsible for contract administration and assisting with general project management duties, such as resource allocation, team coordination, scheduling, and financial analysis. Attending public outreach meetings and assisted the public in understanding the project objective and goals. Provided review and QC of the Phase 1 final report. Michael Baker conducted a comprehensive drainage plan for the Saint Tammany Parish located on the north shore of Lake Pontchartrain, Louisiana. The plan evaluated the existing state of drainage in the parish including flood risk, water quality and development guidelines, recommended capital projects, and potential policy changes that would lead to reduced flood damaged and increased safety. The Michael Baker team provided data gathering efforts, ranked list of problem areas and provided four (4) in-person public and stakeholder outreach throughout Phase I of this project.
1/2023 - Ongoing	<b>Louisiana Watershed Initiative Modeling Contract - Region 6, Louisiana. DOTD. Deputy Project Manager.</b> Responsible for the contract administration and assisting the project manager with general project management duties such as resource allocation, scheduling, team coordination, and financial analysis. Michael Baker is providing engineering and modeling services to the Louisiana Department of Transportation & Development (DOTD) for Region 6 for the Louisiana Watershed Initiative (LWI). The LWI project was launched in 2018 and introduced a watershed-based approach to reducing flood risk in Louisiana. It is organized by seven modeling regions, each of which encompasses multiple HUC-8 watersheds. For the contract, Michael Baker is providing hydrologic and hydraulic modeling, data collection and analysis, stakeholder engagement, and surveying.
1/2023 - Ongoing	<b>Louisiana Watershed Initiative Region 6 Task Order 2, Louisiana. DOTD. Deputy Project Manager.</b> Responsible for providing contract administration and assisting project manager in general project management duties such as resource allocation, scheduling, coordination of team members, and financial analysis. Michael Baker is providing engineering and modeling services to the Louisiana Department of Transportation & Development (DOTD) for Region 6 for the Louisiana Watershed Initiative (LWI). The LWI project was launched in 2018 and introduced a watershed-based approach to reducing flood risk in Louisiana. It is organized by seven modeling regions, each of which encompasses multiple HUC-8 watersheds. For the second task order, Michael Baker supplemented data collection and analysis, continued stakeholder engagement services, and performed topographic, bathymetric, and channel surveys.
2/2023 - Ongoing	<b>Task Order 3 Series II HUC8 Specific Hydrologic and Hydraulic Modeling, Lower Grand, West Central Louisiana Coastal Region 6, Louisiana. DOTD. Deputy Project Manager.</b> Responsible for contract administration and assisting in general project management duties such as resource allocation, scheduling, team coordination, and financial analysis. Michael Baker is performing hydrologic and hydraulic modeling for United States Geological Survey 8-digit cataloging unit subbasins Lower Grand and West Central Louisiana Coastal. These HUC 8s are in Louisiana Watershed Initiative Region 6. The contract includes data gap analysis, quality assurance/quality control, stakeholder engagement, topographic and bathymetric surveying, hydrometeorology and hydrography data, hydrological and hydraulic model developments, and data management. Michael Baker is developing a 2-D hydrological and hydraulic model of both HUC 8s utilizing rain-on-grid.

08/19 - 12/21	<b>South Choctaw Widening, Baton Rouge, Louisiana.</b> Parish of East Baton Rouge DPW. <b>Drainage Design Reviewer.</b> Responsibilities included oversight of entire construction plan set, including geometric design and drainage design. Reviewed DOTD HYDRWIN input and output files to make sure the design team was following DOTD Hydraulics Manual and design requirements. Also responsible for assisting the designer in addressing drainage comments from the municipality.
07/17 to 09/17	<b>Scour Analysis for Perkins / Picardy Connector Bridges, Baton Rouge, Louisiana.</b> Parish of East Baton Rouge DPW. <b>Hydraulic Engineer.</b> Responsibilities included hydraulic modeling and scour analysis of two separate proposed bridges to provide recommendations for pile lengths.
02/23 – Ongoing	<b>US 371 KCS Railroad Overpass HBI, Louisiana.</b> DOTD. <b>Drainage Design Reviewer.</b> Responsible for providing guidance, review, and Quality Control for the drainage design.
03/23 – Ongoing	<b>Barksdale AFB Entrance Roads, Bossier Parish, LA.</b> DOTD District 04. <b>Drainage Design Lead.</b> Responsible for development of drainage plans for new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Coordinated with DOTD's I-20/I-220 Project Manager and Design Build Owner Verification Managers. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange. Project includes the addition of street lighting in accordance with DOTD lighting guidelines.
01/23 – Ongoing	<b>Huval PN7077 101722, Baton Rouge, Louisiana.</b> City/Parish of Baton Rouge. <b>Project Manager.</b> Responsible for the review and analysis of major drainage crossings in the project area including two large box culvert crossings and one minor box culvert crossing. Provided design methodology guidance to team members responsible for the design.

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Lei Wang, PhD, PE, PMP, CFM	Years of relevant experience with this employer	18
Title	Project Manager	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		PhD / 2001 / Civil Engineering, University of Missouri; MS / 1989 / Environmental Engineering, Tsinghua University, China; BS / 1986 / Environmental Engineering, Tsinghua University, China	
Active registration number / state / expiration date		Professional Engineer No. 16165 / Mississippi / exp. 12/2023; Certified Floodplain Manager No. US-06-01888 / Mississippi / exp. 07/2024; Project Management Professional No. 1240105 / exp. 02/2024	
Year registered	2024	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Roadway Design Reviews (Drainage)	



Lei's roadway design experience includes drainage, road crossing, driveway, erosion control, right-of-way design; and roadway quantity calculation. She also helped revise the National Flood Insurance Program (NFIP) Maps under Michael Baker's contract with the Federal Emergency Management Agency (FEMA). Dr. Wang's professional areas of expertise also include hydrological and hydraulic analyses and 1-D and SRH-2D modeling, FEMA LOMA application, NEPA/environmental review process for transportation project, watershed drainage study, land development, water and wastewater treatment.

- ✓ Aided in FEMA National Flood Insurance Program policy revision
- ✓ 18 years experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/2017 - 07/22	<b>U.S. 49 Florence to Scales Construction Engineering and Inspection, Rankin County, Mississippi.</b> Confidential Client. <b>Hydraulic Engineer.</b> Responsible for roadway drainage design including cross drain - pipe and culvert design, and erosion control design and floodplain modeling and no-rise analysis. Michael Baker provided engineering services, including field surveys, preliminary through final design, construction phase services, and public relations support, for the construction of U.S. 49 from Florence to the Scales Area. Working as an extension of client staff, Michael Baker provided construction management, Phase C Design (RFI/submittals), utility coordination, scheduling review (Primavera P6), material testing, erosion control, surveying, traffic control, and public relations support, for the construction of U.S. 49 from Florence to the Scale Area.
1/2018 - 9/18	<b>Saturn Parkway Extension Design-Build, Maury County, Tennessee.</b> Tennessee Department of Transportation. <b>Hydraulic Engineer.</b> Responsible for floodplain modeling and FEMA CLOMR application. Michael Baker is serving as lead designer and providing engineering services as part of the \$17-million Saturn Parkway design-build project for the Tennessee Department of Transportation, which will reconstruct S.R. 396. This project is designed to improve safety along adjacent roads and promote economic development by providing direct connectivity to local roads, reducing traffic and travel times for trucks hauling auto parts supplies. Michael Baker will be performing roadway design, traffic control, bridge design, drainage design, utility relocations, right-of-way appraisals, railroad coordination, geotechnical services, and hydraulic design.
10/2018 - 12/18	<b>Reunion Parkway Design Services Phase 3, Madison County, Mississippi.</b> Madison County Board of Supervisors. <b>Hydraulic Engineer.</b> Responsible for Hydrologic and Hydraulic analysis. Michael Baker provided design services for two bridge sites along Phase 3 of the Reunion Parkway in Madison County, Mississippi. The scope included developing Phase B Final Bridge Plans for an 880-foot-long bridge over Bear Creek and a 530-foot-long bridge over the Illinois Central Railroad.
11/2021 - Ongoing	<b>S.R. 5 U.S. 1 NB Bridge Replacement over Turnbull Creek, Volusia County, Florida.</b> Florida Department of Transportation - District 5. <b>Hydraulic Engineer.</b> Responsible for conducting hydrological and hydraulic analysis and hydraulic model. Also responsible for evaluating the scour of the bridge. Michael Baker is providing services for replacement of the structurally deficient S.R. 5 U.S. 1 NB Bridge over Turnbull Creek. The replacement structure will utilize a shallow structural depth to minimize the profile rise. The project includes structural quality control of the new bridge crossing utilizing alternative materials due to the extremely aggressive environment.

9/2013 - 2/2017	<p><b>U.S. Highway 49 Improvements between Florence and the Scales Area, Rankin County, Mississippi.</b> <i>Mississippi Department of Transportation. Civil Engineer.</i> Responsible for roadway drainage and storm water inlet design as well as a No-Rise hydraulic study for three roadway crossings. Michael Baker is providing engineering services for roadway and bridge construction on U.S. 49 between Florence and the Scale Area just south of I-20. Michael Baker's services include the development of detailed design plans for bridges and roadway, including lighting, traffic control, signing, signalization, and intelligent transportation systems.</p>
6/2015 - 6/2018	<p><b>S.R. 3 Bridge over Coldwater River Replacement, Tate County, Mississippi.</b> <i>Mississippi Department of Transportation. Project Manager.</i> Responsibilities included project management, hydraulic 1D and 2D analysis, and conceptual, preliminary, and final submittals of project reports. Michael Baker provided engineering services for the replacement of the bridge carrying S.R. 3 over Coldwater River. Michael Baker's services included bridge hydraulic one- and two-dimensional model analyses, scour analysis and evaluation, bridge scour and stream bank stabilization design, conceptual and preliminary structural design, and preparation of right-of-way plans.</p>
6/2015 - 12/2018	<p><b>U.S. 51 Bridge Replacements, Madison County, Mississippi.</b> <i>Mississippi Department of Transportation. Project Manager.</i> Responsibilities included project management, hydraulic 1D and 2D analysis, and conceptual, preliminary, and final submittals of project reports. Michael Baker provided engineering services for the replacement of five U.S. 51 bridges over Tilda Bogue Creek, Tilda Bogue Tributary 8, and Doaks Creek. Michael Baker's services included bridge hydraulic one- and two-dimensional model analyses, scour analysis and evaluation, bridge scour and stream bank stabilization design, conceptual and preliminary structural design, and final right-of-way plans.</p>



## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Rebecca Davezac Howell, PE</b>	Years of relevant experience with this employer	2
Title	Senior Lead Water Resource Engineer	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS, 2012, Civil Engineering, Louisiana State University; BS, 2010, Atmospheric Science, University of Louisiana at Monroe	
Active registration number / state / expiration date		Professional Engineer No. PE.0042559 / Louisiana / exp. 09/2024; Professional Engineer No. PE.34228 / Mississippi / exp. 12/2023	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Roadway Design Reviews (Drainage)	
<p>Rebecca is a civil engineer with consulting experience in engineering, design, project management. Rebecca's project experience includes water distribution system design, sanitary and storm water collection systems, drainage impact analysis, HEC-RAS modeling (1D and 2D), sanitary sewer lift station and force main design, off-system bridge replacements, subdivision, and commercial site design.</p>		<ul style="list-style-type: none"> <li>✓ 10+ years relevant project experience</li> <li>✓ Experience working on LADOTD projects</li> <li>✓ Licensed Louisiana Civil Engineer</li> </ul>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/2021 – Ongoing	<p><b>Program Management Port of South Louisiana, St. John, St. James and St. Charles Parishes.</b> <i>Port of South Louisiana. Project Manager/Engineer.</i> The Program Management assignment includes but is not limited to oversight of the Master and Strategic Planning efforts including implementation, Grants Application and Management, Procurement Support including Assessment of Consultant Capabilities, Alternative Delivery and Public Private Partnerships, Design Management and Construction Administration through the life of the contract. The Program also includes the creation of a Project Controls system for the Port. As Project Manager and Project Engineer, Rebecca is responsible for project programming, holding pre-design kickoff meetings between the Port and design consultants, design oversight for civil engineering projects, which includes review of consultant's fee proposal, preliminary and final construction documents, and Engineer's Construction Cost Estimate. She is responsible for compiling consultant monthly project status updates to the Port for projects in design and construction, which are provided to the Board of Commissioners for the monthly Construction Meeting. She provides Construction Administration oversight for projects in construction. Rebecca is also responsible for developing processes and procedures for the Port, including Pre-design Procedures for project scoping, Grants Management, and contracting. As a task order-based contract, Rebecca is also responsible for scoping WSP task orders, developing manhour estimates, budgets and schedules, as well as delivering each task on time and within budget.</p>		
05/2022 – 12/2022	<p><b>Louisiana Gulf Terminal Mainline Extension, Plaquemines Parish, LA.</b> <i>Confidential. Project Engineer.</i> WSP was requested to perform engineering design and permitting services for a freight rail mainline extension project. The project includes assistance with environmental approvals and development of engineering plans to construct a rail extension from the current terminus of an existing Railroad to the future Terminal Facility (approx. 7.5 to 8 miles of track). The project will develop the subgrade, drainage and permitting assistance to accommodate a proposed single mainline track (Phase 1) and expansion to a future double track mainline with access road (Phase 2). The project encompasses integration and coordination with federal, state and local public agencies and multiple private entities including Industries, Utility owners, and private landowners. Responsibilities included drainage and utility coordination task lead. Drainage design was in accordance with Union Pacific Rail Standards and LADOTD standards. Rebecca was responsible for coordination with and meeting with LADOTD to discuss project for LADOTD approval. WSP completed 30% design plans and will proceed with design upon advancement of the project.</p>		



12/2021 –Ongoing	<p><b>Louisiana Watershed Initiative Town of Maringouin Drainage Improvements, Maringouin, LA.</b> <i>Town of Maringouin.</i> <b>Engineer/Technical QA/QC.</b> WSP is a subconsultant providing technical oversight for the LWI (Louisiana Watershed Initiative)- CDBG Grant funded Town of Maringouin Drainage Improvements Project. The project includes improvements and upsizing of the existing drainage systems, including open channels, drainage structures and culverts. Existing pipes and structures that are inadequate for proper stormwater conveyance will be removed and replaced with those that are adequately sized to handle storm surge. Existing ditches and other open conveyance channels will be resized, sediment accumulation removed, regraded and, in some cases hardened, to convey required storm event runoff within the town limits.</p>
01/2016 – 01/2020	<p><b>Multiple Off-System Bridge Replacements in Calcasieu Parish: Tom Hebert Road, Amoco Road, Marcantel Road Bridge Replacement Projects, Calcasieu Parish, Louisiana.</b> <i>Calcasieu Parish.</i> <b>Project Engineer.</b> As project engineer, Rebecca performed a hydrology and hydraulic study, HEC-RAS 1D modeling including scour, preliminary and final construction plans, and construction cost estimate for 4 bridge off-system bridge replacement projects. Each project included the demolition of the existing bridge, channel improvements, channel protection design, roadway widening, mil and overlay approach slabs and associated roadside drainage improvements. The projects were designed accordance with the Louisiana Department of Transportation and Development Off-Systems Bridge Manual. The projects included:</p> <ul style="list-style-type: none"> <li>• Tom Hebert Rd demolition and construction of a 100-foot-long bridge with cast-in-place concrete structures.</li> <li>• Amoco Rd demolition and construction of a 80-foot-long bridge with cast-in-place concrete structures and detour road design.</li> <li>• Marcantel Rd demolition of two wooden bridges and construction of two concrete bridges (60-foot and 80-foot long) with cast-in-place concrete structures.</li> </ul>
09/2019 – 08/2021	<p><b>Isle de Jean Charles Resettlement Project – Phase III, Louisiana Office of Community Development – Disaster Recovery Unit (OCD-DRU), Terrebonne Parish, Louisiana.</b> <i>Louisiana Land Trust.</i> <b>Project Engineer.</b> Rebecca led a team of engineers in the design of a 64-lot subdivision which included 2 miles of concrete roadway with a combination of open ditch and subsurface roadside drainage, 7,700 linear feet of gravity sewer, two sanitary sewer lift stations and 2.5 miles of sanitary sewer force main, three recreational ponds and one dry detention pond and addition of a right-turn lane along Highway 24. The project, funded through United States Department of Housing and Urban Development, awarded the Louisiana’s Office of Community Development – Disaster Recovery (OCD-DRU) Unit \$48 million, involved the master planning of a new development to accommodate voluntary resettlement of an island community in response to significant environmental degradation from ongoing coastal land loss, subsidence, and sea level rise. In addition to serving as the civil design lead, her role also included obtaining permits from Terrebonne Parish and LADOTD, Construction Administration and delivering the project on time with deadline constraints dictated by the project funding source.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Philip Walker, PE	Years of relevant experience with this employer	5
Title	Regional Practice Lead - Bridge	Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization		MSCE/1991/Structural Engineering; BSCE/1990/Structural Engineering	
Active registration number / state / expiration date		Professional Engineer No. 46394 / Louisiana / exp. 9/30/2024	
Year registered	2022	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Main Span)	



Philip's experience focuses on the evaluation, design, and construction of long span bridge structures, with a specialty in segmental concrete bridges. He has either managed, peer reviewed, load rated, or been responsible for the design of bridges ranging from short span top-down constructed structures to bridges crossing navigational channels with up to 650-foot spans. He has been responsible for structures ranging from segmental concrete bridges to either curved steel girder or steel truss structures. He is an instructor at USF for concrete bridges, instructor for the NHI Strut and Tie Concrete course.

- ✓ USF Instructor for Concrete Bridge
- ✓ Responsible Engineers for award-winning Marc Basnight Bridge in NC, and St. Croix River Crossing in MN

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/22 - 06/23 (est.)	<b>I-40 Mississippi River Bridge Inspection, Memphis, TN. Arkansas DOT. Project Advisor.</b> Michael Baker provided engineering services for the inspection of the I-40 Bridge over the Mississippi River. Michael Baker dedicated a strong team of experienced bridge engineers and inspectors to guarantee the highest quality of services to meet the goals of the client for this important undertaking of inspecting one of the most significant and heavily-traveled bridges in Arkansas. Serving as the prime consultant, Michael Baker provided pre-inspection planning and coordination, field inspection, and an inspection report. Michael Baker also provided a fracture-critical inspection of the main arch-truss spans on the I-40 Mississippi River Bridge in Memphis, Tennessee. Work included the above-deck elements, utilizing rope access inspection techniques, as well as UAS.
10/16 - 12/17	<b>SR836/I-395 Design-Build Project Pursuit, Miami, Florida. Florida DOT. Structural Lead.</b> Served as <b>structural lead for the 11 bridges during the design-build pursuit</b> on this project. This project included modification of the cross-slope on an existing spliced girder bridge using an overlay.
07/17 - 09/18	<b>Links IV Project, Tampa, Florida Links IV Project, Tampa, Florida. Florida DOT. Structural Lead.</b> Structural lead for the project containing 61 bridges. The interchange project updates the existing freeway connection between the airport and the I-275 corridor by incorporating a dedicated managed lane system. All effort is part of the FDOT TBNext Initiative. The project requirements are for development of conceptual level structural plans for a future design-build project.
08/11 - 01/12 (Bridge 3) 10/11 - 03/12 (Bridge 5) 03/11 - 07/11 (Bridge 6) 12/10 - 01/11 (Bridge 9/10)	<b>Foothills Parkway Section 8E Design-Build Project, Blount County, TN. FHWA Eastern Federal Lands. Lead Engineer.</b> Assisted in the superstructure design of four concrete box girders bridges cast-in-place on falsework. The bridges utilized external post-tensioning tendons. <ul style="list-style-type: none"> <li>- <b>Bridge 3.</b> Lead engineer for the superstructure design of the single cell post-tensioned concrete box that was cast-in-place on falsework. The superstructure spanned 150 feet with a deck width of 37'-6". The bridge was constructed with a 4.6% cross-slope along an 8% profile. The bridge utilized external post-tensioning tendons. The foundations were supported on 7 5/8" diameter micropiles.</li> <li>- <b>Bridge 5.</b> Lead engineer for the superstructure design of the single cell post-tensioned concrete box that was cast-in-place on falsework. The two-span bridge had a total length of 336'-5". The superstructure maximum span was 164 feet with a deck width of 37'-6". The bridge was located centered on a reverse curve with cross-slopes incorporating spiral curve requirements. The bridge utilized external post-tensioning tendons. The foundations were supported on spread footings.</li> <li>- <b>Bridge 6.</b> Lead engineer for the superstructure design of the single cell post-tensioned concrete box that was cast-in-place on falsework. The superstructure spanned 206'-6" with a deck width of 37'-6". The bridge was constructed with a 4.2% cross-slope along a 7.7% profile. The bridge utilized external post-tensioning tendons. The foundations were supported on spread footings.</li> <li>- <b>Bridge 9/10.</b> Lead engineer for the Load Rating of two balanced cantilever erected segmental concrete box girder bridges (Bridge 9 and Bridge 10) constructed on a section of the parkway leading to the construction project. Load rating of the structure for design, various legal loading conditions, and various loading conditions was required.</li> </ul>

05/10 - 09/10	<p><b>Lee Roy Selmon/I-4 Crosstown Connector Independent Design Review, Tampa, FL.</b> <i>Florida DOT. Owner's Representative.</i> Responsible for independent peer review of both the superstructure and substructure for the multi-level interchange as part of the team's General Engineering Contract with the district. The independent calculation development focused on various bridges being constructed with the balanced cantilever erection method utilizing both ground-based cranes and specialized segment lifters. All units reviewed were curved with a minimum radius of 750 feet.</p>
03/22 - Ongoing	<p><b>S.R. 60 Tampa International Airport (TPA) Interchange Design-Build, Hillsborough County, Florida.</b> <i>Florida DOT. Design Reviewer.</i> Michael Baker is providing design-build roadway improvements to the S.R. 60 Westbound roadway facilities including mainlines, collector-distributor (CD) roads, and ramps. The project includes widening, reconstruction, new construction, and milling/resurfacing of the S.R. 60 Westbound and Veterans Expressway Northbound (S.R. 589), CD roadways, and associated ramps. The Michael Baker team is overseeing additions and modifications to the existing roadway facility to enhance safety, add capacity, improve mobility, and meet all project requirements and commitments.</p>
<p>06/12 - 08/12 (Concept)</p> <p>09/12 - 08/13 (Design)</p> <p>09/13 - 06/17 (Construction)</p>	<p><b>St. Croix River Crossing Project, Stillwater, MN.</b> <i>Minnesota DOT. Structural Lead.</i> Served as Structural Lead for the project and Technical Advisor for the Independent Design Check conducted on the six-span extradosed superstructure unit (600-foot spans) and was responsible for the design of 5,000 foot of the approach structure to the extradosed main spans. He developed all preliminary concepts and developed or reviewed/verified/approved all final design calculations of a team of 100 staff for the six approach units leading to the Extradosed Main Spans. The approach units consist of post-tensioned concrete box cross-sections constructed utilizing either the precast balanced cantilever erection techniques or cast-in-place on falsework approach. He provided to staff the geometry for all concrete material sizes and post-tensioning tendon configurations for both the bridge superstructure as well as the columns/foundations. Both the end and intermediate pier diaphragms of the cast-in-place superstructure units were transversely post-tensioned. The intermediate pier diaphragms required use of loop tendons. He guided preparation of the 1300 sheet construction plans. He was the contact between the design team and the owner both during design and construction. To accelerate construction of the project, plans for the river foundations went to bid within five months of the start of the project.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Kevin Western, PE	Years of relevant experience with this employer	<1
Title	Bridge Project Manager	Years of relevant experience with other employer(s)	36
Degree(s) / Years / Specialization		MS / 1986 / Structural/Civil Engineering, University of Minnesota; BS / 1983 / Civil/Environmental Engineering, University of Wisconsin	
Active registration number / state / expiration date		Professional Engineer No. 19731 / Minnesota / exp. 06/2024	
Year registered	1990	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Main Span)	



Mr. Western provides leadership and technical support to major bridge projects and complex designs. Prior to joining Michael Baker, he served the Minnesota Department of Transportation over a span of 35 years in various roles ranging from Senior Bridge Design Engineer to State Bridge Engineer. He provides liaison support to the AASHTO Concrete Committee and has served on various bridge subcommittees for AASHTO for the past 20 years. He has also served on the ASBI Executive Committee and provided guidance on several NCHRP publications.

- ✓ More than 36 years of experience
- ✓ Structural Design Reviewer on the Mobile River Bridge project
- ✓ Former State Bridge Engineer for the Minnesota Department of Transportation

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
2/2023 – Ongoing	<b>OPM for I-10 Mobile River Bridge and Bayway, Mobile, AL. Alabama DOT. Bridge Project Manager.</b> Michael Baker is providing project management with oversight responsibilities for all aspects of the Mobile River Bridge and Bayway project which involves reconstruction of I-10 through downtown Mobile and across the Mobile Bay, with a total length of approximately 10 miles. The project includes a new two-tower cable stayed bridge over the Mobile River, and replacement of the seven-mile-long existing I-10 Bayway.
02/2022 – 02/2023	<b>Various Bridge Projects, MN. Minnesota DOT Operations Division. Bridge Support Engineer (post-retirement part-time).</b> Provided leadership and technical support to the districts and the Bridge Office in the areas of design, construction, policy, and project management. Also provided support to the AASHTO T-10 Concrete Committee.
03/2016 – 02/2022	<b>Various Bridge Projects, MN. Minnesota DOT. State Bridge Engineer.</b> Provided overall leadership and direction to the Bridge Office so that structural programs, technical service, and training were provided that ensured all trunk highway, county, township, and municipal bridges and other related hydraulic structures were designed, constructed, inspected, and maintained in a safe, economical and aesthetically-pleasing condition. Also represented the state nationally to FHWA, AASHTO, other states and industry regarding bridge issues. The Bridge Office provided up to \$250 million in construction plans annually.
09/2014 – 03/2016	<b>St. Croix River Crossing, St. Croix, MN. Minnesota DOT. Major Projects Bridge Manager.</b> While continuing support for the St. Croix project, managed design, review, and plan development of the 1,135-foot steel girder bridge over the Rocheleau Mine. The project utilized the CMGC process for incorporating contractor means and methods, and potential efficiencies into the plans. Also oversaw design and plan development of the new steel box girder bridge over the Mississippi River in Red Wing. The project design and plan development was completed by in-house staff.
04/2012 – 09/2014	<b>St. Croix River Crossing, St. Croix, MN. Minnesota DOT. Design Manager.</b> Responsible for managing design, review, and plan development of this unique extradosed bridge crossing, including roadway components. The extradosed bridge was the first in the U.S. to utilize precast segmental post-tensioned boxes. Also provided field staff support for shop drawing review, RFI responses, and technical guidance during construction.
08/2007 – 11/2008	<b>I-35W Saint Anthony Falls Bridge, Minneapolis, MN. Minnesota DOT. Design Deputy Project Manager.</b> Responsible for design of the bridge replacement project including roadway components. The bridge type utilized a CIP post-tensioned concrete box approach spans and with precast box sections over the river.
05/2000 – 04/2012	<b>Various Bridge Projects, MN. Minnesota DOT. Assistant State Bridge Engineer-Design Section Manager.</b> Responsible for design section which produced over \$50 million in construction plans annually. Also managed bridge standards, design-build, automation, state aid, and research units of the office.

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Joseph Viola, PE, LEED AP, F.ASCE</b>	Years of relevant experience with this employer	19
Title	Senior Vice President	Years of relevant experience with other employer(s)	21
Degree(s) / Years / Specialization		MS / 1985 / Civil Engineering; BS / 1983 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 63997 / New York / exp. 03/2025	
Year registered	1987	Discipline	N/A
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Main Span)	



Joe Viola has four decades of diversified experience on complex bridges and other special structures. He has provided inspection, analysis, new design and rehabilitation for both domestic and overseas owners, as well as seismic analysis and retrofit design. Joe serves as Complex Bridge Manager for the Northeast Region of WSP. Over the last three decades, Joe has served as Project Director, Principal in Charge, Project Manager, Practice Lead and/or Project Engineer for more than 24 long-span bridges across North America and internationally, including new design, erection engineering, rehabilitation, inspections and special studies.

- ✓ 40 years of industry experience
- ✓ Complex bridge expert

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
2021 - 2022	<b>Mumbai-Pune (Missing Link) Expressway, Mumbai, India.</b> <i>Louis Berger India.</i> <b>Project Manager/Technical Lead.</b> Worked with Louis Berger India (Owner's Engineer) to perform reviews of two cable-stayed bridges being procured under a design-build contract. This included foundations, pylons and superstructure analyses and designs and wind studies, including side-by-side section and aeroelastic models for the final structure and critical stages of construction.
2022 - 2023	<b>Holland Street Pedestrian Bridge, Erie, PA.</b> <i>Pennsylvania Department of Transportation.</i> <b>Technical Lead.</b> Level 1 Peer Review for a curved, cast-in-place, post-tensioned cable-stayed bridge, the highlight of a bayfront restoration project in Erie, Pennsylvania, with an inclined pylon anchored to a curved wall stabilized with rock anchors.
2018 - 2021	<b>Delaware Memorial Bridge GEC Design Tasks, New Jersey and Delaware.</b> <i>Delaware River &amp; Bay Authority.</i> <b>Technical Advisor/Senior Technical Reviewer.</b> Technical Advisor / Senior Technical Reviewer for Rehabilitation Contracts on Structures 1 and 2, including Miscellaneous Steel Repairs and UHPC Partial Thickness Deck Replacement / Overlay Pilot Project and Full Deck UHPC Overlay for Structure 1.
2019 - 2021	<b>A Murray MacKay Bridge Asset Management Planning, Halifax, Nova Scotia, Canada.</b> <i>Halifax Harbour Bridges (formerly HDBC).</i> <b>Lead Structural Engineer.</b> Lead Structural Engineer for the development of an asset management plan for this 4-lane suspension bridge connecting Halifax and Dartmouth to recommend the appropriate program to maintain it in a state of good repair at minimal cost until a replacement can be planned, designed and constructed.
2021 - 2021	<b>RK-20 Main Cable Investigation at the RFK Bridge, New York, NY.</b> <i>MTA Construction &amp; Development (MTA C&amp;D, formerly TBTA).</i> <b>Senior Technical Review.</b> Senior Technical Review for main cable investigation and strength evaluation as well as the follow-up main cable dehumidification component of the RK-19A Design Build tender documents.

## 16. Staff Experience:

<i>Firm employed by</i>	HDR Engineering, Inc.		
<i>Name</i>	<b>Michael Lamont, PE, SE</b>	<i>Years of relevant experience with this employer</i>	10
<i>Title</i>	Major Bridges Technical Director	<i>Years of relevant experience with other employer(s)</i>	22
<i>Degree(s) / Years / Specialization</i>	BS / 1991 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 0045309 / Louisiana / Exp. 09/30/2023		
<i>Year registered</i>	2021	<i>Discipline</i>	Structural Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Structural Design Reviews: Meets MPR 6.		



Mike's experience in complex bridge engineering includes concrete and steel arches, segmental box girders and 20 years of cable-stayed bridge experience. He is well-versed in state-of-the-art seismic and wind design practices, with hands-on involvement in seismic analysis, wind-tunnel testing, and developing seismic and wind mitigation measures on several major bridge projects. Mike is an industry recognized leader in balancing aesthetic features and signature bridge architecture into the main span design with cost and constructability. He has extensive complex and signature cable-stayed bridge design and construction experience, and an eye for detail and the skill to know where to focus attention for maximum benefit. Additionally, Mike specializes in innovative construction methods and constructibility.

- ✓ 29 years complex bridge experience
- ✓ 20 years experience with cable-stayed bridges
- ✓ Industry-recognized leader

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
09/18 - 06/21	<b>Miami Signature Bridge and I-395 Reconstruction (P3), Miami, FL.</b> Florida Dept. of Transportation District 6, HDR/Archer Western/de Moya JV. <b>Engineer of Record.</b> Mike provided technical direction and engineering management to the design team producing the structural modelling, analysis, design and load rating of the signature bridge across Biscayne Boulevard near the project's eastern limit, a signature feature of the overall \$800 million I-395/I-95/SR 836 interstate P3 reconstruction project. "The Fountain" is a twin deck cable-supported structure consisting of six arches spanning 1,025 feet across two busy roadways.
11/16 - 05/18	<b>Gordie Howe International Bridge Pursuit (P3), Windsor, Ontario.</b> SNC-Lavalin/Vinci/American Bridge. <b>Main Bridge Design Manager.</b> Mike was in charge of the main bridge design team during the pursuit design of this \$6B international crossing. The team's design for the river crossing included a 2,800 ft cable-stayed main span over the Detroit River. The proposed design provided a 125-year design life, and included an innovative modular design for the orthotropic box girder superstructure which allowed the deck to be erected using a top-down method, keeping the busy navigation channel free and minimizing potential construction delays.
05/15 - 06/18	<b>I-4 Ultimate (P3), Orlando, FL.</b> Florida Department of Transportation. <b>Engineer of Record.</b> Mike manages the deliverables through multiple reviews for the I-4 Mobility Partners team, the concessionaire for the P3 contract to design, build, maintain, and operate I-4 through downtown Orlando. This complex project involves completely transforming I-4 along a 21-mile section from Kirkman Road to SR 434, including reconstructing 15 major interchanges, adding 85 extra lane-miles of mainline roadway, and constructing more than 145 bridges.
12/18 - 08/20	<b>East Huntington Live Load Rating, Huntington/Cabell, WV.</b> West Virginia DOT. <b>Task Lead.</b> Provided technical direction for the load rating and staged construction analysis for a cable-stayed bridge carrying West Virginia Route 106 with two lanes of traffic over the Ohio River between West Virginia and Ohio. The bridge has a total length of 1,993 feet, including cable-stayed concrete edge girder, and south approach concrete box girder spans. The cable-stayed spans comprise a 900-foot main span and a 608-foot back span.

06/13 – 06/15	<p><b>The New NY Bridge (Tappan Zee Hudson River Crossing) (Design-Build), New York City, NY.</b> <i>Fluor/American Br/Granite/Traylor Bros, Westchester-Rockland County.</i> <b>Design Engineer.</b> Responsible for the design of the innovative precast pier cap shells used on nearly 60 approach piers on this \$3.9 billion design-build project, which replaced the existing bridge over the Hudson River between Westchester and Rockland Counties. The precast pier cap shells served as forms to be filled with cast-in-place concrete, and were designed to perform compositely as part of the final structural section using rigorous analyses and careful detailing. Design of these components required consideration of intermediate construction stages and locked-in construction forces, using staged construction analyses. The 100-year service life requirements of the project necessitated consideration of crack widths, service level rebar stresses, and time-dependent effects.</p>
09/15 – 08/17	<p><b>I-10 Mobile River Bridge and Bayway Widening Project, Mobile, AL.</b> <i>Alabama DOT.</i> <b>Main Span Design Lead.</b> Mike was responsible for the preliminary design of three options for the cable-stayed crossing, which required the consideration of hurricane-force winds, deep foundation construction, cantilever erection loads and vessel collision. The project featured a new six-lane cable stay bridge over the Mobile River, with a 1,350-ft long main span, providing 215-ft of vertical and 800-ft of horizontal clearance to the navigation traffic within the busy port.</p>
01/15 – 07/15	<p><b>Wellsburg Bridge 30% Design, Wellsburg, WV.</b> <i>West Virginia Dept. of Transportation.</i> <b>Cable-Stayed Design Lead.</b> Mike led the design work of the 1,550-ft long cable-stayed bridge option, which featured an 850-foot main span. Three design alternatives were studied including a cable-stayed design, a tied arch design and a truss design. The design plans were developed to a 30% level and provided to the client along with a report including cost estimates of each design alternative.</p>
07/14 – 03/15	<p><b>PUS 181 Harbor Bridge Replacement Pursuit (Design-Build), Corpus Christi, TX.</b> <i>Western Contractors.</i> <b>Lead Bridge Engineer.</b> The project consisted of a \$900 million replacement bridge over the Corpus Christi Ship Channel and reconstruction of the US 181-IH 37 downtown interchange. Mike was lead designer for the New Harbor Bridge, a cable-stayed bridge with a 1,520-ft main span, which received the highest technical score of the four short-listed proposers.</p>
08/12 – 02/13	<p><b>Bayonne Final Design, Bayonne, NJ.</b> <i>Port Authority of NY/NJ.</i> <b>Design QC Engineer.</b> The project increased the navigational clearance under the Bayonne Bridge, which is the third longest steel arch bridge in the world. New precast segmental approach spans were utilized with the existing raised arch bridge to increase the navigational clearance from 150-ft to 200-ft. Mike was responsible for final design quality control of the superstructure pier and end diaphragms of the precast segmental approaches and provided a design review of the balanced cantilever construction sequence and gantry loadings.</p>
08/12 – 06/13	<p><b>Saint Croix River Crossing Final Design, Stillwater, MN.</b> <i>Minnesota DOT.</i> <b>Main Span Independent Design Lead.</b> Mike led a detailed independent design check of the main span, including foundation design, pier and tower design, transverse analysis of the multi-cell concrete box girder, cable design and erection analysis. He coordinated weekly comment resolution meetings with the design team and the peer reviewer to compare analysis and design results. This replacement bridge features a 3,365 ft long extradosed main span with carefully crafted aesthetic criteria.</p>
09/08 – 08/12	<p><b>Port Mann Bridge Final Design, Vancouver, BC.</b> <i>BC Ministry of Transportation.</i> <b>Superstructure Design Lead.</b> This project features an \$850 million crossing of the Fraser River which replaced an existing steel tied-arch bridge. The new Port Mann Bridge, is a unique 10-lane twin roadway bridge supported on single mast pylons. Mike served as Superstructure Design Lead of the cable-stayed superstructure and was also responsible for the erection engineering of the structure. The main span consists of twin steel/concrete composite decks supported by four planes of cables, radiating out from the 520-ft tall center pylons. With a 1,542 ft main span, the bridge is currently the second longest cable-stayed bridge in North America and the widest bridge in the world. The project was designed, built and financed under a public-private-partnership model using design-build delivery, and <b>received a 2016 ACEC Engineering Excellence Honor Award.</b></p>



## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>George Manning, PE, SE</b>	<i>Years of relevant experience with this employer</i>	9
<i>Title</i>	Lead Structural Engineer	<i>Years of relevant experience with other employer(s)</i>	15
<i>Degree(s) / Years / Specialization</i>	MS / 1998 / Civil Engineering, University of Illinois at Urbana-Champaign; BS / 1994 / Civil Engineering, Rensselaer Polytechnic Institute		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 62055771 / Illinois / exp. 11/2023; Structural Engineer No. 81006203 / Illinois / exp. 11/2024		
<i>Year registered</i>	2002; 2005	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Structures Design Reviews (Lead – Highway Structures)		



George is responsible for the layout, design, and plans preparation of various highway bridges. He has designed PSC beam, steel plate girder, and concrete bridges on various foundations. He is also experienced in the design of cast-in-place retaining walls and layout of envelopes for MSE retaining walls and sound barrier walls.

- ✓ 24 years experience managing designs for major bridges across the Southern U.S.
- ✓ Specialized experience in the design of highway structures

<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
11/2016 - 11/2018	<b>PI 0000784 I-285 &amp; SR 400 Reconstruction Design &amp; Review Services, Atlanta, Georgia.</b> Georgia DOT. <b>Structural Engineer.</b> Responsible for review and independent design for structural components for this project. Reviewed design-build engineer plans and calculations for conformance with client requirements. Michael Baker is serving as the submittal review consultant for the reconstruction of the I-285 and S.R. 400 interchange in Atlanta, Georgia. Michael Baker is responsible for reviewing all developer submittals on the project, which consists of about 4 miles of improvements on I-285 and 5 miles on S.R. 400. The project includes the construction of barrier-separated collector-distributor lanes along the roads to help reduce weaving, merging, and accelerating and decelerating conflicts, and involves the reconstruction of existing ramps and bridges in the interchange, the replacement of the bridge on Mt. Vernon Highway, and the construction of new flyover bridges.
7/2015 - 5/2017	<b>Islands Expressway Bridge Replacement Engineering Services, Chatham County, Georgia.</b> Chatham County, GA. <b>Senior Structural Engineer.</b> Responsible for structural design and review of project. Supervised two engineers in the design of two bridges and layout of eight MSE walls. Provided quality reviews for entire project. Monitored the structural budget and schedule. Coordinated with client and Georgia DOT. Michael Baker provided preliminary and final roadway, bridge, and structure plans for construction of two new, high-level, fixed-span, multi-lane bridges over the Wilmington River (Intracoastal Waterway) along C.R. 787/Islands Expressway. Michael Baker performed a topographical survey and prepared a database of existing facilities; supervised subsurface utility engineering to locate and identify existing underground/under channel utilities; performed geotechnical studies; performed a hydrologic, hydraulic, and scour analysis for the Wilmington River; performed environmental investigations and analyses; prepared environmental documentation in the form of a NEPA Categorical Exclusion (CE) document; and performed federal and state-level permitting, including agency coordination, mitigation design; and preparation of permit applications.
10/14/2021 - Ongoing	<b>S.R. 25 Over Savannah and Middle Rivers Design-Build, Port Wentworth, Georgia.</b> Georgia DOT. <b>Structural Engineer.</b> Structural engineer for the project and provided support to lead structural engineer. Responsible for providing quality review on final design calculations and final plans. Assisted with final quantity calculations. Provided guidance on AASHTO LRFD code implementation. Michael Baker is acting as a subcontractor for replacement of the S.R. 25 bridges over the Savannah and Middle Rivers near Port Wentworth, Georgia. The Michael Baker team is providing project management, roadway design, structural design, bridge hydraulic study, drainage, traffic engineering, and environmental permitting services for this design build project.

11/2014 - 6/2015	<p><b>PI 0008690 Jimmy DeLoach Connector Design-Build, Port Wentworth, Chatham County, Georgia.</b> <i>Georgia DOT. Structural Engineer.</i> Responsible for providing construction support services. Responded to contractor RFIs. Michael Baker served as the lead design firm on a design-build project for a new 3.1-mile roadway alignment that begins at Bourne Avenue/S.R. 307 and terminates at the existing eastern end of Jimmy DeLoach Parkway, with new interchanges constructed at Grange Road and Jimmy DeLoach Parkway. Michael Baker provided roadway, bridge, and drainage design; geotechnical studies; environmental permitting; right-of-way acquisition; and utility coordination.</p>
8/2017 - 10/2018	<p><b>PI 752015 Courtland Street Over CSX Design-Build, Atlanta, Georgia.</b> <i>Georgia DOT. Structural Engineer.</i> Responsible for structural engineering for this design-build project. Lead a team of 4 engineers for this bridge replacement project. Major elements included the design of micro-piles, foundations, substructure, and superstructure. Managed the team for the aggressive schedule. Michael Baker provided engineering services for the replacement of the Courtland Street Bridge over the CSX Railroad and MARTA transit system in downtown Atlanta through a design-build project delivery method. Services included project management, roadway design, structure design, traffic engineering, survey, lighting, utility coordination, and construction support.</p>
8/2016 - 9/2017	<p><b>I-16/I-95 Interchange and I-16 Widening, Chatham County, Georgia.</b> <i>Georgia DOT. Senior Structural Engineer.</i> Responsible for providing costing plans for 8 bridges as part of the I-16 Corridor improvements. Bridges consisted of bridge maintenance, widening, replacement, and new parallel bridge. Michael Baker served as the general engineering consultant to provide development of costing plans and environmental documentation for a future design-build project. As a subconsultant, Michael Baker is providing support for roadway and bridge design and ecology services for the widening of 7.5 miles of I-16 from two to three lanes, replacement of bridges over CSX railroad, and improvements to the interchanges at I-95 and I-516.</p>
6/2016 - 7/2017	<p><b>I-75 and I-575 Tolled Managed Lanes Design Review, Cobb and Cherokee Counties, Georgia.</b> <i>Georgia DOT. Senior Structural Engineer.</i> Responsible for providing review services for this design-build project. Reviewed shop drawings, RFI's, and design changes as the owner's representative. Michael Baker provided design review of all submittals for the design-build construction of nearly 30 miles of tolled managed lanes along I-75 and I-575. Michael Baker's services included providing subject-matter experts in all related disciplines and reviews of all submittals for the project using review checklists and document control software.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Jeff McRae, PE	Years of relevant experience with this employer	26
Title	Technical Manager - Bridge	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS/1996/Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 34554/Louisiana/exp. 09/30/2023	
Year registered	2009	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Highway Structures)	



With more than 25 years of experience focused on bridge design projects, Jeff is responsible for overseeing the completion of contract plans from the conceptual stage through final design on numerous bridge projects, generation of bridge quantity calculations, checking of concrete and steel bridge shop drawings, and generation of substructure and superstructure design calculations.

- ✓ 25+ years leading major bridge designs and design reviews
- ✓ Extensive bridge design experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 - Ongoing	<b>I-2/I-69C Interchange and I-2 Reconstruction Design-Build, Pharr, McAllen, and San Juan, TX.</b> <i>Texas DOT. Project Advisor.</i> Michael Baker provided design and engineering services for this major transportation reconstruction project for 7.8 miles of operational and safety improvements along I-2 in a rural-to-urban segment of the county. For this project, it developed roadway designs and alternative concepts as well as maintenance and protection of traffic (MOT) plans for efficiently redirecting traffic. Its roadway, bridge, and MOT teams collaborated using 3D models to ensure designs met requirements set by the Texas Department of Transportation (TxDOT) for construction clearance, profile grades, design speeds, bridge removals, and work-zone traffic barrier clearances. Michael Baker's unique solution for construction allowed the contractor to construct three out of the four direct connectors using minimal closures. By eliminating these restrictions, the contractor could offer a lower bid, reducing costs and saving money.
06/18 - 08/18	<b>I-285 &amp; SR 400 Reconstruction Design &amp; Review Services, Atlanta, Georgia.</b> <i>Georgia DOT. Project Advisor.</i> Michael Baker is serving as the submittal review consultant for the reconstruction of the I-285 and S.R. 400 interchange in Atlanta, Georgia. Michael Baker is responsible for reviewing all developer submittals on the project, which consists of about 4 miles of improvements on I-285 and 5 miles on S.R. 400. The project includes the construction of barrier-separated collector-distributor lanes along the roads to help reduce weaving, merging, and accelerating and decelerating conflicts, and involves the reconstruction of existing ramps and bridges in the interchange, the replacement of the bridge on Mt. Vernon Highway, and the construction of new flyover bridges.
05/14 - 04/16	<b>U.S. 49 Florence to Scales Construction Engineering and Inspection, Rankin County, MS.</b> <i>Assistant Engineer.</i> Responsibilities included generation of bridge design calculations and final contract plans, as well as QA/QC. Michael Baker provided engineering services, including field surveys, preliminary through final design, construction phase services, and public relations support, for the construction of U.S. 49 from Florence to the Scales Area. Working as an extension of client staff, Michael Baker provided construction management, Phase C Design (RFI/submittals), utility coordination, scheduling review (Primavera P6), material testing, erosion control, surveying, traffic control, and public relations support, for the construction of U.S. 49 from Florence to the Scale Area.
01/99 - 12/10	<b>I-55/I-20/ US 49 Rehabilitation; Stack #3 Design Phase, Jackson, Mississippi.</b> <i>Mississippi DOT. Bridge Technical Manager and Engineer.</i> Responsibilities included generation and checking of engineering design calculations, bridge quantities, and final design contract plans. Responsibilities included generating design calculations and contract plans for the substructure and AASHTO beam superstructure spans as well as checking of curved steel girder design for Ramp G-6 over I-20 and U.S. 49. Responsibilities also included checking and regeneration of form grades, beam seats, etc. at four other bridge sites. Michael Baker provided engineering services (field surveys, preliminary through final design, and certain construction phase services including public relations assistance) for the rehabilitation of the interchanges of Interstate 20 with both Interstate 55 and U.S. Highway 49 in Jackson, Mississippi. The total project will be built through a series of four separate construction contracts all designed by Michael Baker. Current project is "STACK III". The project was awarded The 2010 Grand Conceptor Award for Engineering Excellence presented by the American Council of Engineering Companies of Mississippi.

06/91 - 12/05	<p><b>Shepherdstown Bridge, Jefferson County, West Virginia, and Washington County, Maryland.</b> <i>West Virginia DOT. Engineer.</i> Responsibilities included generation and checking of engineering design calculations. Responsible for assisting with design and development of preliminary and final bridge plans for the replacement of this historical bridge structure over the Potomac River in Shepherdstown, WV. Michael Baker was selected by the West Virginia Division of Highways (WVDOT) to provide all environmental and engineering services for the replacement of the James Rumsey Bridge. The bridge is a historic structure of Wichert Truss design originally constructed in 1937. It is listed on the National Register of Historic Places. The James Rumsey Bridge carries WV Route 480 and MD Route 34 vehicular traffic over the Potomac River. The bridge currently has sidewalks on both sides that carry pedestrians and bicyclists. The bridge also crosses over the C&amp;O Canal National Park and National Register listed C&amp;O Canal on the Maryland side. The town of Shepherdstown, West Virginia lies on the west side of the bridge. The replacement of the bridge is necessitated by its rapidly deteriorating condition. The AASHTO LRFD Bridge Design Specifications were used for this bridge design.</p>
01/16 - 04/16	<p><b>S.R. 3 Bridge over Coldwater River Replacement, Tate County, MS.</b> <i>Mississippi DOT. Engineer.</i> Michael Baker provided engineering services for the replacement of the bridge carrying S.R. 3 over Coldwater River. Michael Baker's services included bridge hydraulic one- and two-dimensional model analyses, scour analysis and evaluation, bridge scour and stream bank stabilization design, conceptual and preliminary structural design, and preparation of right-of-way plans.</p>
03/04 - 09/04	<p><b>I-55 Widening and Reconstruction from Relocated S.R. 304 to Church Road, DeSoto County, MS.</b> <i>Mississippi DOT. Engineer.</i> Responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans. Michael Baker provided engineering services, including preliminary and final contract plans, right-of-way appraisal maps, deeds, and individual parcel plats for the reconstruction of approximately 4 miles of I-55 from the relocated S.R. 304 Interchange to just south of the Church Road Interchange in Desoto County.</p>
01/14 - 03/16	<p><b>S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, MS.</b> <i>Mississippi DOT. Engineer.</i> Responsibilities included generating preliminary bridge R.O.W. plans, geometric calculations and design calculations for three hydraulic bridge crossings. One of the crossings, Strong River, required four separate alternates to be detailed as well as a construct-ability report and cost estimate comparison discussing the advantages and disadvantages of each alternate. Michael Baker is providing engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.</p>
09/19 - 02/21	<p><b>S.R. 9 Bridge Replacements, Calhoun County, MS.</b> <i>Mississippi DOT. Project Manager.</i> Responsibilities included overall project management, QA/QC of bridge design calculations, and generation of final contract plans. Michael Baker provided engineering and design services for final bridge construction plans for four bridge replacements: Bridge No. 35.5 over Shutispear Creek, Bridge No. 40.7 over Yalobusha River Relief, Bridge No. 40.9 over Yalobusha River, and Bridge No. 41.2 over Yalobusha River Relief on S.R.9.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Mitch Carr, PE	Years of relevant experience with this employer	12
Title	Department Manager - Bridge	Years of relevant experience with other employer(s)	32
Degree(s) / Years / Specialization		BS / 1979 / Civil Engineering, Mississippi State University	
Active registration number / state / expiration date		Professional Engineer No. 36619 / Louisiana / exp. 03/31/2024; FHWA - NBIS Safety Inspection of In-Service Bridges Training / Mississippi / 05/14/2024	
Year registered	2011; 2014	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Highway Structures)	



Mitch has applied his expertise in the implementation of key project initiatives, including expediting the post-Hurricane Katrina emergency response for replacement of the U.S. 90 Bridges over Biloxi Bay and St. Louis Bay, a massive undertaking. Replacement of these bridges, which constituted the first design-build projects undertaken by MDOT, required overcoming tremendous challenges due to the complete destruction of the existing infrastructure on the Gulf Coast.

- ✓ Expert in major bridge construction projects
- ✓ 44 years experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/05 - 08/08	<b>Replacement of the U.S. 90 Bridges over Biloxi Bay and St. Louis Bay.</b> <i>Mississippi DOT. Technical Advisor and Design Reviewer.</i> On August 29, 2005, Hurricane Katrina made landfall and devastated the Mississippi Gulf Coast. Two major bridges were destroyed: the 2.1-mile-long U.S. 90 bridge over St. Louis Bay and the 1.6-mile-long U.S. 90 bridge over Biloxi Bay. Both bridges were replaced under design-build projects in very short timeframes of 18 months (St. Louis Bay) and 20.5 months (Biloxi Bay) for costs of \$283 and \$343 million respectively. <b>These were the first design build projects undertaken by MDOT. Both projects overcame tremendous challenges due to the complete destruction of the existing infrastructure on the Gulf Coast and were completely successful in creating two of the largest and most beautiful bridges in the State.</b> Mr. Carr actively participated in the large effort of developing the RFP and technical documents in a much-expedited timeframe. Later he participated in the design review and approval of Released for Construction plans and specifications, managed MDOT's structural input and oversight of the overall projects construction for owner aspects related to design, inspection, quality control, material acceptance, prestressed concrete and structural steel girder fabrication and repairs.
01/15 - 04/15	<b>I-55 Byram to McDowell Design-Build.</b> <i>Mississippi DOT. Bridge Engineer.</i> Provided assistance to the Mississippi Department of Transportation in the development of design-build documents (RFQ and RFP). Collaborated with Mary Flynn to develop RFQ for Design-Build services.
01/01 - 07/10	<b>Replacement of the U.S. 82 Bridge over the Mississippi River, Greenville, MS.</b> <i>Mississippi DOT. Design Reviewer.</i> MDOT constructed a new cable stayed bridge to replace the old U.S. 82 truss bridge over the MS River near Greenville, Mississippi. The old bridge was built in 1940 with a 640'-840'-640' trough truss main span and had very narrow 24 ft. roadway with no shoulders. The old bridge was also struck by barges more often than any other bridge on the MS River. The new bridge is 13,753 ft long with 590'-1,378'-590' cable stayed main spans, a steel superstructure with precast deck panels and 600'tall piers on dredged caisson footings. The approach spans for the new bridge were comprised of prestressed concrete girders with a cast in place deck on drilled shaft footings. Construction of the new bridge took nearly 10 years. The new landmark bridge opened to traffic in July 2010 for a total cost of \$270 million and is one of the most magnificent structures on the MS River. A separate project was also let for the demolition of the old bridge. Mr. Carr was involved in many aspects of this bridge including oversight of the consult engineering firm's design, review of plans and specifications, coordination with regulatory agencies, US Coast Guard, U.S. Army Corps of Engineers, Levee boards, and managing MDOT's structural input and oversight of the overall project's construction related to design, inspection, quality control, material acceptance, prestressed concrete and structural steel girder fabrication and repairs.
07/11 - Ongoing	<b>New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, Louisiana.</b> <i>DOTD. Project Manager.</i> Responsible for project management and directing all work activities for preliminary engineering and NEPA/environmental studies for at-grade highway-rail crossing consolidation and grade separation studies of Jefferson Highway (U.S. 90) and the NOPB and KCS rail lines in Jefferson Parish, Louisiana. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish.

07/13 - 07/22	<p><b>OSARC Statewide Bridge Inspection, Statewide, MS. Mississippi DOT. Project Manager.</b> Responsible for overall project oversight; establishing and administering QA/QC controls that ensured quality project deliverables; developing and maintaining detailed project work plans and equipment and inspection schedules; coordinating with Michael Baker's bridge inspection teams and rigging subcontractor's bridge inspection equipment; monitoring project status; providing status reports to the client, reporting critical findings or urgent issues affecting public safety to the client; performing QA/QC reviews of inspection and load rating; and approving inspection and load rating information in the OSARC InspectTech System. Michael Baker provided inspection and engineering services under multiple contracts for the National Bridge Inventory bridge safety inspections, load rating, and reporting of bridges with varying superstructure types. Michael Baker's services included project management, inspection plan development, routine and in-depth condition and appraisal inspections, load ratings, and the preparation of inspection and load-rating reports. The bridges were located on local road systems owned and maintained by various counties, cities, and towns throughout Mississippi. In all, Michael Baker inspected more than 1,300 bridges over the course of this recurring contract.</p>
10/13 - 12/14	<p><b>S.R. 63 Bridge over the Escatawpa River and I-20 Bridges over Valley Street In-Depth Inspections, Jackson and Hinds Counties, MS. Mississippi DOT. Project Manager.</b> Responsible for overall project oversight; establishing and administering QA/QC controls that ensured quality project deliverables; developing and maintaining detailed project work plans and equipment and inspection schedules; coordinating with Michael Baker's bridge inspection teams and rigging subcontractor's bridge inspection equipment; coordinating and organizing bridge inspection information and data submitted by the inspectors; monitoring project status; providing status reports to the client, reporting critical findings or urgent issues affecting public safety to the client; coordinating with the project technical manager to develop the bridge inspection report; performing QA/QC review of inspection report. Michael Baker performed in-depth inspections of fatigue-prone steel girders on the S.R. 63 bridge over the Escatawpa River and the dual I-20 bridges over Valley Street. Michael Baker's services included under-bridge access, traffic control, and location and documentation of all cracks in the girders, stiffeners, diaphragms, cross frames, welds, and connections of the bridges, in accordance with the latest AASHTO Manual for Bridge Evaluation. Michael Baker used magnetic particle testing to locate the ends of all cracks in the steel girders and welds.</p>
06/14 - 05/15	<p><b>Biennial Inspection of the U.S. 82 Cable-Stayed Bridge over the Mississippi River, Washington County, MS. Mississippi DOT. Project Manager.</b> Responsible for overall project oversight; establishing and administering QA/QC controls that ensured quality project deliverables; developing and maintaining detailed project work plans and equipment and inspection schedules; coordinating with Michael Baker's bridge inspection teams and rigging subcontractor's bridge inspection equipment; coordinating and organizing bridge inspection information and data submitted by the inspectors; monitoring project status; providing status reports to the client, reporting critical findings or urgent issues affecting public safety to the client; coordinating with the project technical manager to develop the bridge inspection report; performing QA/QC review of inspection report.</p>
07/13 - 07/15	<p><b>Phase C - Construction Engineering for SR 512 Bridge Replacement Over Chickasawhay River. Mississippi DOT. Engineer.</b> Provided client with engineering services after the project was awarded for construction including checking Shop Drawings, Rebar Lists, Form Grades, Plan change requests and other Contractor submittals.</p>
11/16 - 12/16	<p><b>S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, Mississippi. Mississippi DOT. Bridge Engineer.</b> Responsible for quality control and constructability review. Michael Baker is providing engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Hatem Seliem, PE, PMP</b>	Years of relevant experience with this employer	1
Title	Vice President, Structural/Bridge Engineer	Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		PhD / 2007 / Civil Engineering (Structural); ME / 2002 / Structural Engineering; BE / 2000 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. PE.0039759 / Louisiana / exp. 09/2023; PMP No. 1981848	
Year registered	2015	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Highway Structures)	



Hatem has more than 18 years of experience in structural engineering with a special emphasis on the design and behavior of reinforced and prestressed concrete structures and bridges. Hatem has served as lead designer of reinforced concrete and prestressed concrete bridges and structures varying from simple slab spans to box concrete bridges, including multidiscipline coordination. Hatem has strong experience in retrofitting structures and bridges using Fiber Reinforced Polymers materials. He has in-depth knowledge of national and international design codes including the American Association of State Highway and Transportation Officials, Advanced Contract Initiative, American Institute of Steel Construction, Precast and Prestressed Concrete Institute, International Building Code, Eurocode, environmental condition of the property, and State Building Code.

- ✓ 18 years of industry experience
- ✓ Expertise working in Louisiana
- ✓ Licensed Louisiana Civil Engineer

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/2019 - 09/2022	<b>MacArthur Interchange Phase II Project, New Orleans, LA. LADOTD. Project Manager/Bridge Engineer of Record.</b> Hatem was responsible for the structural design of the superstructure and substructure, deck drainage design, and construction cost estimate for the Louisiana Department of Transportation and Development. He was the lead design engineer and Engineer of Records for the two (2) new, on-ramp and off-ramp connections between the eastbound of the elevated West Bank Expressway on U.S. Route 90-Z and Frontage Road, including the demolition of the existing off-ramp and widening of the U.S. Route 90-Z bridge structure to accommodate the new ramps.
09/2021 - 09/2022	<b>State Road 5 Overseas Highway over Channel No. 5 Bridge Project, Monroe County, FL. FDOT. Project Manager/Specialty Engineer.</b> Hatem coordinated with the contractor and the design engineer of record. Hatem was the lead engineer leading the analysis of the bridge under full operational loads and to determine the jacking sequence. He supervised the design, details development, and jacking plan development. Hatem oversaw the bearings replacement and repair of the segmental bridge, constructed using a span-by-span method and required jacking of the bridge under full live load. He served as the specialty engineer to develop a jacking plan including jacking sequence, temporary jacking steel frame, operations manual, and inspection and certification of jacking equipment.
09/2017 - 08/2020	<b>I-10 over US 165 and MP RR, Monroe, LA. LADOTD. Structural Designer/QA/QC Engineer.</b> Hatem led the structural design of the column bents and the supporting drilled shafts. He reviewed the construction staging, developed plans of column bents and the drilled shafts, and provided a quality control and quality assurance review of the superstructure plans. Hatem oversaw the replacement of the two Interstate 10 bridges overpass U.S. Route 165 and MP Railroad. He provided constructability review for the replacement of the bridge which involved complex construction phasing to maintain traffic on the interstate while removing the old structure and constructing the new bridge.
08/2014 - 09/2022	<b>Bridges Load Rating Project, Statewide, LA. LADOTD. Team Leader.</b> Managed the load rating analysis and review of finite element models and structural analysis for the Louisiana Department of Transportation and Development. Hatem assisted in the load rating of 396 existing off-system bridge structures by the load and resistance factor rating method. He supervised the various bridge types including prestressed concrete girder bridges, steel girder bridges, precast and cast-in-place slab bridges, concrete culverts, swing bridges, and timber bridges. Hatem used 3D finite element modeling which was necessary for the complex bridges.

5/2019 – 6/2020	<p><b>Non-Destructive Evaluation and Load Testing of Seven Posted Bridges, Statewide, LA.</b> <i>LADOTD. Project Manager/Lead Engineer.</i> As a lead engineer, Hatem reviewed and validated finite element analysis results. Hatem provided approval of instrumentation planning, review and validation of diagnostic load testing results, and review of final reports and commencement of results. He evaluated seven bridges, five of which are movable bridges, that are posted for a load lesser than the legal loads and special hauling vehicles. Hatem carried out the evaluation by utilizing load rating analysis and load testing coupled with detailed 3D finite element analysis with the aim of removing current load posting.</p>
10/2018 – 06/2020	<p><b>Louisiana Highway 182 Over Atchafalaya River Project, Baton Rouge, LA.</b> <i>LADOTD. QA/QC Engineer.</i> Hatem provided quality assurance and quality control review of rehabilitation design including facility response plan, jacking design for bearings replacement, quality assurance and quality control review of construction plans, and developed the specifications of non-standard items. Hatem oversaw the simple through truss bridge which carries Louisiana Highway 182 over the Atchafalaya River having a total length of 3,746 feet. The approach spans consist of reinforced concrete slab spans, reinforced concrete T-beam spans, and two deck truss spans. The navigational spans consist of three through truss spans. He evaluated the existing bridge and rehabilitation design, developed construction plans, performed diagnostic load testing on reinforced concrete T-beam approach spans, and conducted a load rating analysis of the rehabilitated bridge.</p>
10/2018 – 6/2020	<p><b>I-20 over Lakeshore Drive Project, Caddo Parish, LA.</b> <i>LADOTD. QA/QC Engineer.</i> Hatem reviewed the existing documents including as-built plans, load rating reports, and inspection; quality assurance and quality control review of the structural analysis and design of rehabilitation; and construction cost estimate. Hatem provided a Stage 0 design feasibility study for four bridge structures of Interstate 20 crossing over Lakeshore Drive and Kansas City Southern Railroad in Shreveport, Louisiana. He designed and detailed different rehabilitation alternates aimed to improve the bridges' conditions, service life, and load rating.</p>
8/2016 – 12/2017	<p><b>I-10 westbound on-ramp from US Route 61, New Orleans, LA.</b> <i>LADOTD. Design Engineer.</i> Hatem developed a detailed 3D finite element model of the bridge utilizing staged construction for demolition and erection. Hatem reviewed the design of the new structure and quality control and quality assurance review of construction plans. Interstate 10 westbound on-ramp from U.S. Route 61 is a fracture, critical, curved steel plate girder bridge that was struck by an over-height vehicle causing severe damage to the exterior girder of the four continuous spans. He developed and directed the repair technique which involved building the entire damaged span onsite and sliding it in place using self-propelled modular transporters to provide minimal closure of Interstate 10.</p>



## 16. Staff Experience:

Firm employed by		HDR Engineering, Inc.	
Name	<b>Sarah De Moya, PE</b>	Years of relevant experience with this employer	10
Title	Bridge Group Team Lead	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering   MS / 2007 / Structural Engineering	
Active registration number / state / expiration date		PE 38011 / Louisiana / Exp. 03/31/2025	
Year registered	2013	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviewer	



Sarah's experience includes structural design and analysis of bridges. She has experience in each stage of bridge design including preliminary planning, structural design, and construction phase services. She has also served as a design engineer for design-build and design-bid-build projects, signature bridges, bridge rehabilitations, bridge widenings, and military vehicle bridges.

Sarah has served as a senior structural engineer for the design of bridges as well as a structural subject matter expert reviewing bridge plans, calculations, specifications and quantities for bridge owners. Sarah has served as a bridge engineer for numerous public clients including LADOTD, TxDOT, FDOT, NYSTA, ADOT, USACE, Houston METRO, HCTRA and various cities and counties in Texas.

- ✓ 17 years experience
- ✓ Extensive experience with public agencies

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/22 - Ongoing	<b>North Houston Highway Improvement Program (NHHIP) Segment 3B Design Oversight General Engineering Consultant (GEC), Houston, TX.</b> Texas Department of Transportation (TxDOT) Houston District. <b>Structural Task Lead.</b> Sarah serves as the structural subject matter expert for structural design reviews and decisions including bridges, walls, drainage structures, sign structures and various other miscellaneous structures and foundations. Sarah reviews design submittals in accordance with the contract documents and TxDOT criteria. HDR served as the owner's general engineering consultant reviewing design, assisting with agency coordination, and tracking compliance with FHWA requirements on this high-profile interchange rebuild.
09/17 - Ongoing	<b>365 Toll Road Segments 1 &amp; 2 (Design Build), Hidalgo County, TX.</b> Hidalgo County Regional Mobility Authority (HCRMA). <b>Structural Design Reviewer.</b> Sarah serves as the structural subject matter expert for design and construction reviews including bridges, walls, drainage structures, sign structures and various other miscellaneous structures and foundations. Sarah reviewed contractor submittals in accordance with the design build specifications, contract documents and TxDOT criteria. HDR served as the owner's general engineering consultant reviewing design and construction submittal from the design-build joint venture consultant for this new toll road project.
12/19 - Ongoing	<b>I-2/I-69 GEC, Hidalgo County (Design Build), Pharr, TX.</b> TxDOT Pharr District. <b>Structural Design Reviewer.</b> Sarah served as the structural subject matter expert for design and construction reviews including bridges, walls, drainage structures, sign structures and various other miscellaneous structures and foundations. Sarah reviewed contractor submittals in accordance with the design build specifications, contract documents and TxDOT criteria. HDR served as the owners general engineering consultant reviewing design and construction submittals from the design build joint venture consultant for this interchange project.
08/15 - Ongoing	<b>Sam Houston Tollway East - Ship Channel Bridge Replacement, Harris County, TX.</b> Harris County Toll Road Authority (HCTRA). <b>Bridge Lead Engineer/Deputy Project Manager.</b> Sarah designed bridge substructure and foundation elements for new twin bridges to replace the existing Houston Ship Channel Bridge, which carries Sam Houston Tollway-East over the Houston Ship Channel. Each approach bridge is over a mile long with a combined deck area of nearly 800,000 square feet. Sarah led the bridge layout and structural design, which was influenced by difficult site constraints including nine railroad tracks, access roads, existing bridge foundations, poor soil, highly skewed box culverts, operating petcoke facility, and roughly 90 utilities. Despite the large number of obstacles, the new bridge was designed such that only overhead power lines required relocation. Sarah checked superstructure designs and developed go-by details utilized by the bridge design teams.

08/20 – 12/21	<p><b>Cardinal Interchange, Beaumont, TX.</b> <i>TxDOT Beaumont District.</i> <b>Senior Bridge Engineer.</b> Sarah designed the bridge geometry and bent locations for Direct Connector Bridge US-69 N to IH-10 W. She designed or reviewed the design of various structural elements for IH-10 ML WB and EB over Washington Ave Bridge. The design included monoshaft foundations, skewed inverted tee multi-column phased bents, Tx54 prestressed concrete girders, gore areas and phased construction. Sarah utilized AASHTO LRFD Bridge Design Specifications and TxDOT design criteria.</p>
07/14 – 05/18	<p><b>I-4 Ultimate (P3), Orlando, FL.</b> <i>Florida Department of Transportation (FDOT).</i> <b>Bridge Engineer.</b> Sarah provided the design for the I-4/408 Interchange and various connecting ramps and mainline bridges on I-4. This included the structural design for the single span variable width steel girder at I-4 over South Street and the seven span prestressed concrete girder I-4 ramp to Colonial with gore area and water footings. Sarah supervised and reviewed bridge design including prestressed concrete girders, deck design, substructure design, special railing details, approach slab design, water footings with steel H-piles. She utilized FDOT design criteria as well as AASHTO LRFD Specifications for the design which included an Extreme Event sinkhole design.</p>
01/13 – 04/14	<p><b>Governor Mario M. Cuomo Bridge (Design Build), Westchester-Rockland County, NY.</b> <i>New York State Thruway Authority.</i> <b>Bridge Engineer.</b> Sarah designed Units 6 and 9 EB and WB substructures and foundations including precast bent caps, reinforced concrete columns, and deep foundations. The designs accounted for ice loading, seismic loading and potential future loading from future light rail as well as incorporated a corrosion resistant design for the harsh environmental conditions. The new twin bridges are more than three miles long and cross the Hudson River at one of the widest points to connect Rockland and Westchester Counties. Each bridge carries four general traffic lanes plus shoulders and extra wide emergency lanes. The bridge is designed for a 100-year service life and is mass-transit ready for bus rapid transit and can accommodate future commuter or light rail on a separate structure between the two highway bridges.</p>
01/12 – 11/12	<p><b>US 290 Manor Expressway, Manor, TX.</b> <i>CTRMA.</i> <b>Structural Engineer.</b> Sarah designed and analyzed truss structures for overhead sign bridges, cantilever sign structures, DMS structures and toll gantries utilizing RISA and AASHTO LTS criteria. Sarah performed shop drawing review and approval of sign structure/DMS/toll gantry trusses, sealed expansion joint assemblies, drainage structures, pedestrian railing and prestressed concrete beams. The design incorporates 6.2 miles for six lane grade-separated tollway reconstruction with three general purpose lanes in each direction and includes included roadway, 32 bridges, retaining walls, drainage, sign structures/toll gantries, and a 10-foot shared path based on AASHTO LRFD, TxDOT, FHWA, and ADA design criteria.</p>

## 16. Staff Experience:

Firm employed by		Terracon Consultants, Inc.	
Name	<b>Steve Greaber, PE</b>	Years of relevant experience with this employer	22
Title	Senior Geotechnical Engineer	Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization		BS / 1989 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 26107 / Louisiana / exp. 09/2023	
Year registered	1995	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Senior Level Project Reviewer: Geotechnical Design	



Mr. Greaber has 33 years of experience working on a wide range of geotechnical projects. He has worked extensively on City-Parish projects as well as for commercial, industrial, transportation, and institutional clients. He is well versed in all aspects of geotechnical engineering and materials quality aspects of construction including earthwork, concrete, masonry, asphalt, and structural steel. Mr. Greaber has extensive experience in deep foundation analysis, implementation/interpretation of load testing, site modification and improvement techniques including but not limited to dynamic compaction, geotextile reinforced slopes, and wick drains for improvement of consolidation.

- ✓ 33 years of geotechnical engineering experience
- ✓ Extensive experience working on LADOTD projects
- ✓ Extensive experience with LADOTD geotechnical design requirements

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/18 - 01/21	<b>H.005967: Nelson Road Extension and Bridge, Lake Charles, LA. DOTD. Authorized Project Reviewer.</b> Reviewed the subsurface evaluation and geotechnical engineering design for the Nelson Road Extension and Bridge Project. Terracon completed the subsurface exploration that included water borings in Contraband Bayou and has provided 90% design of the substructure for the bridge over Contraband Bayou and performed settlement analysis for the planned embankment approaches. The scope also included design support for impact dolphins to be constructed in front of the bridge in the Bayou to protect the bridge superstructure from the impact of possible runaway ocean-going ships from the nearby Port of Lake Charles facility.
07/18 - 10/21	<b>H.011235.5: I-49 South @ Verot School Road US 90, Lafayette, LA. DOTD. Lead Design Engineer.</b> Terracon provided the design of the substructure of two bridges and global stability and settlement for several MSE walls to be constructed as part of this design-build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment. Dynamic Pile Testing was performed during construction to verify pile capacities. Terracon reviewed the CAPWAP results and provided recommendations for adjustment of the resistance factors to accommodate slight variations in nominal capacity obtained at each bent.
06/17 - 10/18	<b>H.010006: Bayou Petit Caillou Bridge Improvements, Chauvin, LA. DOTD. Senior Geotechnical Engineer.</b> Provided senior review of the subsurface evaluation and substructure design for upgrades to the existing bridge. The services were performed for Huval and Associates through their Bridge Preservation Contract and included providing pile recommendations for support of a new bridge lift operator building and supports for traffic barriers and fender replacements.
02/14 - 02/17	<b>H.010620: US 90 (I-49 South) Design Build, Lafayette Parish, LA. C.H. Fenstermaker. Senior Geotechnical Engineer.</b> Provided senior review for the subsurface evaluation and geotechnical engineering design for the US 90 (I-49 South) Design Build Project. Terracon provided the design of the substructure of two bridges and global stability and settlement for several MSE walls to be constructed as part of this design-build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment. Dynamic Pile Testing was performed during construction to verify pile capacities. Terracon reviewed the CAPWAP results and provided recommendations for adjustment of the resistance factors to accommodate slight variations in nominal capacity obtained at each bent.
07/18 - 12/18	<b>LA-1 to I-10 Connector 30% Design - Port Allen, LA. Volkert/DOTD. Supervising Geotechnical Engineer.</b> Supervised 30% design plans for a proposed new connector between I-10 and LA-1 in West Baton Rouge Parish. The extension included two bridges and two miles of new roadway. Bridges over an existing railroad and the Intracoastal Canal were included. An evaluation of a possible retained earth embankment was included.

## 16. Staff Experience:

Firm employed by		Terracon Consultants, Inc.	
Name	<b>Lynne Roussel, PE</b>	Years of relevant experience with this employer	18
Title	Baton Rouge Office Manager	Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization		MS / 2005 / Geotechnical Engineering; BS / 2003 / Civil Engineering,	
Active registration number / state / expiration date		Professional Engineer No. 35152 / Louisiana / exp. 03/2024	
Year registered	2009	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Senior Level Project Reviewer: Geotechnical Design	
<p>Ms. Roussel has managed geotechnical projects for 18 years. She has performed engineering analyses using in-house computer resources and commercial software for settlement analysis, deep foundations analysis, pavement design, slope stability analysis, and lateral loading of deep foundations. Ms. Roussel also performed analyses for the USACE for limiting pressure analyses for Horizontal Directional Drilling (HDD) projects, seepage analyses and Method of Planes slope stability. Her software experience includes PCSTABL6, GEOSLOPE, LPILE, DRIVEN, SHAFT, Shoring Suite, and APILE.</p>		<ul style="list-style-type: none"> <li>✓ 18 years of geotechnical engineering experience</li> <li>✓ 18 years of experience working on LADOTD projects</li> <li>✓ 18 years of experience with LADOTD geotechnical design requirements</li> </ul>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/20 - Ongoing	<p><b>IDIQ Contracts for Professional Geotechnical Services Statewide Contract No. 4400019014. DOTD. Contract Manager and Project Reviewer.</b> Managed the retainer contract for services to perform geotechnical exploration and engineering. The contract value is \$2.5 Million.</p>		
05/17 - Ongoing	<p><b>Coach Williams Extension, Westlake, LA. Calcasieu Parish Police Jury. Project Manager.</b> Managed geotechnical investigation that included 18 borings performed along Coach Williams Road from Old Spanish Trail to Houston River Road in Westlake. The Coach Williams project had several unusual design considerations. Up to 4 feet of fill was required to bring the area to the finished grade. Ms. Roussel performed settlement calculations to determine how much settlement would occur under the weight of the fill in the area. The alignment of the new roadway was in an old borrow pit or pond. Some areas of the pond were previously backfilled, but there were no records of the backfilling. Terracon investigated the area of the backfilled and, compared density information and provided recommendations on how to use the soil in place without having to remove several feet of soil.</p>		
05/18 – 02/22	<p><b>H.011235.5: I-49 South @ Verot School Road US 90, Lafayette, LA. DOTD. Project Manager.</b> Oversaw the design of the substructure of two bridges and global stability and settlement for several MSE walls to be constructed as part of this design-build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment.</p>		
07/21 – 12/21	<p><b>H.003931 I-10 Lake Charles, Lake Charles, LA. DOTD. Project Reviewer.</b> Performed quality review on engineering analyses and reporting.</p>		
06/19 – 3/20	<p><b>H.004100 I-10 Widening, Baton Rouge, LA. DOTD. Senior Engineer.</b> Supervised the subsurface evaluation and lab testing. All testing was performed in accordance with LADOTD sampling and guidelines. The team worked safely around traffic and lane closures on the interstate near College Drive.</p>		
12/15 – 04/22	<p><b>Ham Reid Road Extension. Calcasieu Parish Police Jury. Project Manager.</b> Managed the subsurface exploration, laboratory testing, and geotechnical engineering for the Ham Reid Temporary Detour Road in Lake Charles, LA. The project involved designing and constructing a temporary roadway of about 2,500 feet with an estimated duration of the detour road of fewer than five years.</p>		



07/16 – 07/21	<b>Louisiana Department of Transportation Geotechnical Retainer Contract No. 4400006191, LA. DOTD. Contract Manager and Project Reviewer.</b> Oversaw the retainer contract for services to perform geotechnical exploration and engineering. The contract value is \$4 Million.
05/18 – 11/20	<b>H.005967: Nelson Road Extension and Bridge, Lake Charles, LA. DOTD. Project Manager.</b> Managed the subsurface evaluation and geotechnical engineering design for the Nelson Road Extension and Bridge Project. Terracon completed the subsurface exploration, including water borings in Contraband Bayou, and provided 90% design of the substructure for the bridge over Contraband Bayou. Terracon performed a settlement analysis for the planned embankment approaches. The scope also included design support for impact dolphins to be constructed in front of the bridge in the Bayou to protect the bridge superstructure from the impact of possible runaway ocean-going ships from the nearby Port of Lake Charles facility.
07/18 – 12/18	<b>H.009481 LA 20 Bayou Chevreuil Bridge, St. James Parish, LA. DOTD. Project Manager.</b> Managed the subsurface evaluation and lab testing.
01/10 – 03/12	<b>H.0051.21 - LA-1 to I-10 Connector, Port Allen, LA. DOTD. Project Manager.</b> Managed the design of a new connector between LA 1 and I-10 near the Intracoastal Canal in West Baton Rouge Parish, Louisiana. The project consisted of a bridge over the Intracoastal Canal, a flyover connector to LA 1, and an associated roadway. Soil borings and Cone Penetrometer Test (CPT) probes associated with the bridges and roadway were completed. All calculations were consistent with DOTD pavement design standards. Settlement analysis was performed for the approach embankments. Pile capacities were also provided for the elevated structure.
09/08 – 11/08	<b>Interstate 12 Widening - East Baton Rouge and Livingston Parishes, LA. Project Manager.</b> Managed the interstate highway improvement. Terracon performed drilling and laboratory activities for the project. The project consisted of widening Interstate 12 to six lanes from O'Neal Lane eastward in both East Baton Rouge and Livingston Parishes. The project needed to be performed under a compressed time schedule of 30 days for DOTD to release a Design-Build procurement package. He worked with the Terracon team to ensure the schedule was met by using multiple drill rigs to complete the fieldwork. The work completed by Terracon has received high marks from the design-build team.
12/05– 07/12	<b>Louisiana DOTD Off-System Bridge Program - Statewide in LA. DOTD. Project Manager.</b> Managed multiple off-system bridge projects. Terracon provided geotechnical drilling, laboratory testing, and engineering support for several bridges designated for replacement under the Louisiana Department of Transportation and Development Off-System Bridge Program. Terracon served as a sub-consultant for a civil engineering firm selected by Louisiana DOTD to design the new bridge for each bridge. In each case, the project civil engineer provided all additional engineering and land surveying required to perform topographic surveys and hydraulic studies and prepared the preliminary and final roadway and bridge plans. Terracon completed geotechnical investigations for bridges throughout Louisiana and in a variety of geologic settings.

## 16. Staff Experience:

Firm employed by		Terracon Consultants, Inc.	
Name	<b>Elizabeth Smith, PE, GE, D. GE</b>	Years of relevant experience with this employer	17
Title	Vice President, Senior Principal / National Transportation Program Manager	Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization		MS / 1998 / Civil Engineering; BS / 1986 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. C-46851 / California / exp. 06/2025; GE No. 2373 California / exp. 06/2025	
Year registered	1991	Discipline	Geotechnical Engineering
Contract role(s) / brief description of responsibilities		Geotechnical Design Consultant	



Ms. Smith has 37 years of experience in geotechnical engineering and specializes in geotechnical engineering for bridges and highway projects. She has significant expertise related to geotechnical engineering for design-build transportation projects, from the proposal stage through construction completion. She is experienced in developing geotechnical design recommendations using AASHTO LRFD bridge design specifications for foundations and retaining walls. She has successfully managed several complex geotechnical design-build projects with geotechnical fees over \$12 million and total construction costs up to \$2 billion. Ms. Smith has been involved in several other areas of transportation geotechnical engineering, including consulting for design-build teams to resolve geotechnical problems that arise on complex projects; owner oversight; and evaluation and repair of foundation, slope and retaining wall failures.

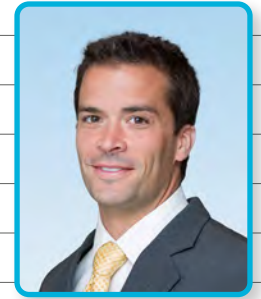
- ✓ 37 years of geotechnical design experience
- ✓ Significant experience related to geotechnical engineering for design-build transportation projects
- ✓ Experience developing geotechnical design recommendations using AASHTO LRFD bridge design specifications for foundations and retaining walls

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
12/20 - Ongoing	<b>IDIQ Contracts for Professional Geotechnical Services Statewide Contract No. 4400019014. DOTD. Contract Manager and Project Reviewer.</b> Managed the retainer contract for services to perform geotechnical exploration and engineering. The contract value is \$2.5 Million.
08/2021 – present	<b>I35 Northeast Expansion (NEX) Central Project, San Antonio, TX. Alamo NEX Construction (Ferroval-Webber JV). Geotechnical Engineer of Record.</b> Geotechnical engineer of record two of three segments for this \$1.5 billion design-build project. The project includes 9.5 miles of elevated viaduct along I-35, I-410 North, and Loop 1604. Terracon's scope of work includes the new flyover connectors at I-35 interchanges at I-410 North and Loop 1604, foundation design for the viaduct structures, and retaining wall designs. The subsurface investigation includes about 50,000 linear feet of geotechnical explorations (over 700 soil borings). Design of structures and foundations is based on AASHTO LRFD specifications.
10/19 – present	<b>Oak Hill Parkway, Austin, TX. AECOM &amp; Colorado River Constructors (Fluor-Balfour-Beatty). Project Manager.</b> Project manager for geotechnical services for this \$677 million design-build project. Oak Hill Parkway includes the design and construction of 6 miles of improvements along US 290 and SH 71. The project includes adding new direct connector at the US 290-SH 71 interchange, 5 new overpasses and intersections, retaining walls, rock cuts and fills, and sound walls.
08/17 – 01/22	<b>I-66 Express Outside the Beltway, Segment 3, Fairfax, VA. FAM Constructors. Project Manager.</b> Project manager for geotechnical engineering design services for Segment 3. The segment starts at Jermantown Road and ends beyond the major interchange at I-495 and I-66. The project includes retaining walls along both sides of the urban freeway, bridge replacements and widenings, pedestrian trails, ramps to and from the express lanes, and construction adjacent to the Washington Metro rail facilities.
06/16 – 08/17	<b>Loop 375 Border Highway, El Paso, TX. Stantec &amp; Abrams/Kiewit JV. Geotechnical Engineer.</b> Geotechnical engineering services during construction to respond to field design changes and requests for additional designs. Work included redesign of a major bridge adjacent to the Rio Grande, evaluation of construction issues, including MSE walls that were out of tolerance, and design foundations for bridges and retaining walls.

10/14 – 06/19	<b>US 183 South (Bergstrom Expressway), Austin, TX. CTRMA. Geotechnical Engineer.</b> Geotechnical design oversight engineer for this major highway expansion. Reviewed design submittals and provided comments, coordinated with TxDOT geotechnical engineers.
08/10 – 08/12	<b>SH 290 Manor Expressway, Austin, TX. CTRMA. Geotechnical Engineer.</b> Geotechnical design oversight engineer for this major highway expansion. Reviewed design submittals and provided comments, coordinated with TxDOT geotechnical engineers.
12/11 – 12/12	<b>SR 520 - Medina to SR 202: Eastside Transit and HOV Project, Washington State. Eastside Corridor Constructors (ECC), (Granite Construction and PCL Construction JV), and Lochner. Geotechnical Engineer.</b> Ms. Smith provided Geotechnical Design Management for a portion of this \$306 million design-build project for the Washington Department of Transportation (WSDOT). The project will reconstruct and widen the existing State Route 520 in King County. Ms. Smith was involved in conducting stability analyses of a landslide that occurred during construction and back-calculated the soil strength, and evaluated the stability of a temporary repair. WSDOT accepted the evaluations, methods used, and, ultimately, the temporary repair. The slide occurred in stiff-fissured clay with known stability problems (locally known as Seattle Clay), and Ms. Smith's evaluations provided a site-specific strength analysis. Following this effort, ECC requested Ms. Smith return to Bellevue to perform similar evaluations for 10 complex retaining walls in areas identified in Seattle Clay. The evaluations for the walls involved developing a project-specific procedure, accepted by WSDOT, to perform detailed stability analyses for various scenarios for each wall, including fully-softened shear strength, residual shear strength, and seismic loading with horizontal accelerations of up to 0.26g. The final wall designs included cantilever soldier pile walls, geosynthetic reinforced retaining walls, tangent 8-foot diameter drilled shafts with tiebacks, and conventional MSE walls. To meet the design stability requirements, the designs required ground improvement. The designs required developing site-specific p-y curves from pressuremeter tests for the structural engineers' use in the shaft wall design. A significant part of Ms. Smith's effort was devoted to consensus-building between the various entities involved in the project's design, oversight, and construction. Final geotechnical designs for the 10 walls were completed and accepted by WSDOT in four months.
10/07 – 03/10	<b>The kclCON Project (I-29/35), Kansas City, MO. Paseo Corridor Constructors (Clarkson, Massman, Kiewit JV) and Parsons Transportation Group. Geotechnical Design Manager.</b> Ms. Smith is the geotechnical design manager for the \$240 million design-build project for the Missouri Department of Transportation (MoDOT). The project includes widening the existing interstate highway north and south of the Missouri River and replacing the Missouri River bridge with a new signature suspension bridge. The river bridge geotechnical investigation included drilling 18 barge-borings to depths of up to 150 feet below mud-line during adverse winter conditions to meet the design schedule. The main pylon is supported on 13-foot diameter drilled shafts socketed into shale. Ms. Smith was the independent geotechnical reviewer for all of the river bridge foundation submittals. The project also includes widening or replacing six highway bridges and constructing 18 new retaining walls to accommodate the widening. The foundations for the other bridges ranged from driven steel H-piles, driven precast concrete piles, and drilled shafts. Cost savings were obtained on the geotechnical design by conducting a value engineering concrete test pile program (in lieu of the rapidly rising price of steel piles).
02/1997 – 09/1997	<b>Eastern Transportation Corridor, Orange County, CA. Silverado Constructors. Design-Build Liaison.</b> Acted as a liaison between the design-build contractor and Caltrans Office of Structure Foundations on the Eastern Transportation Corridor. On this project, Ms. Smith reviewed about 60 final Foundation Reports and Log of Test Boring sheets for compliance with Caltrans standards. Ms. Smith was instrumental in gaining Caltrans acceptance of the geotechnical designs and obtaining early release for structure construction, which greatly shortened the project duration so that construction was completed a year ahead of schedule. On this project, Ms. Smith reviewed final Foundation Reports and Log of Test Boring sheets for compliance with Caltrans requirements, facilitated meetings between Caltrans and the design-build contractor in which Caltrans review comments were discussed and final designs agreed upon, and helped to build a cordial team relationship between Caltrans and the design-build contractor. Through this process, Caltrans released 50 bridges for construction in less than five months.

## 16. Staff Experience:

Firm employed by		WSP USA, Inc.	
Name	<b>Ian Chaney, PE</b>	Years of relevant experience with this employer	20
Title	National Director for Geotechnical and Tunneling	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		MS / 2002 / Geotechnical Engineering; BS / 2001 / Mining Engineering	
Active registration number / state / expiration date		Professional Engineer No. 42288 / Louisiana / exp. 09/2024	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Misc. Structures – Retaining Walls)	



Ian is experienced in multi-disciplinary project management and leading major infrastructure project efforts. His technical experience includes providing detailed and concept designs for marine facilities, tunnels, walls, bridges, and buildings that consider site-specific conditions, as well as the spectrum of multi-disciplinary concerns inherent with large infrastructure construction activities. As WSP's lead designer on the Mid-Barataria Sediment Diversion project, Ian understands the unique geotechnical conditions of Louisiana.

- ✓ 21 years of experience
- ✓ Experience working in Louisiana
- ✓ Licensed Louisiana Civil Engineer

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/2017 – 09/2019	<b>Mid-Barataria Sediment Diversion Project, New Orleans, LA. CPRA. Lead Designer/Project Manager.</b> As part of this project to design an intake structure and 2-mile-long conveyance channel from the Mississippi River, Ian is the lead designer and WSP project manager providing designs for a concrete intake approach. Options considered were floating U-structures, able to be placed 400 feet out into the Mississippi River, cast-in-place concrete structures with sheet pile seepage cutoffs, and a bored tunnel. The U-structure is being advanced and is being constructed on a piled foundation. At completion, the project will accommodate a diverted flow of more than 75,000 cfs of sediment-laden water that will ultimately be deposited and dispersed into the Barataria Bay, enabling marsh creating for future decades.
06/2019 - Ongoing	<b>Hampton Roads Bridge-Tunnel Expansion, Norfolk, VA. Virginia DOT. Engineering Manager for Structures, Islands and Tunnels.</b> Engineering Manager for tunnels, bridges, walls, and islands. As owner's engineer during design and construction for this \$4B mega-project, Ian is responsible for the oversight and management of the design-builder for the work products noted above. The project encompasses several miles of new trestle, two new bored tunnels through soft soils with diameters of 45', highway widening and man-made island expansions – all underlain by extremely poor subsurface conditions. As part of the landside expansion, approximately 3 linear miles of retaining walls and approach walls were required due to the limited right-of-way along the corridor.
08/2018 – Ongoing	<b>NC-540, R2828, Raleigh, NC. NCDOT/Lane-Blythe. Lead Geotechnical Engineer.</b> Supported the \$400M design-build project, that consists of 20 bridges, 8 miles of highway on new alignment, more than 2 miles of walls with heights up to 50 ft high, and a major turbine interchange with I-40. Ian was responsible for the design of all geotechnical aspects of the project, including the bridge foundations, retaining walls for cuts and fills, slopes, and embankments – many of which were up to 50 feet high.
06/2018 - 09/2021	<b>Pensacola Bay Bridge, Pensacola, FL. Florida DOT. Independent Reviewer.</b> Responsible for reviewing foundations, retaining walls and embankment fills for high-level bridge approaches on the Pensacola and Gulf Shores side of the Pensacola Bay. Due to soft soils, construction staging, settlement mitigation and wall construction sequence were critical to the post-construction performance of the bridge approaches and for an on-time opening of the facility. On this project, WSP was the lead designer for the design-builder.



09/2011 – 12/2018	<p><b>Elizabeth River Tunnels Project, Norfolk, VA.</b> <i>Virginia DOT / Skanska-Kiewit-Weeks</i>. <b>Project Manager/Lead Underground Engineer.</b> On this long-term, \$2.1B Mega-Project, Ian's duties started as the geotechnical design manager and finished with being the on-site design manager during construction. As the on-site Design Manager During Construction, Ian was responsible for daily management of design services during construction, claim mitigation and negotiation, and financial decisions regarding design work. He was also responsible for coordination and management of all design changes, additional work, and the acceptance/certification of the project as it was completed, which includes the new tunnel, the highway extension and the rehabilitation of the three existing tunnels. Previously, as geotechnical, and underground design manager for this immersed tunnel project that parallels an existing immersed tunnel, Ian was responsible for the management of all underground aspects of the design and the coordination of the underground works between the civil, geotechnical and structural disciplines. The project included below-grade approach walls up to 50 ft deep, and an innovative underwater support-of-excavation wall with a height of 100' that required multiple levels of internal bracing and tiebacks. For this project, WSP is the lead designer for the PPP partnership created to design, build, operate and maintain the tunnel for a period of 58 years. The project consists of an approximate 1-mile-long immersed tunnel, cast-in place cut-and-cover tunnel and open approaches, a 1.5-mile-long elevated expressway and related interchanges through the City of Portsmouth connecting to an interstate highway, as well as the relocation of a 36-inch water main, four pump stations, three pedestrian bridges and numerous interchange improvements. The project also included the rehabilitation of three existing tunnels.</p>
08/2017 – 09/2019	<p><b>I-440 Nashville Connector, Nashville, TN.</b> <i>Tennessee DOT / Kiewit</i>. <b>Lead Foundation Engineer.</b> Responsible for the foundation design of 3 bridge widenings, including two lower-level overpass bridges and one high-level bridge founded on 7-foot diameter shafts. As part of the project, Ian was also responsible for the drilled shaft inspection and remediation, which required two additional "sister-shafts", adjacent to the 7-foot diameter mon shafts, installed independent to the existing shaft that had to be abandoned due to poor quality concrete. Ian was also responsible for retaining walls and rock wall mitigation, which in some places, consisted of retaining walls that tapered into exposed rock faces.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Joseph (Todd) Mitchell, PE, PMP</b>	Years of relevant experience with this employer	21
Title	Senior Structural Engineer	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		BS / 1996 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. PE.0042135 / Louisiana / exp. 03/2024; PMP No. 3197765	
Year registered	2017	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structures Design Reviews (Miscellaneous Structures - Overhead Signage)	



As a senior structural engineer, Todd has experience in bridge and building design, structural inspections, and plan preparation for a variety of projects. Todd's work has involved preliminary and final design of a multitude of structure types, several of which were design/build projects. These include continuous steel girder bridges, precast I-beam/box-beam bridges, slab bridges, conventional reinforced concrete structures, and structural steel frame structures. Miscellaneous design experience includes emergency response, load ratings, bridge and ancillary structures condition inspections and studies, concrete corrosion assessment and repair, bridge strengthening (including Carbon Fiber Reinforcing Polymer), steel strengthening, steel heat straightening, pile jackets, and the design of structural components of light poles (steel and aluminum), and light pole foundations including anchor bolts, base plate, concrete components, drilled shafts, as well as structure mounted light pole attachments.

- ✓ 20+ years of experience
- ✓ Highway/Interstate Structures expertise
- ✓ Licensed Louisiana Civil Engineer

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
3/21 - present	<b>Traffic Operations Design-Build Push Button Contract III, Districtwide, FL. FDOT. Structural Design Engineer-of-Record.</b> WSP is responsible for this design-build task work order contract involving constructability analysis, design services, post-design services, and contract tracking/inventory and evaluation. Elements of work include roadways, structures, intersections, interchanges, pole, foundation, anchor bolt, drilled shaft design, geotechnical activities, intelligent transportation system, surveys, drainage, signing and pavement markings, signalization, lighting, utility coordination and relocation, maintenance of traffic, cost estimates, environmental permits, Federal Aviation Administration and Federal Communications Commission permits, quantity computation, specification packages and coordination, public involvement efforts, and all necessary incidental items for a complete project. Fifty-one tasks have been completed under this contract.
07/18 - 12/22	<b>Pensacola Bay Bridge Replacement Design-Build, Pensacola, FL. FDOT. Engineer-of-Record.</b> Responsible for the ITS electrical design bridge, maintenance lighting design, and assisted in the design of the roadway and aesthetic lighting power distribution system. WSP provided design services to replace the 3.7-mile existing bridge with twin structures featuring wishbone-tied arch main spans and lowered 10-foot-wide shared-use paths. Detailed piers, color-changing light-emitting diode lighting, decorative railings, and surface finishes will further enhance the architectural theme of the bridges. The project is replacing the signalized interchange at U.S. 98 and 17th Avenue with a direct connection from U.S. 98 to the Pensacola Bay Front Parkway and Interstate 110. Improvements are also being made to the Gulf Breeze Wayside Park.
05/20 - 10/21	<b>Interstate 95 Express Lanes Phase 3A-2 Design-Build, Broward/Palm Counties, FL. FDOT. Project Engineer.</b> Provided structures QC support. WSP is providing engineering design services on this eight-mile design-build project to extend express lanes on Interstate 95 and install an intelligent transportation system and toll systems. The project includes widening high-occupancy vehicle lanes and converting them to managed lanes, resulting in two tolled express lanes in each direction. The project also includes new improvements to the Atlantic Boulevard interchange. Work includes milling, resurfacing, drainage, bridge widenings, pedestrian bridge replacement, retaining walls, sound barrier walls, temp lighting, temp barrier, mounted lighting, toll gantries, signing and pavement marking, signalization, lighting, ramp metering, utility relocation, and landscaping. Structures include a new pedestrian bridge, new ramp bridge at Atlantic Boulevard, and bridge widening at nine crossings, including a canal, railroad, and multiple roads in a heavily urbanized area.

07/16 - 06/21	<p><b>Sunshine Skyway Bridge Corridor Asset Maintenance Design-Build, Tampa, FL.</b> <i>FDOT. Deputy Manager/Emergency Responder.</i> WSP, as lead design engineer, is providing all technical support services for this 10-year performance-based asset maintenance contract. Support services include routine structural, underwater, corrosion and electrical inspections; special surveys; related assessments; and emergency response support. The structure assets included the four structures comprising the Skyway fishing piers, 11 overhead sign structures, and eight low to high level bridges and the Bob Graham Sunshine Skyway Bridge and its 36-mass concrete ship impact protection dolphins.</p>
02/17 - 10/20	<p><b>I-10/I-95 Interchange Design-Build Title, Duval County, FL.</b> <i>FDOT. Project Engineer.</i> Provided structures quality control (QC) support. WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, median light pole design, anchor bolts and other associated tasks.</p>
1/14 - 1/19	<p><b>I-75 Express Lanes Section E Design-Build, Broward County, FL.</b> <i>FDOT. Design Support Engineer/QC/Post Design Support.</i> WSP provided design services for the implementation of four new express lanes connecting to three existing reversible express lanes via a new reversible 2,000-foot flyover bridge, utilizing a concrete box beam design. Project elements of the 4.7-mile project included highway widening, bridges and structures, light pole design with special arms, foundations, drainage, permitting, intelligent transportation systems, signing, marking, and lighting.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Andy Lelewski</b>	<i>Years of relevant experience with this employer</i>	<1
<i>Title</i>	Technical Manager	<i>Years of relevant experience with other employer(s)</i>	25
<i>Degree(s) / Years / Specialization</i>	BS / 1997 / Civil Engineering, University of Pittsburgh		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 58669 / Florida / exp. 06/2025		
<i>Year registered</i>	2002	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Toll System Design Reviews (Lead)		



With more than twenty five years of experience working in the toll road industry, Andy has spent the last 14 years in director roles at public toll road agencies including the Tampa-Hillsborough Expressway Authority and the North Carolina Turnpike Authority. He is well-versed in all aspects of the toll road industry including planning, engineering design, and implementation of toll facility infrastructure and toll technology systems, customer service and communications programs, policy development, finance controls, annual operations, and long term capital planning.

- ✓ Extensive P3 experience on NCDOT's I-77 Express Lanes program
- ✓ Implemented award-winning customer services and operability advancements at NCTA in 2016 and 2018

<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
05/23 – Ongoing	<b>OPM for I-10 Mobile River Bridge and Bayway Project, Mobile, Alabama.</b> <i>Alabama DOT. Tolling Expert.</i> Michael Baker is providing project management with oversight responsibilities for all aspects of the Mobile River Bridge and Bayway Project. The project involves reconstruction of I-10 through downtown Mobile, Alabama and across the Mobile Bay, with a total length of approximately 10 miles. The project includes a new 2-tower cable stayed bridge over the Mobile River, and replacement of the 7-mile long existing I-10 Bayway.
06/22 – 05/23	<b>All-Electronic Tolling System Replacement, Tampa, Florida.</b> <i>Tampa-Hillsborough Expressway Authority. Director of Toll Operations.</i> Developed a toll collection system master plan that will provide for the replacement of an aging all-electronic toll collection system. The 5-year plan provided a path for reprocurring the roadside systems, operational back office, 3rd party interfaces, and customer service activities. Re-focused the functional operations of the toll operations unit focusing on solid project management practices and improved following of policies and procedures.
2009 – 2022	<b>Triangle Expressway &amp; Monroe Expressway Tolling Systems Development, Raleigh, North Carolina.</b> <i>North Carolina Turnpike Authority. Director of Toll Operations.</i> Implemented the business policies, toll collection / customer service / intelligent transportation systems, and operations and maintenance plans for the NCTA's first toll roads, the Triangle Expressway and the Monroe Expressway. These multi billion greenfield projects opened with all-electronic toll collection systems. <ul style="list-style-type: none"> <li>• Responsible for Turnpike Authority executive level liaison activities and overall program / work planning for statewide toll road projects that were part of the NCDOT work program.</li> <li>• Responsible for the successful toll system implementation I-77 Express Lanes (2019) project. This project involved coordination with the NCDOT selected concessionaire and development of the system interfaces with the NCTA back office system.</li> <li>• Managed customer service related contracts and led the performance of staff and over 100 consultants and contractor positions to provide industry standard customer service to NCTA patrons.</li> <li>• Led the procurement of the legacy roadside toll collections systems, back office systems, and customer service operations contracts. The new contracts resulting in improved performance and overall cost savings.</li> </ul> <p><b><i>During Andy's time at NCTA, the Turnpike Authority twice won the IBTTA President's award</i></b>, the highest award given by the association. The 2016 and 2018 honors were awarded for advancements of the Authority's customer service and toll interoperability program.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Carlos Campo Osorio, PE, PMP</b>	Years of relevant experience with this employer	6
Title	Director, Advisory Services	Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization		BS / 2005 / Civil Engineering; MS / 2010 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 44313 / Louisiana / exp. 09/2024	
Year registered	2020	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Design Support (Toll Systems)	



Carlos is experienced in the procurement, design, testing, and operations of major infrastructure projects. He has specialized in the design and implementation of all-electronic tolling systems for toll roads and bridges, in SME and project manager roles. Carlos' responsibilities throughout his career in the private and public sectors have included drafting technical specifications, business rules and contract documents; preparing budgets and cost estimates; creating staffing and operations plans; and overseeing toll system integrators. In addition to his advisory and delivery experience for several high-profile clients and projects, Carlos was the operations manager and tolling engineer for the State Road and Tollway Authority. Carlos is also a member of the Managed Lanes Committee of the Transportation Research Board and the IBTTA International Committee, leading applied re-search initiatives on technologies, policies, and financing for the next generation of transportation systems.

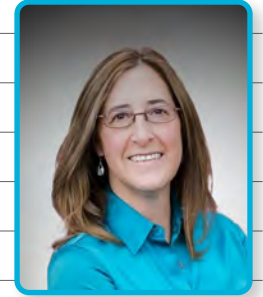
- ✓ Served as Tolling Technical Advisor on Calcasieu
- ✓ All electronic tolling (laneside and BOS) expertise
- ✓ Delivery and O&M experience on toll bridge projects
- ✓ Public and private sector experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/2020 - Ongoing	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge Task Order), Calcasieu Parish, LA. LADOTD. Tolling Systems Support.</b> The project includes provision of engineering, financial management, management and administrative advice and services to assist with Innovative Project Delivery Methods in connection with administering the procurement process of Design Build, Construction Management as Risk, and/or Public Private Partnership (P3) Projects. The current effort includes leading the procurement of the \$1 billion Calcasieu Bridge in Lake Charles, Louisiana. Included in the effort is a Level 2 Toll Study. The Calcasieu Bridge is one of the most critical projects in Louisiana's Transportation System as well as along the I-10 East West Trade Route. It has been identified as detrimental to economic development.
2010 - 2021	<b>Statewide General Tolling Consultant 2010 - 2021, Statewide Washington. WSDOT. Tolling Systems Support.</b> Reviewed cost forecasting assumptions and performed quality control on cost and financial models for the I-405 and SR-520 corridors. WSP, as a subconsultant, served as the statewide general toll consultant for the Washington State Department of Transportation Toll Division. Work included toll operations program management and support, and toll project development, implementation, and support for authorized or planned toll facilities. WSP staff complemented Washington State Department of Transportation personnel and served as an integrated team to plan, implement and operate the tolling program. The project assisted with toll program management and project development, provided an integrated consultant team, and senior experts co-located with the Washington State Department of Transportation staff and helped to build tolling skills.
07/2017 - 05/2018	<b>Golden Gate Bridge Technical Support for Open Road Tolling (ORT) Operations, San Francisco, CA. Golden Gate Bridge, Highway and Transportation District. Tolling Systems Support.</b> Developed business rules and enforced contractual requirements compliance for the implementation of an open road/all electronic tolling solution on the Golden Gate Bridge. WSP supported the District with the replacement of their legacy toll collection system on the Golden Gate Bridge, upgrading from all electronic toll booths to an open road tolling environment.

09/2014 – Ongoing	<p><b>Bay Area Express Lane Network Program Management Services, Oakland, CA.</b> <i>Metropolitan Transportation Commission.</i> <b>Tolling Systems Lead.</b> Oversee the delivery and operation of multiple Express Lanes corridors, including design, testing, infrastructure coordination with CMGC contractor, change management and O&amp;M oversight. Advised on dynamic pricing algorithm calibration, performance monitoring, contract negotiations, revenue management, toll policy, and operational procedures for the Express Lanes network. WSP provided technical and strategic program management services for the implementation and program controls procedures of the Express Lane Program. Controls procedures encompassed schedule control, cost control, document control, change management, risk management, quality assurance and quarterly reporting. Other responsibilities included public outreach, operations planning support, and project delivery, including oversight of project development, management of project budget, and contract monitoring.</p>
01/22 – Ongoing	<p><b>Interstate Bridge Replacement, Portland, OR.</b> <i>Oregon Department of Transportation.</i> <b>Tolling Coordination Advisor.</b> Provide advice on all toll coordination aspects for this major bridge replacement between Oregon and Washington State. Work includes drafting of toll administration white papers, development of high-level schedules, drafting of MOUs, advising on toll authorization, funding and financing legislation, as well as reviewing toll system integration procurement documents.</p>
07/18 – 06/19	<p><b>Thousand Islands Bridge Toll System Replacement, Alexandria Bay, NY.</b> <i>Thousand Islands Bridge Authority.</i> <b>Testing Lead.</b> Carlos advised the client on the deployment of a binational, electronic and cash-based tolling plaza system. Work included infrastructure and toll system design oversight and testing on mixed lane (cash and electronic) and back-office systems.</p>
03/22 – 09/22	<p><b>PennDOT Pathways P3 Technical Advisor, Harrisburg, PA.</b> <i>Pennsylvania Department of Transportation.</i> <b>Tolling Technical Specifications Lead.</b> Drafted the DB technical specifications for the necessary infrastructure improvements to support tolling on nine major interstate bridges in the Commonwealth of Pennsylvania. Work included coordination with Pennsylvania Turnpike and design standards and division of responsibilities.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	<b>Rosemary Seiwald, JD, PE</b>	Years of relevant experience with this employer	3
Title	Senior Electrical Engineer	Years of relevant experience with other employer(s)	32
Degree(s) / Years / Specialization		JD / 2006 / Law; BS / 1988 / Architectural Engineering	
Active registration number / state / expiration date		Professional Engineer No. 47624 / Louisiana / exp. 9/30/2023	
Year registered	2023	Discipline	Electrical Engineering
Contract role(s) / brief description of responsibilities		Signals/ITS/Lighting Design Reviews (Lead)	



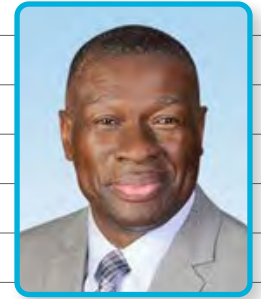
Rosemary is an Electrical Engineer with more than 30 years of experience providing designs, design reviews, and quality assurance on a wide range of transportation, structural, and facility projects. She will apply her familiarity with LADOTD's facilities and standards from her work on the Barksdale Air Force Base project to lead our team in efficient and accurate electrical design reviews.

- ✓ 35 years experience
- ✓ Extensive experience with DOTs nation-wide

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/2022 - Ongoing	<b>Barksdale AFB Entrance Road and Gate Complex, Barksdale Air Force Base, Louisiana.</b> <i>Naval Facilities Engineering Command (NAVFAC).</i> <b>Lead Electrical Engineer.</b> Responsible for power and lighting design for a new Entry Control Facility (ECF) at the north side of the base and will connect with a new state highway being constructed by LADOTD. This project extends the LaDOTD state highway up to a roundabout north of the proposed ECF. The roadway includes travel lanes, medians, shoulders, barriers, fencing and site light per LaDOTD standards. In addition, the highway will continue from the roundabout to the new ECF and continue until intersects another roundabout and base road. The new ECF and roadway will be designed per Entry Control Facilities/Access Control Points guidelines and standards. The ECF includes a new Gate House, Canopy with Guard Booths, POV, Large Commercial Vehicle Inspection, Overwatch Tower and Visitor Center.
03/21 - Ongoing	<b>Hartford Line Railroad Stations Design, New Haven, CT to Springfield, MA.</b> <i>Connecticut DOT.</i> <b>Electrical Engineer.</b> Responsible for review and recommendations of subconsultant's electrical grounding system design for new train station. Michael Baker is developing the design for eleven new or upgraded high-speed passenger rail stations from New Haven, Connecticut, to Springfield, Massachusetts. Michael Baker is preparing erosion and sedimentation control and designs for pedestrian bridges and parking facilities that comply with Americans with Disabilities Act standards. Additionally, MBI is preparing permit applications, performing right-of-way and utility coordination, constructability reviews, and construction management, and overseeing landscape design.
01/12 - 10/13	<b>Southeast Wyoming Welcome Center, Cheyenne, Wyoming.</b> <i>Wyoming DOT.</i> <b>Lead Electrical Engineer.</b> Lead Electrical Engineer for 27,000 SF welcome center that replaced the existing facility challenged by size and site limitations. New mechanical and electrical systems feature a series of strategies that are designed to minimize the project's resource demand while maximizing the use of on-site resources. Daylight harvesting minimizes electrical demand and solar photovoltaic panels and wind turbines are sources of renewable energy for the site.
1997 - 1998	<b>I-25/Circle Drive/ Lake Avenue Interchange, Colorado Springs, CO.</b> <i>Colorado DOT.</i> <b>Electrical Engineer.</b> Provided electrical design for \$50-million reconstruction of existing highway interchange. Design included new lighting for all three roadways, pedestrian overpass lighting, and pedestrian underpass lighting, along with traffic management system conduit design.

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Ben Robinson</b>	Years of relevant experience with this employer	2
Title	Traffic/ITS Project Manager	Years of relevant experience with other employer(s)	30
Degree(s) / Years / Specialization		BS / 1988 / Electronic Engineering	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Design Review Support (ITS/Signals) / Roadway Inspections (ITS)	



Ben is a traffic engineer with experience in advanced transportation management and intelligent transportation systems (ATMS/ ITS) design. He has applied his knowledge of traffic engineering in developing and analyzing various operational improvement projects. He has applied his knowledge of ITS architecture in the engineering of several ATMS designs, Transportation Systems Management and Operations (TSM&O), communication master plan development which include field equipment installations and control center upgrades. Additional responsibilities include traffic signal management and intersection improvement projects, traffic and corridor studies, corridor timing plans, safety and operation studies, and transit planning.

- ✓ 30+ years of experience
- ✓ Expertise in traffic engineering systems

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
8/22 - Ongoing	<b>On-Call Design IDIQ, Gwinnett County, GA. GDOT. Project Manager.</b> Responsible for developing traffic signal and ITS installation plans, and as-built plans for more than 100 locations around Gwinnett County on this task order-based contract. Coordinated with the county, GDOT and various utilities as required during design of these projects.
5/21 - Ongoing	<b>Regionwide Signal Timing, Metro Atlanta, GA. GDOT. Project Manager.</b> Responsible for timing more than 150 signalized intersections. Ben coordinated with the districts, local agencies, and field technicians, developed timing plans, optimized phase sequences, and fine-tuned the timing plans in the field. He summarized the results of the "before-and-after" studies for the Georgia Department of Transportation in summary reports and included other recommendations to improve intersection operations or safety (small construction projects, signal phasing, pavement markings, and signage). Ben was responsible for providing training that included the development and implementation of signal timing and control strategies for urban, suburban, and rural conditions. Other contract coordination included providing oversight of Georgia Department of Transportation contractors responsible for making repairs to field equipment (vehicle and pedestrian detectors, communication systems, control equipment, etc.)
4/21- Ongoing	<b>GDOT Statewide Signal and ITS Design Statewide Georgia. GDOT. QA/QC Manager.</b> Responsible for the design of over 300 intersections statewide. This task order-based contract included providing upgraded traffic signal design plans for individual traffic signals or traffic signal systems; upgrading ITS devices or ITS system; preparing preconstruction activities, environmental field studies, right-of-way plan development and railroad coordination; and fiber optic cable design for interconnecting the signals. This contract followed the GDOT Plan Development Process (PDP) through final design
4/17 - Ongoing	<b>Priority Control System, DeKalb County, GA. MARTA. Project Manager.</b> Responsible for priority planning and feasibility study that analyzed bus routes, preliminary bus stop design, and preliminary cost estimate for transit signal priority on Memorial Drive. This conceptual study investigates options for improving MARTA along Memorial Drive from Kensington Station to Goldsmith. It concludes that MARTA implemented bus rapid transit routes (BRT). The project also consisted of integrating transit signal priority (TSP) devices into the Traffic Control Center (TCC), developing new signal timing for the intersections, testing and implementation of a priority control system. The system was installed on two corridors in DeKalb County. One of which consisted of 28 intersections along Memorial Drive and the other consisted of 22 intersections along Buford Highway. The costs of implementing the BRT solution was recovered in the benefits of improved mobility, safety and reduced congestion along the corridor. This project was the first of its kind in the state of Georgia.



07/16 - 04/21	<p><b>Major Mobility Investment Project, Program Management Consultant (PMC), Atlanta, GA. GDOT. Subject Matter Expert (SME).</b> Responsible for reviewing and making design recommendation for tolling, traffic signal and ITS plans. Developed contracts documents and revised special provisions as needed for the contracts. Also provides technical quality assurance and quality control (QA/QC) on deliverables and coordinates with GDOT's SMEs and other GEC's SMEs. Ben and his team performed tolling and ITS designs for projects with tolling facilities.</p>
5/16 - 10/19	<p><b>Northwest Corridor Express Lanes, Atlanta, GA. GDOT. Project Manager.</b> Responsible for inspecting, integrating, testing, and developing TSM&amp;O strategies for all the ITS devices and traffic signals for the NWC Express Lanes project. The project added 29.7 miles of reversible toll lanes and over 700 ITS devices which included CCTVs, DMSs, VDSs, Radars, Traffic Signals and Access Control System along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road. TSMO strategies will be used to optimize the efficiency of the corridors and improve mobility to provide more reliable trip times throughout Metro Atlanta. GDOT will apply this practice to upcoming managed lanes as well. The integration services of the scope included coordination with GDOT's IT department to obtain or validate IP addresses for all devices. WSP validated the programming and configuration of all devices to ensure communication at all aggregation points, hub buildings and GDOT's Transportation Management Center (TMC).</p>
08/14 - 09/18	<p><b>Atlanta Recovery Zone Bond Traffic Signal Upgrades, COA, Atlanta, GA. City of Atlanta. Project Manager.</b> Responsible for providing design and integration services for The Recovery Zone Bond which allowed the COA to upgrade parts of their infrastructure. Provided signal timing, signal design, communication design and integration for more than 67 intersections. Managed the contractor who performed operational upgrades, maintenance, and field installation. Performed integration of advanced transportation management technologies for the COA's traffic control center (TCC). Evaluated existing traffic signal conditions and performed a traffic signal communications survey. Also developed, implemented, and fine-tuned traffic signal timing, and installed fiber optic and wireless links for the project area. Services performed include ATMS design, field communication design, TCC needs assessment, traffic signal design, signal timing and CEI.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	WSP USA Inc.		
<i>Name</i>	<b>Paul Lutkevich, PE</b>	<i>Years of relevant experience with this employer</i>	25
<i>Title</i>	Senior Vice President, Lighting Design, Senior Engineering Manager / Technical Director	<i>Years of relevant experience with other employer(s)</i>	13
<i>Degree(s) / Years / Specialization</i>	BS / 1982 / Electrical Engineering		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 38509 / Massachusetts / exp. 06/2024		
<i>Year registered</i>	1995	<i>Discipline</i>	Electrical Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Design Review Support (Lighting)		



Paul is a Technical Director and Professional Fellow for lighting design at WSP. He has over 40 years of experience in design and construction of infrastructure systems including roadways, tunnels, pedestrian facilities, and transit systems. He is actively involved in the development of national and international standards for outdoor lighting. He has been involved in research with the FHWA investigating topics concerning lighting and safety, adaptive lighting implementation, visualization techniques, environmental and health impacts of lighting, and context sensitive solutions. He is Task Lead for Highways and Interchanges as well as Street Lighting for the IES Roadway Standard Practice Committee writing IES RP-8.

- ✓ Former member of the US delegation in the FHWA/AASHTO Bilateral Lighting Technology Exchange Program
- ✓ Co-author for the Transportation Association of Canada's outdoor lighting standards
- ✓ Lead researcher for the revisions to the FHWA Roadway Lighting Handbook.
- ✓ Lead researcher for the NCHRP Solid State Lighting Guidelines

<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
05/20 - Ongoing	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge Task Order), Calcasieu Parish, LA. LADOTD. Lighting Design/QC.</b> This significant Design-Build-Operate-Maintain (DBFOM) Toll Revenue Risk project replaces the 70-year-old Calcasieu River Bridge, increase the capacity of I-10 through the Lake Charles region, and relieve a national freight bottleneck. The Louisiana Department of Transportation & Development (LADOTD) selected WSP as the Technical Advisor to work side-by-side in its management of the P3 procurement and upcoming negotiation process. To develop the technical provisions, WSP hosted multiple workshops with the multitude of relevant technical disciplines to prepare the documents and define the performance-based and prescriptive technical criteria to LADOTD standards. Furthermore, WSP supported the questions and answers (Q&A) process as well as the one-on-one meetings with the shortlisted proposers, provided support to LADOTD in review of Alternative Technical Concepts and other avenues for potential contractor innovation helping to refine the RFP documents. WSP also developed the Level 2 Traffic and Revenue (T&R) Analysis forecasts in support of the P3 procurement process.
2016 - Ongoing	<b>Metro Region Freeway Lighting P3, Detroit, MI. MDOT. Technical Advisor.</b> Responsible for project to upgrade freeway within the entire Michigan Metro Region in Michigan under a Public Private Partnership (P3) contracting structure—MDOT's first P3. The work addressed lighting equipment, electrical circuiting and controls on ramps, interchanges, underpasses, and main line for 120 miles of freeway, including ramps, underpasses, interchanges, and 10 roadway tunnels. The 15-year term design, build, finance, operate, and maintain project upgraded of over 16,000 luminaires and minimized future maintenance cycling, reduce energy consumption by more than half, and modernizes roadway illumination to AASHTO standards. The project investigated and selected new LED equipment that replaced existing high-intensity discharge lamps, replaced missing and damaged poles, restored damaged median pole foundations, and upgraded damaged circuiting, within a two-year window.
01/21 - Ongoing	<b>Highway Lighting On-Call, Boston, MA. MassDOT. Project Manager.</b> Responsible for an on-call lighting contract with the Massachusetts Department of Transportation (MassDOT). Work included relighting I-93 in Boston, providing lighting workshops for MassDOT, and electrical replacement for lighting systems along Route 128. WSP is providing rehabilitation services to the lighting systems on State Route 3 in Braintree and Quincy as well as on Interstate 93 in Boston, replacement of lighting control equipment on Interstate 93 in the Milton Tunnel, and rehabilitation of Interstate 91 lighting systems in Springfield, Massachusetts.

1/20 - Ongoing	<p><b>Pensacola Bay Bridge Replacement Design-Build, Pensacola, FL. <i>FDOT</i>. Lead Lighting Designer.</b> Responsible for the aesthetic and roadway lighting for the Penbay Bridge. Aesthetic lighting included color change/dynamic lighting effects for the bridge structure. WSP is providing design services to replace the 3.7-mile existing bridge with twin structures featuring wishbone-tied arch main spans and lowered 10-foot-wide shared-use paths. Detailed piers, color-changing light-emitting diode lighting, decorative railings, and surface finishes will further enhance the architectural theme of the bridges. The project is replacing the signalized interchange at U.S. 98 and 17th Avenue with a direct connection from U.S. 98 to the Pensacola Bay Front Parkway and Interstate 110. Improvements are also being made to the Gulf Breeze Wayside Park.</p>
12/19 - Ongoing	<p><b>I-93 Southeast Expressway Relighting Project (Phase 1 and 2), Boston, MA. <i>MassDOT</i>. Lighting Designer.</b> Responsible for construction documentation, design and production, and construction coordination for the eight-lane freeway that included a moveable high-occupancy vehicle (HOV) lane. The lighting design included several design ideas, all of which need to be demonstrated to meet local and national standards for freeway lighting design. The lighting replacement involved using existing structural infrastructure as well as repair or replacement of exiting barriers and foundations for lighting pole assemblies. This included unique challenges for traffic management and repair procedures due to constraints for lane closures on an active and heavily congested highway system. Median barrier and foundations on bridge decks offered a unique challenge on the 30 plus year old barrier while working on a heavily congested expressway. WSP was heavily involved in construction and supporting the efforts closely with the District and Contractor. This project has also developed into a second Phase extending the relighting and foundation replacements another 4.5 miles south.</p>
06/21 - 02/23	<p><b>Federal Highway Administration Roadway, Lighting Handbook, Nationwide. <i>FHWA</i>. Lead Researcher/Author.</b> Lead Researcher/Author of the current and newly released revised Federal Highway Administration lighting handbook providing guidance to lighting designers and state, city, and town officials concerning the design and application of roadway lighting. WSP was retained by Federal Highway Administration to provide guidance to lighting designers to address the concerns and issues of roadway lighting.</p>
2017 - 2020	<p><b>National Academies of Science, National Cooperative Highway Research Program, Solid State Lighting Guide. Lead Researcher.</b> Responsible for the development of a Solid State Lighting Guide including recommendations for various lighting metrics, adaptive and Smart lighting systems, health and environmental impacts, safety, and pedestrian and cyclist considerations. Research was the basis for AASHTO SSLG-1 Solid State Lighting Guide.</p>

## 16. Staff Experience:

Firm employed by		Vectura Consulting Services, LLC	
Name	Reece Rodrigue, PE, PTOE, RSP1	Years of relevant experience with this employer	3
Title	Project Traffic Engineer	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		B.S. / 2013 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 042074 / LA / 3/31/2024	
Year registered	2017	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Design Review Support (Signals / ITS / Lighting)	

Drawing on his recent experience providing designs and review of designs for multiple DOTD projects, Reece will support our team with ITS Design Reviews, providing specialized expertise and additional depth.

- ✓ 10 years experience
- ✓ DOTD experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/21 - current	<b>MOVEBR Direct Select for Traffic Signal Design, Baton Rouge, LA. Project Engineer.</b> Reece is a project engineer for the design of traffic signal upgrades at 10 intersections. This project included a traffic design report, preliminary and final plans for traffic signals that included traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. The design also included traffic signal synchronization signal timing and pedestrian signal timing.
07/21 - current	<b>H.007160 - EBR Computerized Traffic Signal, Phase VB, Baton Rouge, LA. DOTD. Project Engineer.</b> Reece is part of the team responsible for Construction Engineering and Inspection. Reece has reviewed the signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.
01/21 - 05/21	<b>H.013256 - I-10 ITS Scott to Lake Charles, Lafayette, Acadia, and Jefferson Davis Parishes, LA. DOTD. ITS Reviewer.</b> Reece was a member of the subconsultant team who was tasked with reviewing the ITS plans for 15 sites along I-10 where CCTV cameras were being installed. Reece was responsible for measuring anticipated construction quantities and producing a cost estimate for said quantities by using DOTD's Bid Tabulation and Cost Estimating Tool.
09/20 - 12/21	<b>H.010960.5 LA 30 Roundabouts at Tanger I-10, Ascension Parish, LA. DOTD. Project Engineer.</b> Reece was a project engineer, who assisted in the production of the temporary signal design associated with the sequence of construction for the roundabouts on LA 30 in Gonzales, LA. This project consists of eight proposed construction phases. He assisted in calculating the temporary pole heights, determining the placement location for the temporary poles for each phase, measuring and calculating clearance intervals. Reece conducted a thorough analysis of the LA 30 corridor's existing allowable movements and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.
04/20 - current	<b>PH.004791 DOTD Belle Chasse Bridge &amp; Tunnel Replacement Public-Private Partnership Project, Belle Chasse, LA. DOTD. Project Engineer.</b> Reece is the project engineer who designed the temporary traffic signal for the intersection of LA 23 at Engineers Rd. The design of the temporary signals is set for eight phases of construction per the anticipated sequence of construction. Temporary pole location and heights were recommended for placement for use for all construction phases. Vehicle clearance interval calculations were conducted for each phase in accordance with DOTD and ITE guidance. Reece is responsible for producing the traffic impact analysis portion of the Traffic Management Plan, which was also used in planning for the permanent and temporary signal timing plans. Reece also produced permanent signal plans for the LA 23 intersections at Engineers Road and at Burmaster Street. He evaluated STOP bar locations, calculated vehicle, and pedestrian clearance intervals, designed the railroad preemption sequence for both at-grade crossings, designed the wiring layout, and developed the interconnect plan. Reece maintains correspondence with the fellow design engineering team for product consistency. In addition, Reece reviewed and approved shop drawings that were submitted by the contractor.

04/21 - current	<b>MOVEBR Direct Select for Traffic Signal Design, Baton Rouge, LA. Project Engineer.</b> Reece is a project engineer for the design of traffic signal upgrades at 10 intersections. This project included a traffic design report, preliminary and final plans for traffic signals that included traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. The design also included traffic signal synchronization signal timing and pedestrian signal timing.
02/20 - 09/21	<b>College Drive Corridor Enhancement from Perkins Road to I-10, Baton Rouge, LA. Task Leader.</b> Reece was the task leader for organizing and formatting the data collection of the College Drive project limits. Tasks included in data collection were 7-day tube counts, intersection turning movement counts, approach tube counts, unmet demand observations, driveway counts, travel time runs, pedestrian / bicycle counts, and weaving counts.
07/19 - 12/19	<b>Burgess Avenue at Duff Road Traffic Signal Design, Walker, LA. Traffic Engineer.</b> Reece was responsible for the design of a fully actuated signalized intersection in the City of Walker, LA. The traffic signal was determined to meet signal warrants upon completion of the Foxglove subdivision in Livingston Parish, LA. Plans included road widening, signal face indication schedule, signal sequence chart, sign schedule, detector schedule, controller timing, wiring diagram, and free operation phasing diagram. Reece met with city officials to discuss the feasibility of constructing a traffic signal as opposed to other alternative measures for improving the intersection.
02/16 - 12/16	<b>H.005733.5 US 190 Superstreet Task Order, St. Tammany Parish, LA. DOTD. Traffic Engineer.</b> Reece was a team member responsible for the layouts for the US 190 Superstreet signal designs. He created the preliminary plans using CAD software program MicroStation V8i. He aided in the technical design of each intersection. He conducted field inspections to verify locations of existing equipment as well as observing the area for feasible proposed utility locations. He attended project team meetings to discuss the project details as well as the plan-in-hand walk-through.
01/16 - 11/17	<b>Ochsner Main Campus Traffic Signals, Jefferson Parish, LA. Design Engineer.</b> Reece served as a design engineer for the traffic signal plans for the two Ochsner Main Campus access traffic signals with US 90 (Jefferson Hwy). The goal of the design was to implement updated pedestrian timings as well as optimize progression through the US 90 corridor. He reviewed traffic data and assigned time of day coordination timing parameters for the two intersections so that they may be included in the coordinated system west of the intersections. He used TruTraffic to determine the appropriate offset parameters so that vehicles may progress efficiently through the coordinated system. Plans for the two intersections were drafted in the form of DOTD's latest version of the TSI format. He was responsible for estimating construction quantities using DOTD's 2016 Spec Item list.
10/16 - 05/17	<b>Loyola Interchange Modification Request, Kenner, LA. Design Engineer.</b> Reece was a team member in the production of an Interchange Modification Report (IMR) for the I-10 at Loyola Dr. Interchange. He was an active member in collecting vehicle travel time data and processing the data. He also aided in collecting vehicle queues at the study intersections. He also assisted in the Vissim model calibration.

## 16. Staff Experience:

Firm employed by		Half, Inc.	
Name	<b>Ryan Smith, PE</b>	Years of relevant experience with this employer	5
Title	Construction Services Practice Leader	Years of relevant experience with other employer(s)	19
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 47139 / Louisiana / Exp. 03/2025	
Year registered	2004	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		CQAP & CQMP Monitoring	



Ryan has 25 years of experience in managing projects with different delivery methods; including both Design Bid Build (DBB) and Design Build (DB) models. His experience includes 20+ years managing highway construction with 10+ years of experience working on large transportation projects (\$858M-\$6.7B) where he managed teams who performed IQF and CEI services. Ryan has developed federally compliant quality plans for Design Build projects.

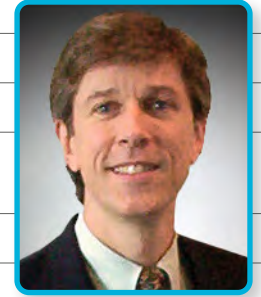
- ✓ Experience working on large signature bridge projects
- ✓ Experience on three Design Build projects
- ✓ Developed Quality/Inspection plans for Design Build

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/10 – 07/11	<b>Hale Boggs (Luling) Memorial Bridge   Destrehan, LA. LaDOTD. Quality Manager.</b> Ryan provided quality management and inspection services on the cable stay replacement on this 10,700-ft bridge. Ryan was responsible for inspection and troubleshooting of the fabrication of structural steel components in off-site facilities. Challenge: Cable-stay components began arriving at the job site with issues and were causing delays in construction. Ryan was asked to go to the fabrication shop, identify issues, and resolve the issues quickly. Ryan reviewed procedures, created project-specific QC plans, and specified hold points to ensure parts were receiving the proper quality checks throughout the fabrication process. Through his changes, no further delays on the project were experienced due to poor quality components.
10/14– 02/17	<b>Midtown Express   Irving, TX. TxDOT. Independent Quality Manager.</b> Led the quality acceptance and inspection of the construction and compliance to the TxDOT DB QAP and CFR 23 Part 637B for this \$858 million Design-Build project. The project was 28 miles and included 44 bridge rehabilitations, 28 new bridges, and 4 new direct connectors. Challenge: This project required a sophisticated Quality Plan. To track all inspections, Ryan worked with the contractor to develop Inspection and Test Plans for each major item of work. These checklists were then entered into the contractor's PM application and used to track completed inspections for each component of the project. This provided a system that met the DB QAP and FHWA requirements for project acceptance.
03/11 – 09/14	<b>LBJ Express   Dallas, TX. TxDOT. Quality Acceptance Manager.</b> Responsible for the quality assurance and inspection of the construction and compliance to the TxDOT DB QAP and CFR 23 Part 637B for the \$2.7B Design-Build project. This project was 13.3 miles of roadway widening from 9 lanes in each direction including the addition of 6 toll lanes. The project contained 90 bridges, 3.4 million SF of retaining walls, and 575,000 tons of paving. Challenge: Ryan worked with the contractor to develop a Lime Stabilization Testing program to optimize the lime series for the 9.3 million CY of earthwork on the project. This testing program and documentation were critical in ensuring the correct lime content to prevent long-term maintenance issues from expansive soils.
01/09 – 10/11	<b>Margaret Hunt Hill Bridge   Dallas, TX. TxDOT. Project Manager.</b> Managed the CEI team for the fabrication and construction of the 1,870-foot, 400-ft tall, 6-lane, cable-stay bridge that was fabricated in Pordenone, Italy, and constructed in Dallas. Challenge: The circumferential field welds required 100% radiographic testing (RT) for acceptance. However, this required closure of the job site while the RT was performed. Ryan worked with the contractor to develop a procedure to utilize a combination of Phased Array Ultrasonic Testing (PAUT) and traditional Ultrasonic Testing (UT) in lieu of the RT. This was better for identifying cracks and inclusions in welds while providing the permanent record required by TxDOT but without the closure of the job site.

12/15 – 02/16	<p><b>Kosciuszko Bridge   New York City, NY. NYDOT. Quality Assurance Manager.</b> Led quality inspection personnel in the inspection of critical components of this \$554.7M Design Build project replacing the existing truss bridge with a cable stay bridge on the Brooklyn-Queens Expressway. Challenge: Ryan managed inspection personnel in three steel fabrication shops in New York, Pennsylvania, and Florida to inspect critical parts of the bridge, including the transition tubes for the stays that contained confidential blast shielding.</p>
09/05 – 01/09	<p><b>San Francisco – Oakland Bay Bridge   Oakland, CA. Caltrans. Quality Assurance Manager.</b> A lead quality engineer on the fabrication and construction of the \$6.7B Self Anchored Suspension Bridge responsible for providing quality management, fabrication oversight, inspection, and testing in over 20 fabrication facilities worldwide. Challenge: Due to the number of locations in fabrication simultaneous to the job site construction, materials needed to be delivered more quickly. To speed up the process of inspection and acceptance, Caltrans instructed Ryan to travel to each major fabrication facility monthly to review issues, develop solutions and expedite material delivery. Due to the number of issues, Ryan concurrently developed a fit-for-purpose acceptance program that allowed he and other engineers to have more autonomy to make decisions on the spot and document in the Project Management program for the project records.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Christopher Gesing, PE</b>	<i>Years of relevant experience with this employer</i>	43
<i>Title</i>	Environmental Project Manager	<i>Years of relevant experience with other employer(s)</i>	0
<i>Degree(s) / Years / Specialization</i>	Master's Certificate / 2007 / Project Management; MS / 1984 / Civil Engineering; BE / 1980 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 26996 / Louisiana / 03/31/2025		
<i>Year registered</i>	1996	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	NEPA Compliance Design Reviews (Lead - NEPA)		



Christopher's four decades of experience includes transportation planning; highway, bridge, rail and transit design; environmental compliance; wetland/terrestrial mitigation replacement design; and stakeholder outreach. He manages complex NEPA studies for urban and rural transportation infrastructure megaprojects with construction costs often exceeding \$1 billion, some of which have been nationally recognized as models for environmental stewardship and streamlining. He has authored NEPA manuals for State transportation agencies and is an ASCE-approved NEPA/environmental instructor.

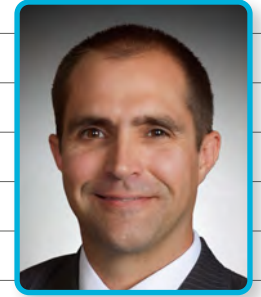
- ✓ Manages NEPA studies for \$1B+ value construction projects
- ✓ Environmental Manager on multiple major DOTD projects
- ✓ ASCE-approved NEPA/environmental instructor

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
09/99 – 09/04	<b>Louisiana 1 Improvements Alternatives Analysis and Environmental Impact Statement, Lafourche Parish, LA. DOTD. Project Manager.</b> Responsible for managing this location and environmental study in northwestern Louisiana. Responsible for client satisfaction, budget, scope and schedule compliance and direction of all work activities. Michael Baker conducted a route location, conceptual engineering, and environmental evaluation for a 17-mile four-lane fully controlled access elevated highway on new location with bridges spanning navigable waterways. Because the project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the Nation, traversing the area with a highway on new location presented major environmental challenges. In the spirit of environmental stewardship and streamlining, a context sensitive project approach was employed to develop a transportation facility that fit the physical setting and preserved scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.
04/01 – 11/14	<b>I-69, Section of Independent Utility No. 15, U.S. 171 to I-20, Bossier, Caddo, and DeSoto Parishes, LA. DOTD. Project Manager.</b> Environmental Lead who managed this location and environmental study in northwestern Louisiana. Responsible for client satisfaction, budget, scope and schedule compliance and direction of all work activities. Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15. Michael Baker's services included project management, environmental investigations, preliminary roadway engineering, geographic information system environmental mapping and analysis, global positioning system survey and digital orthophotography; conceptual bridge design, traffic demand modeling and traffic forecasting, preparation of a corridor preservation memorandum of agreement, preparation of draft and final environmental impact statements (EIS) and record of decision, and stakeholder outreach.
08/97 – 09/05	<b>700-09-0117: North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. DOTD. Project Manager.</b> Mr. Gesing served as Project Manager for a \$670 million, 35-mile four-lane fully controlled highway on new location between I-220 in Shreveport, Louisiana, and the Arkansas state line (now referred to I-49 North). The project included logical termini evaluation, interchange justification studies (IJS), Phase I Cultural Resources Assessment, wetland delineation and surface waters evaluations, Phase I Environmental Site Assessment (ESA), highway traffic noise studies, and air quality impact assessments.
07/11 – Ongoing	<b>New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, Louisiana. DOTD. Project Manager.</b> Responsible for project management and directing all work activities for preliminary engineering and NEPA/environmental studies for at-grade highway-rail crossing consolidation and grade separation studies of Jefferson Highway (U.S. 90) and the NOPB and KCS rail lines in Jefferson Parish, Louisiana. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish.



## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	TJ Holliday, PWS	Years of relevant experience with this employer	14
Title	Environmental Planning Manager	Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization		BS, 1998, Biology, Delta State University	
Active registration number / state / expiration date		Professional Wetland Scientist, No. 2447 / exp 04/07/2024	
Year registered	2014	Discipline	N/A
Contract role(s) / brief description of responsibilities		Compliance Design Reviews (Lead Environmental)	



TJ is an environmental specialist with experience involving various levels of environmental assessment and other issues related to the National Environmental Policy Act (NEPA). His responsibilities have included studies for wetlands, floodplains, water quality, coastal resources, threatened and endangered species (such as the barn swallows that nest in the Jimmie Davis Bridge), cultural resources, hazardous materials, noise and air quality, and community impacts. His primary project duties have included project management, data collection and analyses, mapping and aerial photo interpretation, document preparation, public outreach, agency coordination, and regulatory permitting and compliance.

- ✓ 25 years experience
- ✓ Extensive experience with NEPA compliance

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/13 - 10/13	<b>New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. LADOTD. Environmental Specialist.</b> Conducted field studies and documented findings for wetlands and hazardous materials. Assisted with preliminary engineering and NEPA/environmental studies for at-grade highway-rail crossing consolidation and grade separation studies of Jefferson Highway (U.S. 90) and the NOPB and KCS rail lines in Jefferson Parish, Louisiana. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish.
08/22 - Ongoing	<b>Barksdale AFB Entrance Roads, Bossier Parish, LA. DOTD District 04. Environmental Lead.</b> Responsible for the development of construction plans for new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the DOTD I-20/I-220 Project Manager and Design Build Owner Verification Managers along with overseeing new roadway design that meets DOTD Design requirements. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange. Project includes the addition of street lighting in accordance with DOTD lighting guidelines. Additional responsibility is the coordination with DOTD for a project permit with District 04.
04/22 - Ongoing	<b>LA 30: EBR PL - I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA. DOTD Headquarters. Environmental Specialist.</b> Responsible for the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project limits is roughly 14 miles from the East Baton Rouge/Iberville Parish line to the terminus at I-10 interchange. Project is currently in Part 1 of the EA which main focus on traffic count/study/analysis along with some early environmental field screening, initial geometric improvements at existing 5 intersections, SUE services, and development of existing hydraulic flows for existing 6 bridge/culvert structures. Additional responsibilities include oversight of existing alignments along with existing right-of-way lines. Additional coordination required is with DOTD new Mississippi River Bridge Environmental on-going project. Addition 7 miles of project has recently been added to the project to include LA 30 from Brightside/ Lee Drive Intersection to the East Baton Rouge/Iberville Parish line. Project challenges are the number of industrial pipelines that parallel LA 30 on both sides of the roadway along with railroad on the west side of LA 30 from Brightside Intersection to just south of East Iberville High School.

01/00 - 11/13	<p><b>General Engineering Consultant (GEC) Program, Statewide, PA.</b> <i>Pennsylvania Turnpike Commission.</i> For 13 years as Construction Program Manager, managed the PTC's \$600M annual capital construction plan. He also served as expert consultant for quality management, materials sampling and testing, scheduling, construction sequencing, constructability review, and estimating. He developed CPM schedules, constructability reviews, cost estimates, and QA/QC program documentation for major mainline reconstruction projects throughout the PTC system, which encompasses 545 miles of roadway. Gary has managed contractor operations for design-build and design-bid-build projects on major expressways, including new interchange construction, bridges, tollway widenings, resurfacing, service plazas, toll collection, and noise wall facilities for projects totaling more than \$3.5B in construction value. He also managed development of a new Construction Operations Manual, which included a system wide QA Plan for the Pennsylvania Turnpike Commission.</p>
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## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Earl Scott</b>	Years of relevant experience with this employer	25
Title	Sr. Director, Geologist	Years of relevant experience with other employer(s)	12
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		Design Review Support (Environmental)	



Earl has more than 35 years of experience in the environmental consulting field including significant technical and regulatory expertise, marketing, and sales, and increasing levels of operational leadership roles. Throughout his career, Earl has helped clients manage hazardous waste assessments and removal actions, evaluate remedial alternatives, develop regulatory strategies, negotiate with agencies, design, and implement remedial alternatives, as well as conduct environmental compliance audits and Phase 1 and Phase 2 assessment. He has directed complex assessment and remediation programs under the Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation and Liability Act.

- ✓ 35+ years of experience
- ✓ Expert knowledge of hazardous material assessments/removal/remediation

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/2020 - Ongoing	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge Task Order), Calcasieu Parish, LA. LADOTD. Environmental Compliance/Hazardous Materials.</b> The project includes provision of engineering, financial management, management and administrative advice and services to assist with Innovative Project Delivery Methods in connection with administering the procurement process of Design Build, Construction Management as Risk, and/or Public Private Partnership (P3) Projects. The current effort includes leading the procurement of the \$ 1 billion Calcasieu Bridge in Lake Charles, Louisiana. Included in the effort is a Level 2 Toll Study. The Calcasieu Bridge is one of the most critical projects in Louisiana's Transportation System as well as along the I-10 East West Trade Route. It has been identified as detrimental to economic development.
06/2005 - Ongoing	<b>Confidential CERCLA Site - Lake Charles, LA. Confidential Client. Senior Consultant, Assessment and Remediation.</b> This project included assessment and complex negotiations regarding PCB contamination in sediment. Services included evaluation of complex data set, fingerprinting of PCB Aroclors and congeners, negotiation with LDEQ and other responsible parties. Design of an assessment strategy to investigate PCBs in sediment in a ditch that discharges to an estuary.
08/1999 - Ongoing	<b>Former Firestone Polymers Site - Orange, TX. Confidential Client. Senior Consultant, Assessment, Remediation and Closure of Waste Management Units.</b> Site was occupied by multiple waste management and release sources involving volatile organic compounds, metals, and PCBs. Services including design of site investigation including human health and ecological risk assessment, design and closure of former waste management areas including landfills, product and waste tanks, waste storage areas. Successful completion of designing and implementing cover systems over former landfills.
12/2003 - Ongoing	<b>Former Tire Manufacturing Plant - Albany, GA. Bridgestone Americas Tire Company. Senior Consultant. Assessment and Remediation.</b> Site was listed on the National Priorities List (NPL) under CERCLA. EPA had required a \$25M remedy for metals and carbon disulfide in groundwater. Designed an innovative groundwater sampling strategy that resulted in vacating the remedy determination saving the client \$25M. Also assisted in the design and implementation of the remediation of PCB-impacted soil. Implemented long-term groundwater monitoring program after the successful negotiation with EPA for termination of groundwater pump & treat system in favor of monitored natural attenuation. Currently working on removal of the site from the NPL.

07/2021 - Ongoing	<b>Former Wood Treating Facility, Wiggins, MS.</b> <i>International Paper Company.</i> <b>Senior Consultant/Permit Compliance and Monitoring.</b> Services included providing strategic guidance to client regarding permit compliance, groundwater monitoring and ecological risk assessment of metals and pentachlorophenol in sediment in a tributary.
05/2012 – 12/2019	<b>Former Tire Manufacturing Plant, Memphis, TN.</b> <i>Bridgestone Americas Tire Company.</i> <b>Senior Consultant.</b> Assessment, Remediation, Demolition and Redevelopment. Site was a long-closed tire manufacturing plant that was identified for redevelopment by the city of Memphis. Assisted client in negotiations with the First Tee program to convert the property to a life-skills and leadership training facility. Services including assessment of soil, groundwater and asbestos, demolition of large former manufacturing plant, cover of the site with soil suitable for use as a 9-hole golf course. Developed innovative strategy for enclosure of a former boilerhouse to avoid mitigation of asbestos.
05/2016 - Ongoing	<b>IEL Superfund Site. Akron, OH.</b> <i>Confidential Client.</i> <b>Senior Consultant.</b> Assessment and Remediation, Long-term Monitoring. Site was a former industrial landfill that was listed on the NPL as a Federal Superfund site. Activities include long-term monitoring of landfill gas and groundwater and the maintenance of a Wildlife Habitat Council remedy. Recent development included the discovery of 1,4-dioxane and PFAS in groundwater. Designed and implemented a groundwater monitoring strategy, sampling and closure of private wells, connection of parcels to municipal water supplies.
02/2014 -Ongoing	<b>State Superfund Site - South Gate, CA.</b> <i>Bridgestone Americas Tire Company.</i> <b>Senior Consultant, Assessment, Remediation.</b> Site was former manufacturing plant subject to a consent decree with the California EPA for the monitoring of soil, groundwater and soil gas on multiple parcels. Involved in multiple real estate transactions for multiple parcels assisting in the evaluation of historical data, review of Phase 2 studies and working with Cal EPA in obtaining no further action determination. Currently working toward a MNA remedy for chlorinated VOCs in groundwater.

## 16. Staff Experience:

<i>Firm employed by</i>	WSP USA, Inc.		
<i>Name</i>	<b>Angela Berry-Roberson</b>	<i>Years of relevant experience with this employer</i>	2
<i>Title</i>	Senior Vice President/Principal Consultant of Civil Rights Advisory Services and Compliance	<i>Years of relevant experience with other employer(s)</i>	26
<i>Degree(s) / Years / Specialization</i>	JD / 1994 / Law; BS / 1990 / Political Science		
<i>Active registration number / state / expiration date</i>	N/A		
<i>Year registered</i>	1999	<i>Discipline</i>	ESQ
<i>Contract role(s) / brief description of responsibilities</i>	Design Review Support (Environmental Justice); Federal Compliance		



Angela leads WSP's efforts in providing clients equity, diversity and inclusion compliance advisory services especially on alternative delivery procurements and contract administration. She has over 28 years of experience in Civil Rights & Diversity Policy as well as Program Management services in both the public and private sectors specifically focused on large complex transportation/infrastructure design build and P3 projects. Angela has been involved in the oversight, development, and implementation of several diversity programs in all modes of transportation/infrastructure industry. Her responsibilities have comprised of overall contract compliance, monitoring/reporting, outreach, and administration of the diversity contracting programs as well as external labor compliance, environmental justice and Title VI issues. Angela's experience consists of large complex highway, airport and rail projects and programs including but not exclusive of Pennsylvania DOT, Maryland DOT, Texas DOT, Virginia DOT, Georgia DOT, Alaska DOT and North Carolina DOT.

- ✓ 25+ years of experience
- ✓ P3 project knowledge
- ✓ Civil Rights, Title VI and EEO expert

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
07/22 – Ongoing	<b>DBE Program Advisory Services for Agency Administration and the Equal Opportunity Bureau, Harrisburg, PA.</b> PennDOT. Civil Rights Advisory Services and Compliance Principal Consultant who advised the Equal Opportunity Bureau with DBE/Civil Rights program management, compliance, and oversight services. Assisted with the DBE program NPRM response as well as related Civil Rights policy and practices for compliance.
05/21 – Ongoing	<b>New American Legion Bridge / I-495 / I-270 Project- Phase 1 South (P3 Program), Montgomery County, MD.</b> MDOT/State Highway Administration (SHA). Civil Rights Advisory Services and Compliance Principal Consultant assisting and advising the MDOT/SHA DBE EEO Office with Civil Rights compliance and oversight the MDOT Civil Rights programs including the DBE and Title VI requirements on the project. This I-495 & I-270 P3 Program includes over 70 miles of highway improvements. Phase I: American Legion Bridge I-270 to I-70 Relief will consists of I-495 from the GW Parkway in Virginia to I-270 including replacement of the American Legion Bridge and I-270 from I-495 to I-70.
06/22 – Ongoing	<b>Illinois Tollway General Engineering Consultant Services, Statewide, IL.</b> Illinois State Tollway Authority. Civil Rights Advisory Services and Compliance Principal Consultant assisting and advising the Illinois Tollway with revisions of the Authority's Civil Rights and diversity contractual language for Alternative Procurement/Design Build projects including the DBE/Diversity, EEO and Labor Compliance requirements. On this project, WSP is providing comprehensive engineering, program management and advisory services.
10/21 – 06/23	<b>I-5/SR 161/SR 18 Triangle Interchange Vicinity-improvements, Seattle, WA.</b> WSDOT. Civil Rights Advisory Services and Compliance Principal Consultant monitoring the payments and performance of the women-owned, minority, disadvantaged, veteran business enterprise (W/M/D/VBE) firms included on the project. Maintaining compliance for the Project Team and fostering specific assistance and mentorship to the W/M/D/VBE firms for access to business development resources and building capacity while participating on the project. This project entails the delivery, design and development of procurement documents necessary to advertise for construction to complete the Triangle Interchange project within WSDOT's budget and schedule.

2019 - 2021	<b>Transform I-66 Outside the Beltway, Fairfax, VA.</b> DOT. Director of Diversity Contract Compliance managed and provided oversight for the Civil Rights contract and labor compliance for the project Developer. This project consisted of 22.5 miles of Northern Virginia's Interstate 66 between I-495/Capital Beltway and U.S. Route 29 in Gainesville, VA into a multimodal corridor.
05/17 - 04/21	<b>Transform 285/400 Project, Atlanta, GA.</b> GDOT. Director of Diversity Contract Compliance managed and provided oversight for the Civil Rights contract and labor compliance for the Project Developer. This project rebuilt the I-285/SR 400 interchange and make upgrades to the adjoining I-285 and SR 400 corridors.
05/15 - 04/21	<b>I-77 Hot Lanes Project, Charlotte, NC.</b> NCDOT. Director of Diversity Contract Compliance managed and provided oversight for the Civil Rights contract and labor compliance for the project Developer. This project includes 26-mile I-77 Express Lanes that created a long-term, reliable travel option down the middle of the I-77 North corridor between Uptown Charlotte, NC and Mooresville, NC.
2010 - 2016	<b>LBJ Express I-635 Managed Lanes Project. Dallas, TX.</b> TxDOT. DBE Manager for the project Developer. Lead the project team members and leadership to ensure the development, implementation, and management of DBE strategy for compliance and outreach to meet with contract requirements. Project Description: reconstruction of one of the busiest highways in Texas with approximately 17 miles which almost doubled the existing road capacity with a combination of general-purpose lanes and continuous frontage roads, along with the addition of two managed toll lanes in each direction. This is a \$2.1 billion award-winning project.
08/06 - 12/07	<b>FHWA Resource Center, DBE Monitoring Services, TX.</b> CFederal Highway Administration/TxDOT. Project Manager/DBE Monitor assigned to one of TxDOT's largest prime contractor to ensure compliance with the DBE Program by monitoring approximately 30 Federal-Aid highway projects (worth over \$ 2 Billion) that included approximately 35 DBE firms and conducted over 100 CUF reviews.

## 16. Staff Experience:

<i>Firm employed by</i>	WSP USA Inc.		
<i>Name</i>	<b>Kyle Young, PE</b>	<i>Years of relevant experience with this employer</i>	8.5
<i>Title</i>	Lead Consultant, Civil Engineer	<i>Years of relevant experience with other employer(s)</i>	< 1
<i>Degree(s) / Years / Specialization</i>	MBA / 2021 / Business Administration; BS / 2014 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	Professional Engineer No. 55825 / Maryland / exp. 06/2025		
<i>Year registered</i>	2021	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Design Review Support (O&M Program Review)		



Kyle Young is a consultant within the Transportation team at WSP. Kyle has vast experience in large public infrastructure projects ranging from vertical construction projects in urban settings to alternative delivery projects along congested roadways. His experience includes construction and contract management, cost verification and scope validation of contractors, and managing deliverables of both construction and design elements on behalf of public and private clients. Kyle has worked collaboratively with team members both within his organization and external stakeholders to execute successful projects.

- ✓ 9 years of industry experience
- ✓ Current Project Engineer on I-10 Calcasieu Bridge Alternative Delivery Project
- ✓ Experience with large transportation projects

<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
12/2020 - Ongoing	<b>I-10 Calcasieu River Bridge Public Private Partnership (P3) Advisory Services, Baton Rouge, LA. LADOTD. Lead Engineer.</b> Kyle is a Lead Engineer responsible for managing the development of the technical provisions for the Calcasieu River Bridge P3 project on behalf of the Louisiana Department of Transportation and Development (LA DOTD). Kyle conducts weekly project meetings of multiple sub-consultants in an effort to assemble and author a multi-disciplinary technical provision. Additionally, Kyle provides support for the development of procurement documents, including the Instruction to Proposers, Request for Qualifications and Request for Proposals to solicit a developer to design, build, finance, operate, and maintain the new Calcasieu River Bridge. He assists technical advisory leadership on outstanding issues to be resolved by the client, coordination between discipline leads, responding to bidder questions on the RFP and technical tasks across all facets of the project. In addition, Kyle led the development of performance measures and integration of the performance measures with payment mechanisms and liquidated damages for Developer noncompliance of O&M activities. During the evaluation process, Kyle was responsible for evaluating proposers O&M and Handback proposal and providing recommended next steps to the client.
12/2019 - Ongoing	<b>I-495/I-270 General Engineering Consultant Services P3, Baltimore, MD. Maryland Department of Transportation State Highway Administration. Lead Engineer.</b> During the predevelopment phase, Kyle was responsible for authoring the O&M and Handback technical provisions and performance requirements on behalf of the Maryland Department of Transportation State Highway Administration (MDOT SHA) in an effort to procure a Phase Developer to design, build, finance, operate, and maintain an approximate 14 mile corridor. Kyle conducted weekly project status meetings with the operations and maintenance team to review project schedule, upcoming deliverables, and outstanding tasks needed to maintain the deliverable schedule. Once the Developer was on board, he led day to day operation of O&M consultant staff by coordinating directly with multiple design disciplines including structures, landscaping, drainage, and traffic to facilitate development of operation and maintenance and Handback work products produced by the Developer. Kyle reviewed plans and concept design submittals related to operations and maintenance of the Developer's scope. Additionally, Kyle reviewed cost estimates for O&M and lifecycle work prepare by the Developer, for feasibility and reasonableness. Kyle is responsible for developing scope of work, deliverable schedule, labor hour estimates, budget, and managed annual work plans submitted to and approved by the client.

11/2014-03/2019	<p><b>World Trade Center Reconstruction Program, New York, NY.</b> <i>Port Authority of New York and New Jersey.</i> <b>Assistant Program Manager.</b> Kyle was an Assistant Program Manager and the project lead for procurement, design coordination, and construction of World Trade Center Site Campus Plan work orders including simultaneous construction of 3 contracts valuing \$4.5 million on behalf of the Port Authority of New York and New Jersey (PANYNJ). He was responsible for determining scope items, establishing work breakdown structure and maintaining project delivery schedule and design coordination between designer and contractor. During construction, Kyle developed design and construction tracking metrics across multiple disciplines and projects to provide overall program status including total quantities, quantity installed to date, percent complete, and expected finish date to update the Chief of Major Capital Programs on project schedule. He reviewed contractor invoices for accuracy and provided client recommendations for payment. Provided monthly report input on status of design and construction activities for program wide projects occurring on the World Trade Center Reconstruction Program. Kyle also authored daily reports submitted to executive level client staff detailing ongoing site construction operations.</p>
07/2022-01/2023	<p><b>I-75 Modernization Project Segment 3 P3, Detroit, MI.</b> <i>Michigan Department of Transportation.</i> <b>Lead Engineer.</b> Kyle is responsible for modifications to the technical requirements on behalf of the Michigan Department of Transportation (MDOT) because of field conditions and construction sequencing that occurred during the project's construction phase. Kyle supported the project team in amending the project documents that included the technical requirements and performance requirements with applicable payment mechanism and liquidated damages for Developer noncompliance of O&amp;M activities.</p>
05/2021-Ongoing	<p><b>New Jersey Turnpike Interchange 1-4 Capacity Enhancements Program, Statewide, NJ.</b> <i>New Jersey Turnpike Authority.</i> <b>Deputy Project Manager.</b> Kyle is the Deputy Project Manager responsible for coordinating concept and preliminary design tasks between traffic, roadway, survey, and structures disciplines. Kyle is responsible for coordinating field activities and reporting anticipated field work to the client. Additionally, Kyle has supported the development of ROW impact tasks along the project limits. He also assists with authoring progress reports detailing work completed to date to be included with invoice submission to client.</p>



## 16. Staff Experience:

<i>Firm employed by</i>	Atlas Technical Consultants, LLC		
<i>Name</i>	<b>Chase Fuller</b>	<i>Years of relevant experience with this employer</i>	5
<i>Title</i>	Right-of-Way Project Manager	<i>Years of relevant experience with other employer(s)</i>	11
<i>Degree(s) / Years / Specialization</i>	N/A		
<i>Active registration number / state / expiration date</i>	Level 1B Certified Inspector / #64337, Georgia Soil and Water Conservation		
<i>Year registered</i>	N/A	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	Design Review Support (Real Estate & Right-of-Way)		
<p>Mr. Fuller has been a right-of-way project manager for Atlas Technical Consultants for more than five years, performing various management and right-of-way tasks throughout his time with the firm. His experience as a right-of-way agent for various other firms has provided him and his crew with valuable experience and knowledge. His proven leadership to manage sizable segments with large crews benefits whatever project or task he is assigned.</p>		<ul style="list-style-type: none"> <li>✓ Right-of-Way expert</li> <li>✓ 16 years experience</li> </ul>	
<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>		
03/18 - Ongoing	<p><b>DeKalb County Consent Decree Sewer Improvements, DeKalb County, Georgia. DeKalb County. Project Manager.</b> This \$1 billion project is under a consent decree that has around 77,000 manholes and approximately 450 to 500 miles of pipe to be inspected. The work involves coordinating departmental requirements for right of way services; right-of-way acquisition with design and construction; confirming property ownership in relation to the right-of-way acquisition; ensuring right-of-way guidelines are followed by the Georgia Law and DeKalb County requirements. Other work services include title research; performing property appraisals; and direct negotiations with property owners. Atlas hired three LSBE sub-contractors to work on the contract. Mr. Fuller oversees invoicing clients and reviewing subcontractor invoices, as well as approving payments. He also coordinates all projects with DWM and Atlas agents. Mr. Fuller manages 30 employees.</p>		
8/16 - 12/17	<p><b>NGX and Cumming Lateral Projects, Statewide, Georgia. Diversified Energy Services, Inc. Right-of-Way Manager.</b> At Diversified Energy Services, Mr. Fuller was a right-of-way manager for construction working for Atlanta Gas Light on the NGX and Cumming Lateral Projects. He was responsible for acquiring easements for the NGX project and securing TWS. He assisted the pipeline contractors, and restoration contractors doing the clean-up work on the right-of-way on the Cumming Lateral project; this job was 13 miles long. Mr. Fuller was responsible for roughly 125 parcels of on this project</p>		
10/14 - 07/16	<p><b>Sabal Trail Transmission (STT) Project, Statewide, Georgia. Spectra Energy. Right-of-Way Agent.</b> Mr. Fuller was assigned to the Sabal Trail Transmission (STT) project. The STT pipeline is a 36", 515-mile FERC regulated natural gas pipeline stretching from Auburn, Alabama through southwest Georgia and ending in Orlando, Florida. He was responsible for acquiring land for the project and assisting with cultural and environmental survey crew studies. Mr. Fuller was also responsible for the locating of the foreign line crossings along a 95-mile spread and coordinating the relocation efforts as needed. He posted Notice of Condemnation signs on the tracts involved with the eminent domain proceedings, as well as the state-owned waterbodies that STT was affecting. This was a \$3.2 billion project, with ROW accounting for roughly 10% of the project cost. Out of the five total spreads, Mr. Fuller's spread stayed under budget. He also dealt with the local municipalities to obtain certain required permits. He had to set up accounts for the local utility companies to for the future construction work.</p>		
02/14 - 10/14	<p><b>Universal Field Services, Statewide, Georgia. Right-of-Way Agent.</b> As an agent for Atlanta Gas Light, Mr. Fuller worked for UFS through Pond Engineering on a 12", 9.6-mile-long gas pipeline for Atlanta Gas Light. This project was paralleling major roads within the road right-of-way and crosses under Interstate 85. This project had 200 total landowners with 50 of those being affected property owners. This project traversed a high-profile, upscale area of Gwinnett County. Mr. Fuller performed 40-year title research, survey permission, and acquisition for this project.</p>		

10/12 - 02/14	<p><b>PRP Eastside Pipeline Project, Marietta, Georgia. LAI Engineering.</b> Right-of-Way Construction Agent. This was a 28-mile pipeline project with 1,600 landowners through the heart of Atlanta, GA. Mr. Fuller assisted in closing acquisition and to start of construction. He bought permanent ROW, lay down yards, TWS, regulator sites and settled damages. During this project, Mr. Fuller was tasked with the responsibility of managing roughly 800 landowners within his segment. He assisted the contractors on the ROW in any way they needed. Mr. Fuller also dealt with a third-party contractor who was reasonable for all aspects of restoration clean up on the pipeline. Mr. Fuller additionally worked on the relay of this project. LAI had to replace approximately 2 miles of installed pipe that required renegotiation.</p>
03/12 - 10/12	<p><b>Coates Field Service, Northeast Pennsylvania. Tennessee Gas Pipeline Company.</b> Right-of-Way Agent. As a right-of-way agent for Kinder Morgan under Tennessee Gas Pipeline Company, Mr. Fuller worked on the 30", 300-line expansion project in northeast Pennsylvania. This was a 127-mile project, and he focused on spread 2, which was a 38-mile segment on the 321 loop. Mr. Fuller was assigned to this project for restoration and clean up. He was responsible for getting the final sign off for the restoration from the landowners. He would also get qualified third-party contractors to take care of the landowner concerns with the pipeline easement restoration to leave the property in as good of shape as possible. He also obtained temporary road grants for ingress and egress to finish the restoration work. He also assisted with the environmental variances cleared with FERC before any work could occur outside of the footprint. Mr. Fuller coordinated with the Wayne County and Susquehanna County Conservationist on certain items with the land that were affected. He was responsible for 140 landowners with 10 township and 16 state roads. He was responsible for obtaining road extension permits to make sure the project stayed in compliance with the road departments.</p>
10/09 - 03/12	<p><b>STRIDE Projects Phoenix Solutions, Inc. Atlanta Gas Light.</b> Right-of-Way Agent. Mr. Fuller helped with the take-offs for the STRIDE projects and PRP jobs. He obtained the line list established for the route selection, pull 40-year title research including deeds and plats from the courthouse records and obtain survey permission, coordinate with the drafting and surveying departments on what to survey along both the new and existing right-of-way. He purchased right-of-way easements, temporary workspace, lay down sites, and ingress and egress for the right-of-way. On the Newnan Tap project (PRP job), Mr. Fuller dealt with the landowner notifications, damage release, preliminary and as-built surveys. On the Central Region Project (STRIDE project), he dealt with settling damages, getting ingress and egress, notifying landowners and encroachment agreements on County water lines. He was also responsible for ensuring the contractor worked off the condemnation tracts to not disturb those properties. During the as-built surveys, he coordinated with the surveying crews to start chaining the pipe when it came off the trucks to be logged in the field books. Mr. Fuller was also responsible for getting the heat numbers, pipe numbers, FBE numbers and Powder Crete numbers to track where each piece of pipe was on the project for the as-built of the pipeline. Additionally, he coordinated the surveyor's stake out the ingress and egress, TWS, lay down sites, and the right-of-way heavily throughout the project to be sure they stayed within the project footprint and to minimize any off right-of-way incidents. He contacted the utility companies in the case of emergencies to relocate their utility if needed. If there were any erosion problems or other maintenance issues, he would get with the environmental group to handle those issues on and off right-of-way caused by the pipeline construction.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Darrel Cole</b>	Years of relevant experience with this employer	13
Title	Senior Vice President	Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		BA / 1996 / Journalism	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Design Review Support (Public Involvement)	



Darrel has more than 25 years of experience in all facets of communications and public involvement including in educational campaigns, research, best practices, marketing, construction communications, media relations and social media. His specialty is leading communications teams and developing communications plans and strategies on complex and high-profile, inter-disciplinary projects, programs, and campaigns. He previously lived and worked in Louisiana where he was Communications Director for the DOTD's Louisiana TIMED (Transportation Infrastructure Model for Economic Development) Program, overseeing an award-winning team of communicators on more than 125 projects including 500 miles of roadway widening, mega bridge projects Huey P Long Bridge Widening and the new John James Audubon Bridge. In addition, Darrel was the Communications Manager for the LADOTS's Geaux Wider Interstate Widening Construction Program, which widened 12 miles of I-10 and I-12 in Baton Rouge.

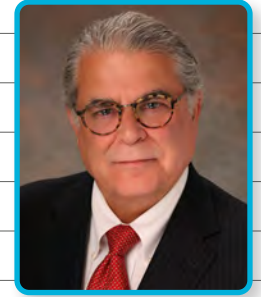
- ✓ 28 years of industry experience
- ✓ LADOTD Expert

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
2021 - Ongoing	<b>I-5 Managed Toll Lanes Project, Orange County, CA.</b> Caltrans (District 12). <b>Strategic Communications Task Lead.</b> Darrel is the Strategic Communications Task Lead for the I-5 Managed Toll Lanes Project, SR-55 to OC/LA County Line, for Caltrans District 12. Darrel leads the outreach task for this first-ever toll project to study Express Lanes as an alternative to alleviating congestion along this 15-mile highly congested corridor. His responsibilities include high-level strategic messaging, advisor for equity outreach and communications, overseeing the quality and consistency in collateral and managing the outreach sub consultant. He developed the Strategic Communications Guide, Key Messaging and Crisis Communications deliverables. The similarity to the Calcasieu River Bridge project is the fact that these toll lanes are new to this highway corridor and new to this public agency (it is Caltrans' first toll road). To combat that Darrel focused on a key deliverable – Key Messaging guide –which is a summary of case studies and best practices in toll road project communications. In addition, to ease the client's fear of public backlash with implementing their first toll road, Darrel developed a Crisis Community Plan that helped the project team address controversies and develop the correct strategic responses.
2019	<b>LA Metro's I-605 Managed Lanes Concept of Operations, Los Angeles, CA.</b> LA Metro. <b>Environmental Justice Outreach Strategy Lead.</b> Darrel worked on the Environmental Justice analysis and led the outreach recommendations per NEPA requirements, including proposing strategies to increase usage of ExpressLanes by low income/minority populations within the corridor. A section also highlighted a review of best practices across the U.S.

2009 - 2015	<p><b>Louisiana TIMED Program, Statewide, LA. LADOTD. Communications Director.</b> The \$5.2 billion TIMED Construction Program was the largest infrastructure program in state history. It included 125 projects, featured two mega bridges (Huey P Long Bridge Widening and the new John James Audubon Bridge), and more than 500 miles of road widenings across the state. The John James Audubon Bridge was Louisiana's first Design-Build project. Darrel oversaw and managed staff and consultants responsible for strategic communications/public outreach to stakeholders, media, governmental officials, stand-alone social media platforms, community and civic organizations, and emergency responders. Staffing included full time positions on the Huey P Long Bridge Widening and John James Audubon Bridge which Darrel oversaw and developed award-winning communications and public involvement campaigns. Darrel led crisis communications during major storm events that disrupted construction, including messaging to legislators and media. Similarities to the Calcasieu River Bridge project includes working closely with an impacted public during major highway and bridge construction and widening and disruptions, including ensuring those same publics are informed and allowed to celebrate in milestones and during important decisions. The communication program earned numerous industry awards for strategic planning, social media, stakeholder outreach and graphic design. Darrel researched and wrote the submittal that resulted in Huey P Long Bridge being named an American Society of Civil Engineers (ASCE) Historic and Civil Engineering Landmark, one of less than 100 bridges so named in the entire world.</p>
2009 - 2012	<p><b>Geaux Wider Interstate Widening Program, Baton Rouge, LA. LADOTD. Communications Project Manager.</b> The Geaux Wider Interstate Widening Construction Program for I-10 and I-12 in Baton Rouge included seven separate contracts, including three Design-Build construction contracts, and a new ramp metering system within the corridors. The entire construction cost was \$300 million. Darrel was the project manager for the construction communications contract, and implemented and led public relations, government relations, outreach and social media sites Facebook, Twitter and Flickr. His role included managing staff and subconsultants, community outreach, government relations, branding and advertising, online content, event planning, media relations. The similarity to the Calcasieu River Bridge project is the communication team's challenge to manage a communications program that included seven separate contractors all doing work in the same corridor. It required consistency and collaboration, which Darrel oversaw through regular check ins, oversight of internal relations and personal relationship building. This project was also highly impactful to the traveling public in one of the most congested metro areas of the state, so our communication had to be timely and relevant, reaching businesses, local leaders, commuters and the freight and trucking industries.</p>
2011 - 2015	<p><b>I-96 Reconstruction Project, Livonia, MI. Michigan Department of Transportation. Public Relations Task Lead.</b> MDOT's I-96 Reconstruction Project rebuilt a crumbling freeway, which resulted in closing it for less than a year in Metro Detroit forcing the 140,000 vehicles a day that used it to find alternate routes. Darrel's role as Public Relations Task Lead was to engage the public for input during design and planning and then provide information and support to the project team through construction. Through a multi-pronged effort of business engagement, public information to commuters and clear communications to government and elected officials, this high-profile and impactful highway project earned a featured role as a best practice in FHWA Office of Planning's 2019 video series "Techniques for Engagement in Improving Public Participation." The public engagement program established effective communication channels, including the development of stakeholder contacts, Facebook and Twitter implementation, event planning and more. Utilizing Facebook and Twitter enhanced traditional tools, gathering more 2,000 comments in the first 30 days surrounding the full freeway closure, and reaching more than 200,000 people in that same time frame. The social media followers grew to almost 10,000 overall. The similarity to the Calcasieu River Bridge project is that the impacts of a major construction project on a highway can be done if an effective stakeholder engagement program is put in place that is more than pushing out information. Key is actually engaging, listening to people and then acting on trying to help them.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Max Nassar</b>	Years of relevant experience with this employer	6
Title	Senior Vice President	Years of relevant experience with other employer(s)	36
Degree(s) / Years / Specialization		BA / 1976 / Psychology	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Design Review Support (Public Involvement)	



Max is a Louisiana native who has overseen a multitude of infrastructure projects in the Southeast United States and Central America valued in the billions. Many of these projects have been in Louisiana, performed for a variety of public and private clients including DOTD, the Louisiana Department of Natural Resources, the New Orleans Regional Planning Commission, The New Orleans Regional Transit Authority, The Louisiana Coastal Protection and Restoration Authority, the Port of New Orleans, the Port of South Louisiana and others. He also served on the Mayor of New Orleans' Committee for the Acceleration of Project Delivery and chaired the Mayor's Subcommittee tasked with assisting Disadvantaged Business Enterprises in expanding their business capacity. He served on the transition team of a Louisiana Governor, on both the Transition Team's Transportation Committee and the Economic Development Subcommittee. Max also served as the chairman of the St. Charles Parish Council.

- ✓ Extensive experience with Louisiana public agencies
- ✓ 42 years experience
- ✓ DOTD experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/20 - Ongoing	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge Task Order), Calcasieu Parish, LA. LADOTD. Project Principal.</b> The project includes provision of engineering, financial management, management and administrative advice and services to assist with Innovative Project Delivery Methods in connection with administering the procurement process of Design Build, Construction Management as Risk, and/or Public Private Partnership (P3) Projects. The current effort includes leading the procurement of the \$1 billion Calcasieu Bridge in Lake Charles, Louisiana. Included in the effort is a Level 2 Toll Study. The Calcasieu Bridge is one of the most critical projects in Louisiana's Transportation System as well as along the I-10 East West Trade Route. It has been identified as detrimental to economic development.
09/19 - 09/21	<b>Level 1 Toll Feasibility Study for a new Mississippi River Bridge Crossing, a Priority B Megaproject in the Louisiana Statewide Transportation Plan, Location. LADOTD. Project Principal.</b> The Project includes enhancing the Capital Region Planning Commission (MPO) Travel Demand Model (TDM) to include a toll diversion model to be able to use the model to evaluate demand for three alternatives for a crossing of the Mississippi River under different tolling scenarios. Additionally, WSP generates estimates of annualized gross toll revenue based on the demand and will prepare a conceptual plan to implement tolling including public outreach, economic impacts, toll infrastructure, institutional requirements, revenue-risk, etc.
6/30/2020 - Ongoing	<b>Belle Chasse Bridge and Tunnel P3 Project, Belle Chasse, LA. LADOTD. Project Principal.</b> Responsible for this project which included assistance and support to the LADOTD in Contract Administration of the P3 Comprehensive Agreement and Technical Provisions as well as Reviews of Project Management Plans. Reviews included Demolition and Abandonment Baseline Inspection of Vertical Bridge and Element Condition Report, Review of Toll Management Plan including design and installation procedures, testing plan, manuals, documentation and FAT results and review of Toll Management Plan. The project also included Design Support Services and Project Oversight and Acceptance as related to the Vertical Lift Bridge Demolition or Maintenance and for the Toll Collection System.

06/2023 - Ongoing	<p><b>Offshore Wind Development, Gulf of Mexico, Vermillion &amp; Cameron Parishes.</b> <i>Confidential Private Client. Advisor for Stakeholder and Government Liaison Team.</i> Advisor for Stakeholder and Government Liaison Team related to the development of one of the first Offshore Wind Developments in the Northwestern Gulf of Mexico. Role included participation and advisory services for the creation of Government and Stakeholder Outreach Plan including Priority Tiers and Identification.</p>
06/2017 - Ongoing	<p><b>IDIQ Contract for Electrical and Mechanical Engineering Services, Louisiana.</b> <i>LADOTD. Project Principal.</i> Responsible for this Task Order based engineering services contract which supports efforts on mechanical and electrical services related to roadways, pump stations and other mechanical and electrical needs.</p> <ul style="list-style-type: none"> <li>• Task Order 1: State Project No. H.010439: Boyd Street &amp; 21ST Street Pump Station Improvements</li> <li>• Task Order 2: State Project No. H.010439.5: Boyd Street &amp; 21St St Pumping Station Improvements I-110</li> <li>• Task Order 3: State Project No. H.010565 Acadian St. Pumping Station Improvements</li> <li>• Task Order 4: State Project No. H.010565.5 Acadian Street Pumping Station</li> <li>• Task Order 5: State Project No. H.972249.1 Generator Site Investigation and Load Study for Airline Drive Pump Station and LADOTD Maintenance Facility and Construction Docs for Airline Drive Pump Station</li> <li>• Task Order 6: State Project No. H.010253: Bluebonnet Blvd Pump Station Improvements LA 1248</li> <li>• Task Order 7: State Project No. H.010251: Chippewa St Pumping Station Improvements US61/190</li> </ul>
2019 - Ongoing	<p><b>Design-Build Bridge Replacement, Structure #1: I-485 over Westinghouse Blvd, Mecklenburg County, NC.</b> <i>NCDOT. Principal.</i> Principal in Charge responsible for local bridge staff designing this bridge replacement and widening. Staff assignments include modeling, analysis, and design of the prestressed bridge along with preparing bridge final design plans, as well as quality control of other prepared plans.</p>
07/2021 - Ongoing	<p><b>Program Management, Port of South Louisiana, Board of Commissioners Port of South Louisiana, St. Charles, St. James and St. John Parishes, LA.</b> <i>Port of South Louisiana. Project Principal.</i> The Port of South Louisiana (The Port) is a major bulk and grain exportation facility and touts itself as the “largest tonnage port district in the western hemisphere”. The Port Jurisdiction encompasses 54 Mississippi River Miles midway between New Orleans, Louisiana and Baton Rouge, Louisiana and offers excellent intermodal opportunities via Mississippi River deep draft, East-West and North-South Interstate Highways, three Class 1 Rail Lines, and air via an existing executive airport.</p>
2017 - Ongoing	<p><b>IDIQ Contract for Electrical and Mechanical Engineering Services, Statewide, LA.</b> <i>LADOTD. Project Principal.</i> Project Principal for this Task Order based engineering services contract which supports efforts on mechanical and electrical services related to roadways, pump stations and other mechanical and electrical needs.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	<b>Gary Icenogle, PE</b>	Years of relevant experience with this employer	17
Title	Assistant Project Administrator/Senior Inspector	Years of relevant experience with other employer(s)	31
Degree(s) / Years / Specialization		BSCE / 1975 / Civil Engineering, University of Arkansas at Fayetteville	
Active registration number / state / expiration date		Professional Engineer No. 18090 / Louisiana / exp. 3/31/2023; Traffic Control Technician/ LA State Specific / 02/2025; Traffic Control Supervisor / LA State Specific / 02/2025; Certified Flagger / 02/2025	
Year registered	1979	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Dispute Resolution	



A former LADOTD District Construction Engineer, Gary will apply his familiarity with DOTD personnel and practices to coordinate with the contractor and resolve disputes in a timely manner. He is highly skilled at managing field and office staff providing contract administration and inspection services. He has more than 40 years of collective CE&I experience, including major DOTD projects such as the I-10 Statewide Widening Design-Build Project and numerous tasks for the Monroe District. He also served as Project Engineer for twelve LADOTD TIMED program projects in Northeast Louisiana (2005-2012) - Ruston, Louisiana.

- ✓ 40+ years' CE&I experience
- ✓ 20+ years Responsible Charge of Road and Bridge Construction projects
- ✓ Former LADOTD District Construction Engineer
- ✓ Provided project documentation and close-out of the I-10 Design-Build project in Baton Rouge

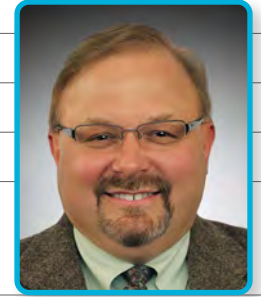
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/12 - 2014	<b>Interstate 10 Widening Design-Build Project, Statewide, Louisiana. DOTD. Assistant Engineer.</b> Assisted Resident Engineer with project documentation and field inspection. Project consist of the widening the mainline of I-10 from four lanes to six lanes, including signage and median barrier, for approximately 3 miles beginning just East of the Siegen Lane Interchange (the Eastern terminus of the current I-10 widening project - SP# 450-10-0108) and proceeding eastward to the Highland Road Interchange. Widening is occurring to the inside (median side) of the existing pavement and includes interior widening of the I-10 Bridge of Wards Creek Diversion Canal, and replacement of the I-10 Bridge over the Kansas City Southern Railroad and LaCrete Lane. Other improvements include modification of drainage structures to accommodate the widened highway, modification and upgrade of the existing lighting, guardrail and pavement markings.
05/97 - 05/05	<b>Monroe District Construction Engineer, Monroe, Louisiana. DOTD. District Construction Engineer.</b> Responsible for management of staff and equipment for 5 Project Engineer's Offices and the District Laboratory which serve a nine parish (county) area. Currently the District has 40 active projects valued at \$128 M. The District Utility Technician and Training Section also report to this position. Duties include the assignment of contract projects to the project engineers for oversight, review and coordination of PE activities for conformance to procedures, review and approval of change orders within LA DOTD guidelines, and initial conflict resolution between the contractor and project office. Pre-construction activities include plan reviews for constructability or other recommendations, coordination of utility relocations with District Tech., and interpretation of proposed construction for District Real Estate. Position is responsible for maintaining staff through recruiting and/or hiring, vehicle replacement or other equipment acquisition through procurement procedures, and recommending disciplinary actions or termination for employees. Serves in assistant capacity to the District Engineer Administrator on Construction related matters. Direct Staff - 3 Project Engineers and District Laboratory Engineer. Approximately 60 Construction personnel comprised of Assistant Engineers/E.I.'s and technicians. Key project during this time was the replacement of the Mechanical Bridge (swing span) for the Desiard Street Bridge, in which Mr. Icenogle worked closely with the Project Engineer, Construction and Bridge Design on this project.

08/12 – 03/13	<p><b>Construction Inspection for Replacement of I-210 Piers 24 and 25 Protection System, Calcasieu Parish, Louisiana.</b> <i>DOTD. Resident Engineer.</i> Assisted project office with compiling final materials and estimate documentation for LA DOTD. Michael Baker provided construction engineering and inspection (CE&amp;I) and construction administration services for the replacement of the pier protection system for piers 24 and 25 of the I-210 Bridge over the Calcasieu Ship Channel at Lake Charles. Michael Baker performed inspection of the construction of sheet piles, micro-pile foundation and structural concrete, sampling and testing associated construction materials, and administration of construction work.</p>
03/14 - Ongoing	<p><b>Bella Vista Bypass Construction Services, Benton County, Arkansas.</b> <i>ARDOT. Resident Engineer.</i> Responsible for engineering on the project. Michael Baker is providing construction management and inspection services for the construction of the Bella Vista Bypass; approximately 6.37 miles of two-lane roadway with main lane, ramp, and overpass bridge structures extending from US 71B to US 72 South. Michael Baker's services include project management, construction management, and construction inspection.</p>
06/15 - Ongoing	<p><b>I-49 Widening from Highway 71B to Highway 412 Construction Services, Benton County, Arkansas.</b> <i>ARDOT. Resident Engineer.</i> Responsible for management of all construction engineering and inspection. Michael Baker provided construction management and inspection services for the widening of this five-mile section of I-49 through the Northwest Arkansas corridor. Construction included widening from four to six lanes, including the widening of six bridges. The project also included asphalt overlay of the existing lanes. Michael Baker's services included project management, construction management, and construction inspection.</p>
05/05 – 08/12	<p><b>Program Management Services for the Transportation Infrastructure Model for Economic Development Program, Statewide, Louisiana.</b> <i>DOTD. Resident Engineer.</i> Louisiana TIMED Managers (LTM), Ruston, Louisiana - Duties as LTM Resident Engineer included managing highway and bridge construction projects concurrently (approximately 63 miles). He was in Responsible Charge for the construction of over 50 miles of roadway with 10 bridges along the US 167 corridor coordination His responsibilities included a staff of 20 construction inspectors providing quality control/quality assurance inspection, sampling and testing services, overall contract administration, claims avoidance and processing, change order writing, and problem resolution for the following project segments:</p> <ul style="list-style-type: none"> <li>• 038-03-0022: Bastrop – Log Cabin, Route 425, Morehouse Parish, Louisiana (LA DOTD) (6/08 to 7/12)</li> <li>• 023-10-0036: Dubach – Bernice, Route 167, Lincoln &amp; Union Parishes, Louisiana (LA DOTD) (9/06 to 6/11)</li> <li>• 023-06-0044: Quitman – Lincoln Parish, Route 167, Jackson Parish, Louisiana (LA DOTD) (4/06 to 5/11)</li> <li>• 038-03-0024: Log Cabin – Arkansas Line (Jct. LA 142), Route 425, Morehouse Parish, Louisiana (LA DOTD) (1/08 to 2/11)</li> <li>• 023-11-0027: Lillie – Arkansas Line (North &amp; South Sections), Route 167, Union Parish, Louisiana (LA DOTD) (8/06 to 6/10)</li> <li>• 023-11-0026: Jct. LA 2 (Alt) – Lillie, Route 167, Union Parish, Louisiana (LA DOTD) (1/07 to 3/10)</li> <li>• 023-10-0039: Jct. LA 822 – Dubach, Route 167, Lincoln Parish, Louisiana (LA DOTD) (10/06 to 9/09)</li> <li>• 015-08-0026: LA 841 – Rilla, Route 165, Ouachita Parish, Louisiana (LA DOTD) (10/07 to 6/09)</li> <li>• 023-10-0035: Vienna – Jct. LA 822, Route 167, Lincoln Parish, Louisiana (LA DOTD) (1/06 to 2/09)</li> <li>• 015-07-0043: Columbia – Jct. LA 847, Route 165, Caldwell Parish, Louisiana (LA DOTD) (9/05 to 3/08)</li> <li>• 015-07-0044: Jct. LA 847 – Ouachita Parish Line, Route 165 Caldwell Parish, Louisiana (LA DOTD) (8/05 to 12/07)</li> <li>• 015-08-0028: Caldwell Ph – LA 841, Route 165, Ouachita Parish, Louisiana (LA DOTD) (7/05 to 6/06)</li> </ul> <p>Michael Baker served as a member of the Louisiana TIMED Managers (LTM) joint-venture team, which provided comprehensive program management services for the TIMED program which consisted of 40 road and 3 major bridge projects.</p>



## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	<b>Gary Chodkowski, PE</b>	Years of relevant experience with this employer	29
Title	Project Manager/Senior Associate	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BSCE, 1989, Civil Engineering, University of Pittsburgh	
Active registration number / state / expiration date		Professional Engineer No. 39376 / Louisiana / 03/31/2023; ATSSA Traffic Control Technician, Louisiana / 03/09/2025; ATSSA Traffic Control Supervisor / Louisiana / 03/11/2025; ATSSA Traffic Control Flagger / Louisiana / 03/17/2025	
Year registered	2014	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		CPM Schedule/Update	



Gary will provide quality assurance, compliance, constructability, sequencing, and scheduling. One of Michael Baker's most experienced and highly skilled CPM Schedulers, Mr. Chodkowski will perform initial baseline schedule review of the contractor's schedule and of all CPM schedule updates. He has over 15 years' experience in urban freeway, including several major bridge replacement projects for LADOTD and other state transportation agencies.

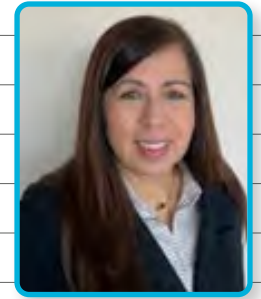
- ✓ Nearly 40 years experience
- ✓ Highly-experienced in CPM Scheduling

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/10 - 08/13	<b>Construction Inspection for Replacement of I-210 Piers 24 and 25 Protection System, Calcasieu Parish, Louisiana. LADOTD. Scheduler.</b> Responsible for reviewing and monitoring construction schedules. Project consisted of the removal and replacement of the pier protection system for piers 24 and 25 of the I-210 Bridge over the Calcasieu Ship Channel.
10/10 - 02/12	<b>Milton-Madison Bridge Replacement CE&amp;I, Milton, IN to Madison, KY. Indiana DOT. Scheduler.</b> Developed a construction schedule during the preliminary design. Provided constructability and estimating assistance to the initial design team. Assisted the construction management team in the project schedule reviews and filled in for the transportation inspector manager. Michael Baker provided project management, design review, shop drawing review, construction management and inspection, public involvement, and environmental oversight, for the design-build reconstruction of the bridge, which carries U.S. 421 over the Ohio River. The superstructure was replaced on the existing piers, using accelerated bridge construction techniques for lateral bridge sliding, allowing the bridge to remain open to traffic for all but 41 days during construction.
07/16 - 06/20	<b>IR 76 Main-Broadway Interchange, Akron, OH. Ohio Department of Transportation, District 4. Project Manager.</b> Responsible for ensuring the project, including all construction management functions, was executed in compliance with the project scope and ODOT's policies, procedures, and specifications. Oversees and manages project staff, whose duties include inspecting, documenting, and recording quantities of work being performed. Ensured all work was performed according to project specifications and plans. Michael Baker is providing construction administration and inspection services for a major reconfiguration of an urban interchange on IR 76 and associated roadways, South Main Street, and South Broadway Street. Services include monitoring of progress and critical path method (CPM) schedule, review and management of submittals and requests for information (RFI), negotiation and management of change orders, tracking and documentation of pay quantities, and inspection of all contractor work and materials for compliance with contract requirements.
01/00 - 11/13	<b>General Engineering Consultant (GEC) Program, Statewide, PA. Pennsylvania Turnpike Commission.</b> For 13 years as Construction Program Manager, managed the PTC's \$600M annual capital construction plan. He also served as expert consultant for quality management, materials sampling and testing, scheduling, construction sequencing, constructability review, and estimating. He developed CPM schedules, constructability reviews, cost estimates, and QA/QC program documentation for major mainline reconstruction projects throughout the PTC system, which encompasses 545 miles of roadway. Gary has managed contractor operations for design-build and design-bid-build projects on major expressways, including new interchange construction, bridges, tollway widenings, resurfacing, service plazas, toll collection, and noise wall facilities for projects totaling more than \$3.5B in construction value. He also managed development of a new Construction Operations Manual, which included a system wide QA Plan for the Pennsylvania Turnpike Commission.

02/13 - 06/18	<p><b>H.010620: US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Owner Verification, Lafayette Parish, LA. DOTD. Scheduler.</b> Responsible for reviewing the initial baseline construction schedule for the reconstruction of I-90. Michael Baker provided contract and project management services to the DOTD for the US 90 Design-Build Project from Ambassador Caffery to Albertson's Parkway. The project included the implementation of a new frontage road system, improvements to L.A. 182, new ramps, and a new drainage system and mainline structure over Albertson's Parkway and the BNSF Railroad. Michael Baker provided project scoping, conceptual design, and performance specifications and performed design and schedule reviews, construction inspection, and quality assurance verification during the life of the project.</p>
04/16 - Ongoing	<p><b>Highway 18 Widening (CA1002-Manila-East) Construction Services, Mississippi County, AR. Arkansas DOT. Scheduler.</b> Responsible for reviewing the preliminary, baseline, and updates for compliance in accordance with the contract documents. Also, responsible for reviewing project time impact studies to determine the time adjustment needed for the contract. Michael Baker is providing construction management and inspection services for the construction of approximately 1.8 miles of Highway 18 roadway and bridge widening and replacement immediately east of Manila, Arkansas, in Mississippi County. Michael Baker's services include project management, utility relocation coordination, construction management, and inspection.</p>
06/07 - 10/11	<p><b>Allegheny River Bridge Replacement, Pittsburgh, PA. Pennsylvania Turnpike Commission. Project Manager.</b> Provided construction oversight for twin cast-in-place concrete box girders, using the balanced cantilever method, approximately 2,350 feet long and up to 120 feet high; constructed to replace the bridge carrying the mainline Pennsylvania Turnpike over the Allegheny River. Each bridge is about 61 feet wide and features three 12-foot-wide travel lanes, a 12-foot-wide outside berm, and a 10-foot-wide inside berm. Both decks have concrete road surfaces. Michael Baker provided engineering services for the project under its general engineering consulting contract. The project also included replacement of an overpass, new entrance acceleration and exit deceleration ramps for an interchange, two new bridges carrying I-76 over the interchange ramps, replacement of an older pedestrian bridge over the turnpike, and the construction of five retaining walls: 1,300 feet long, 30 feet high; 600 feet long, 70 feet high; 400 feet long 200 feet long, both 12 to 16 feet high; 1,000 feet long, 60 feet high.</p>
11/11 - 12/17	<p><b>I-794 Lake Freeway and Hoan Bridge over the Milwaukee River, Milwaukee, WI. Wisconsin DOT. Scheduler/Constructability Reviewer.</b> Responsible for reviewing the site and initial planning design for the development of a constructible project schedule. The project includes phased bridge redecking for major interstate I-794 that travels over the Milwaukee River via a through truss and has more than 2.5 miles of elevated approaches and the interchange with I-94. Michael Baker provided preliminary and final design services for the I-794 Lake Freeway and Hoan Bridge Project, which included major improvements to the freeway and the Daniel Hoan steel tied-arch bridge. Services included preliminary and final roadway and structure design; development of PS&amp;E packages; preparation of an environmental report; agency, railroad, utility, and subconsultant coordination; survey; traffic analysis; safety analysis; traffic control; construction staging; risk assessment; constructability reviews; construction sequencing; and bridge load rating calculations.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	Fanny Padron	Years of relevant experience with this employer	3
Title	Project Controls Manager	Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		ME, 1998, Construction Management; BS, 1994, Architecture	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Project Controls (CPM Schedule / Update)	



Fanny has 22 years of professional experience in Project Management and Project Controls; providing project management, technical direction and leadership on projects including Civil Construction, Aviation (landside & airside), Transportation, Telecommunications, Nuclear and Environmental in the USA, Middle East and South America. Fanny serves as National Lead Schedule Manager for WSP's Project Controls & Technology group. She is responsible for schedulers and controls professionals project assignments. CPM Planning and Scheduling, EVMS, Forensic Scheduling and Risk Management.


- ✓ 22 years of experience in project management and project controls
- ✓ Scheduling expert

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/20 - Ongoing	<b>Advisory Services for the Procurement of Alternative Delivery Projects (Calcasieu Bridge Task Order), Calcasieu Parish, LA. LADOTD. Project Controls/Scheduler.</b> The project includes provision of engineering, financial management, management and administrative advice and services to assist with Innovative Project Delivery Methods in connection with administering the procurement process of Design Build, Construction Management as Risk, and/or Public Private Partnership (P3) Projects. The current effort includes leading the procurement of the \$ 1 billion Calcasieu Bridge in Lake Charles, Louisiana. Included in the effort is a Level 2 Toll Study. The Calcasieu Bridge is one of the most critical projects in Louisiana's Transportation System as well as along the I-10 East West Trade Route. It has been identified as detrimental to economic development.
01/2022 - Ongoing	<b>I-285/ I-20 Interchange, Fulton &amp; Cobb Counties, GA. GDOT. Senior Scheduler.</b> WSP is serving as the General Engineering Consultant and owner's representative for the I-285/I-20 West Interchange project. This project is part of the \$14 billion Major Mobility Investment Program. The project will be delivered using design-build contracting methodology and includes new lane miles along I-20, operational performance enhancements of the interchange to help improve traffic flow, speed and safety, and new collector-distributor lanes. WSP's scope is all-encompassing with major work elements including concept development, environmental documentation, preliminary design, surveys, geotechnical drilling/testing, traffic engineering, Interchange Modification Report, procurement support and CEI services.
03/2022 - Ongoing	<b>I-95 Interchange, Maryland. MTA. Senior Scheduler.</b> Installation of two express toll lanes (ETLs) and three general purpose lanes (GPLs) along I-95 (John F. Kennedy Memorial Highway) just north of the MD 24 (Veteran's Memorial Highway) interchange at HaHa Branch to Bynum Run in Harford County.
05/22 - 05/23	<b>Planning &amp; Technical Services Contract - Transit Hubs, Atlanta, GA. MARTA. Senior Scheduler.</b> As part of the 30% and 60% Design packages, she developed the design, procurement, and construction schedules for Clayton and South DeKalb Counties.
03/2020 - Ongoing	<b>Airport Design Build Program, Tucson, AZ. Tucson International Airport. Senior Scheduler.</b> Responsible for managing the program master schedule and contractors' schedules. Monitor Design and construction progress. Review/ Approve contractor's schedules. Prepare weekly and monthly client reports. Manage forecast trends and communicate to project team any deviations from plan, critical path changes, risks, delay analysis and provide mitigation plans. Work with team to provide alternative delivery analysis and recommendations to mitigate delays.
07/2021 - Ongoing	<b>Laughlin - Bullhead City Bridge- Clark County, NV. Clark County. Senior Scheduler.</b> Ongoing Responsible for contractor's schedule review, TIA and claim analysis.

03/2021 – 10/2021	<p><b>I-205 Toll Project, Portland, OR. ODOT. Senior Scheduler.</b> Environmental Assessment Schedule development. Per National Environmental Policy Act, provide Analysis of proposed ODOT improvements and long term effects of the project transportation system, local communities, the economy, and the natural environment, and potential solutions to address negative effects.</p>
03/2022 – 07/2023	<p><b>Green Line Extension, Boston, MA. MBTA. Senior Scheduler.</b> This project is the extension of existing light rail transit service, with associated infrastructure support facilities, including equipment, subsystems, and other components of the system. A portion of the project comprises light rail service on two new branches extending existing Green Line active, electrified light rail service from a new Lechmere Station in Cambridge, Massachusetts to the Red Bridge Interlocking.</p>
04/2017 – 12/2019	<p><b>ATL Next, Hartsfield-Jackson Airport, Atlanta, GA. Hartsfield-Jackson Atlanta International Airport (ATL). Construction Senior Scheduler.</b> Responsible for managing construction project schedules as part of the ATLNext Hartsfield-Jackson's \$6 billion capital improvement program. Individual projects included: Central Passenger Terminal Complex (CPTC): \$1.9 billion Landside modifications projects to domestic terminals, started in 2016 and is ongoing. She worked on the landside modifications including canopies, interior and facades modifications as well as \$225 million Terminal T 5-gate expansion.</p>
07/2016 – 03/2017	<p><b>Renew Atlanta \$250M Bond Program (Road, Signalization, Streetscapes Improvements), Atlanta, GA. City of Atlanta. Program Scheduler/Project Controls Manager.</b> Fanny ensured projects were planned and executed in accordance with the City of Atlanta project delivery methodology. She developed program scheduling processes, procedures, and contractual terms, as well as the design and construction schedules during planning phases.</p>

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Elizabeth Boone	Years of relevant experience with this employer	17
Title	Administrative Assistant	Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		Coursework, Secretarial/Business Application and Technology, Louisiana State University at Eunice	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Federal Compliance; RFI Coordination (Administrative); EEO, Civil Rights, & DBE Compliance	



Elizabeth has experience working directly under a LADOTD Project Engineer as an office manager on an IDIQ Staff Augmentation Task Order, as well as under Consultant Project Engineer for multiple concurrent full-service CE&I task orders, and full-service CE&I Design-Build Task Orders. She is experienced in AASHTOWare, Content Manager, developing SiteManager partial estimates, inputting and tracking material tests and certifications into SiteManager Materials and LAPAVE, securing EEO documentation, tracking equipment calibration and employee certification expirations, preparing agendas and taking meeting minutes, distributing RFC plans/ approved Field Changes/ NCR responses, filing engineering reports and assembling 2059 documentation.

- ✓ Louisiana local
- ✓ Office Manager on similar projects along I-10 and in Calcasieu Parish
- ✓ Provided identical services on DOTD's TIMED Program

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/19 - 04/20	<p><b>IDIQ Contract for CE&amp;I with Majority of Work in District 07, Statewide, LA. DOTD. Office Manager.</b></p> <p><b>H.010916.6 Task Order 1: Prien Lake Re-Deck &amp; Safety Improvements, Calcasieu Parish, Louisiana.</b> Under this Staff Augmentation task order, Ms. Boone performed all office manager duties at the on-site field office. Duties included: AASHTOWare verification of payroll, developing SiteManager partial estimates, inputting and tracking material tests and certifications into SiteManager Materials, securing EEO documentation, taking meeting minutes, filing engineering reports and assembling 2059 documentation, and queue detection monitoring, etc.</p> <p><b>H.012018 Task Order 2: Adaptive Traffic Signal Design and Implementation, Lafayette Parish, Louisiana.</b> As part of a full service CE&amp;I task order, Ms. Boone is responsible for Field Office Management. Responsible for all administrative services remotely including verifying Certified Payroll in AASHTOWare, labor and EEO interviews are accurate and complete; filing inspection and engineering reports; clerical support such as preparation of partial estimates using SiteManager, verifying CP-1A and CUF completion, distribution of Change Orders, estimates, and RFI responses, and other field related documentation; and other support services for field office and staff including communications systems, printing services, mailing, and purchasing.</p>
10/12 - 01/14	<p><b>H.003046: I-10 Widening, Siegen to Highland, Design-Build Owner Verification, LA. DOTD. Administrative Assistant.</b> Assisted with administrative services including audit of project related documents (material and testing result, final pay documents, buy America certs, material certs, EEO documents), clerical support, communications systems, printing services, mailing, purchasing, and other support services for I-10 Design-Build Project, in Baton Rouge, LA. Responsible for assembling all project final closeout documentation including Form 2059 for final submittal. Produced reports including SiteManager Daily Work Reports and Daily Dairies. Assisted with documentation from the Design-Builder, the contractor and our Document Control Administrative Assistant. Worked directly with the contractor's staff with Certified Payroll, generating partial pay estimates, verifying CP-1A and CUF completion, wage rate interviews, and other field related documentation.</p>
05/10 - 08/13	<p><b>H.H.003119 &amp; PO No. 2-31832: I-210 Pier 24 &amp; 25 Protection Replacement, CE&amp;I, Route I-210, Calcasieu Parish, LA. DOTD. Office Manager.</b> Responsible for all administrative services for the Broussard field office including verifying Certified Payroll, Labor and EEO interviews are accurate and complete; filing inspection and engineering reports; clerical support such as preparation of partial estimates using SiteManager, and record documentation; and other support services for field office and staff including communications systems, printing services, mailing, and purchasing.</p>

07/03 - 02/14	<p><b>700-99-0266: TIMED Program, East Baton Rouge Parish, LA. DOTD. Administrative Assistant.</b> Responsible for administrative services including clerical support, communications systems, printing services, mailing, purchasing, and other support services for Louisiana TIMED Managers' Oberlin Area Office.</p>
03/20 - Ongoing	<p><b>IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&amp;I) District 61, 62, and 02. DOTD. Office Manager.</b> As part of multiple full service CE&amp;I Task Orders, Ms. Boone is responsible for Office Management. Responsible for all administrative services remotely including verifying Certified Payroll in AASHTOWare, labor and EEO interviews are accurate and complete; filing inspection and engineering reports; clerical support such as preparation of partial estimates using SiteManager, preparing preconstruction meeting agenda and taking meeting minutes, verifying CP-1A and CUF completion, distribution of Change Orders, estimates, and RFI responses and other field related documentation; and other support services for field office and staff including communications systems, printing services, mailing, and purchasing.</p> <p><b>H.013271.6 Task Order 1: Tangipahoa PH Local Road Safety Upgrade, Tangipahoa Parish, Louisiana.</b> The project consists of upgrading signage, refreshing pavement markings, and installation of solar powered flashing beacons, on various local roads in Tangipahoa Parish. Est completion Feb 2022.</p> <p><b>H.013532.6: Task Order 2: Denham Springs Rd Signing &amp; Striping, Livingston Parish, Louisiana.</b> The project consisted of upgrading signage, refreshing pavement markings, closure of two (2) boulevard median turn areas, and related work on various local roads. Project complete.</p> <p><b>H.012473.6: Task Order 3: Marconi Dr Shared-Use Path, Orleans Parish, Louisiana.</b> The project consisted of clearing and grubbing, installing a 10-foot wide shared-use path and raised composite wood boardwalk and all associated striping and signage within New Orleans City Park from Zachary Taylor Drive to Harrison Avenue. Project complete, Hurricane Ida repairs in progress.</p> <p><b>H.009308.6: Task Order 4: New Orleans DPW SRTS Sidewalk Project, Orleans Parish, Louisiana.</b> The project is part of the "Safe Routes to School" program, involving safety upgrades to five schools in the Orleans Parish area. Components of the safety upgrades include shared-use path, sidewalks, ADA crossings, traffic signalization and related work. Estimated Completion 04/2022.</p> <p><b>H.012527.6: Task Order 5: Local Road Safety Upgrades (W. Feliciana), West Feliciana Parish, Louisiana.</b> The project consists predominately of replacing outdated and damaged guardrail, signage and striping on 10 routes within the parish. Estimated completion May 2022.</p> <p><b>H.013082.6: Task Order 6: Bootlegger Road Sidewalk Project, St. Tammany Parish, Louisiana.</b> The project consisted of upgrading open ditch in a residential area with CPVC pipe, backfill and sidewalks with ADA compliant ramps. Project is complete.</p>
02/14 - 06/18	<p><b>IDIQ Retainer Contract for Design-Build Support Services, Statewide, LA. DOTD. Administrative Assistant and Office Manager.</b> This retainer is to assist the LADOTD Project Manager in engineering, administrative, and related services for statewide Design-Build projects.</p> <p><b>Task Order 2: CQAP Sharepoint Database, LADOTD.</b> As Administrative Assistant, provided SharePoint website developer material data entry forms that were then created and formatted, including formulas according to each material test report (TR) method. Verified that both the function and formulas performed as required in the newly developed forms.</p> <p><b>H.010620 Task Order 3: US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Owner Verification, Lafayette Parish, Louisiana.</b> As Office Manager, responsible for all administrative services for the Broussard field office including verifying Certified Payroll, Labor and EEO interviews are accurate and complete; filing inspection and engineering reports; clerical support such as preparation of partial estimates using SiteManager, and record documentation; and other support services for field office and staff including taking meeting minutes, distributing RFC plans/ approved Field Changes/ NCR responses communications systems, printing services, mailing, and purchasing.</p>
07/03 - 02/14	<p><b>H.002877: US 90 Interchange at LA 85 Design-Build Owner Verification, Iberia Parish, Louisiana. LADOTD. Office Manager.</b> Responsible for administrative services verifying Certified Payroll, Labor and EEO interviews are accurate and complete; filing inspection and engineering reports; clerical support such as preparation of partial estimates using SiteManager, and record documentation; and other support services for field office and staff including communications systems, printing services, mailing, and purchasing. Performed quality verification review of Design-Builder's final closeout documentation including Form 2059 for final submittal. She also has knowledge of LADOTD SiteManager to produce reports including Daily Work Reports and Daily Dairies.</p>

## 16. Staff Experience:

<i>Firm employed by</i>	The Beta Group Engineering and Construction Services		
<i>Name</i>	<b>Steve McCann</b>	<i>Years of relevant experience with this employer</i>	10
<i>Title</i>	Inspection Supervisor	<i>Years of relevant experience with other employer(s)</i>	6
<i>Degree(s) / Years / Specialization</i>	N/A		
<i>Active registration number / state / expiration date</i>	Nuclear Gauge Safety / exp. 12/2025; ACI Concrete Strength Testing Technician / 11/2026		
<i>Year registered</i>	N/A	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	Quality Audits (Field)		

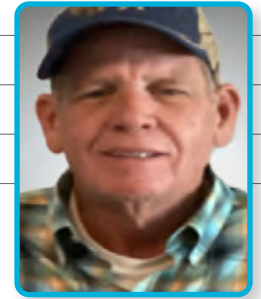
Mr. McCann has over 16 years experience in the Construction Materials Testing field and Construction/Engineering Inspection field. In his time at The Beta Group, he has gained extensive knowledge and ability of many different types of inspections and procedures as well as supervising and training Beta's technicians to perform the multitude of services we provide. Mr. McCann is responsible for ensuring testing is completed in adherence with job specific specifications, reviewing of inspection reports and all collected information, enforcing jobsite safety and company procedures, providing proposals for testing needs, ensuring all testing equipment and gauges are up to standard and operate safely and accurately.

- ✓ 16+ years experience
- ✓ Extensive knowledge in testing and inspection guidelines

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
07/21- ongoing	<b>Taxiway Foxtrot Phase II Enabling and TW J, Lafayette Louisiana.</b> <i>CBRE/Heery.</i> <b>Inspection Supervisor.</b> Mr. McCann was responsible for overseeing the testing and inspection being performed for this project and ensuring testing was being performed per the project specifications.
03/18 - ongoing	<b>Airport Connector Roads LADOTD, Kenner Louisiana.</b> <i>Richard C. Lambert Consultants.</i> <b>Inspection Supervisor.</b> Mr. McCann was responsible for overseeing the testing and inspection being performed for this project and ensuring testing was being performed per the project specifications.
02/17 - 03/18	<b>St. Charles Avenue (LA Avenue-Calliope St.) LADOTD, New Orleans Louisiana.</b> <i>Meyers Engineering.</i> <b>Inspection Supervisor.</b> Mr. McCann was responsible for overseeing the testing and inspection being performed for this project and ensuring testing was being performed per the project specifications.
11/13 - 02/18	<b>Parks of Plaquemines Phase 2A &amp; 2C, Belle Chasse Louisiana.</b> <i>Bell South.</i> <b>Inspection Supervisor.</b> Mr. McCann was responsible for overseeing the testing and inspection being performed for this project and ensuring testing was being performed per the project specifications.
07/11 - 04/14	<b>St. Bernard Roadway RD2010-110, St. Bernard Louisiana.</b> <i>St. Bernard Parish Government.</i> <b>Inspection Supervisor.</b> Mr. McCann was responsible for overseeing the testing and inspection being performed for this project and ensuring testing was being performed per the project specifications.

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	<b>Terry Butler</b>	Years of relevant experience with this employer	20
Title	Senior Inspector	Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		N/A	
Active registration number / state / expiration date		Traffic Control Technician/ LA State Specific / 11/12/2025; Traffic Control Supervisor / LA State Specific / 11/12/2025; Certified Flagger / 03/12/2026; LADOTD Asphalt Concrete Plant Inspector / exp. 06/01/2026; LADOTD Asphalt Concrete Paving Inspector / exp. 12/03/2026; LADOTD PCC Paving Inspector / exp. 11/14/2026; DOTD Structural Concrete Inspector / Exp. 2/14/28	
Year registered	2010 / 2008 / 2008	Discipline	N/A
Contract role(s) / brief description of responsibilities		Roadway Inspection (Certified Inspector)	



Terry has performed in both OV and QA inspection roles on a Design-Build project and has full understanding of OV requirements. He is Michael Baker's in-house roadway inspection expert, with nearly 20 years dedicated to asphalt paving and plant work, and PCC Paving work. As a construction inspector, he brings the skills, experience, and knowledge needed to ensure that the project is constructed according to plans and specifications with the utmost professionalism.

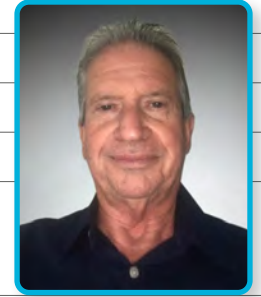
- ✓ Asphalt paving/plant expert with 20+ years' experience
- ✓ Lead Inspector on DOTD's US 90 Albertson's Pkwy project
- ✓ Louisiana local

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/19 - 02/22	<b>H.007288: Montgomery Street (LA 34 - I-20) in Ouachita Parish, Louisiana. DOTD. Lead Inspector.</b> Michael Baker provided construction contract administration and CE&I services typically performed by the DOTD Project Engineer and his staff, including but not limited to, rehabilitation of the roadway by milling off the existing asphalt, patching base failures, and overlaying with new asphalt. In addition, sidewalks were replaced with ADA compliant sidewalks, and handicap accessible curb ramps were installed at street crossings. Coordinated with KCS Railroad and DOTD for concurrent work within project limits.
02/13 - 06/18	<b>H.010620: US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Owner Verification, LA. DOTD. Lead QA Inspector.</b> Responsible for the Design-Builder's QA Firm. Responsible for inspection and acceptance testing of the new bridge structures over Albertson Parkway and the replacement and widening of the structures over BNSF Railroad. Acceptance Inspection and Testing according to the CQAP and CQMP on: pile driving; form, reinforcement, and concrete placement for footings/columns/caps/deck; concrete riser elevation and bearing placement; precast girder and steel girder placement, superstructure SIP survey, depth acceptance, and concrete placement. Responsibilities also included all asphalt plant inspection and testing. Managed the QA inspection staff location and time on behalf of the QA Manager and performed all project 2059 and Final Audit closeout for the QA documents.
03/09 - 01/13	<b>H.003046: I-10 Widening, Siegan to Highland, Design-Build Owner Verification. DOTD. OV Inspector.</b> Responsible for OV inspection and testing of Wards Creek and KCS bridges including substructure and superstructure. Inspected the strengthening of existing deck overhangs in order to support mi-jack straddle crane erection of steel girders on the median portion of KCS bridge over the railroad. In addition, he assisted in the verification inspection and testing of stone and soil cement base course, PCC paving, and served as the project Radiation Safety Officer. Responsible for recording contractor activity, labor and weather in a Daily Diary in SiteManager; providing Project Engineer with complete list of Progress Check Points for partial estimate payment; and logging/tracking of testing frequency for both sampling plan frequency validation and to notify DOTD of required Independent Assurance testing needs.
07/10 - 08/11	<b>H.002877: US 90 Interchange at LA 85 Design-Build Owner Verification, Iberia Parish, Louisiana. DOTD. OV Inspector.</b> Responsible for OV asphalt plant and asphalt paving inspection and testing, and he assisted in the verification inspection and testing of stone and soil cement base course, PCC paving and structural concrete verification testing. Used SiteManager Daily Diary to track contractor activity, labor, and weather and providing Progress Check Points that are completed for pay.
05/05 - 08/12	<b>700-99-0266: TIMED Program, East Baton Rouge Parish, Louisiana. DOTD.</b> Responsible for Asphalt Plant Inspection and Testing at multiple plants on several of the segment projects included in the TIMED Program. Michael Baker served as a member of the Louisiana TIMED Managers (LTM) joint-venture team, which provided comprehensive program management services for the TIMED program which consisted of 40 road and 3 major bridge projects.



## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	David Dauzat	Years of relevant experience with this employer	12
Title	Senior Inspector	Years of relevant experience with other employer(s)	30
Degree(s) / Years / Specialization		AB, 1997, Business Administration, Louisiana State University and A&M College	
Active registration number / state / expiration date		Traffic Control Technician/ LA State Specific / 12/17/2025; Traffic Control Supervisor / LA State Specific / 12/17/2025; Certified Flagger / 10/25/2026; LADOTD Asphalt Concrete Paving Inspector / exp. 11/07/2027; LADOTD Structural Concrete Inspector / 03/18/2024	
Year registered	2008	Discipline	N/A
Contract role(s) / brief description of responsibilities		Structures Inspection (Certified Inspector)	



David will be the full-time structural inspector responsible for on-site inspection and managing inspections for bridge painting and lead abatement. He has 40 years of experience providing construction quality inspection on a wide range of transportation infrastructure projects throughout Louisiana. He is highly familiar with inspections duties for setting girders, preparation and placement of bearings, Rotational Capacity Testing of bolts on steel girder splicing, drilled shafts, mechanical splice couplers, Crosshole Sonic Testing of shafts, grouting, casting pier columns, bridge painting, lead abatement, performing daily traffic control inspections in high-ADT urban areas, and large crane picks for bridge deck sections.

- ✓ 7+ years' experience inspecting DOTD Design-Build Projects
- ✓ Lead Inspector on DOTD's US 90 Albertson's Pkwy project
- ✓ Louisiana local

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/13 - 06/18	<b>H.010620: US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, DB Owner Verification, Lafayette Parish, Louisiana. DOTD. Lead Inspector.</b> Responsible for structural OV inspection and testing on the structures over the BNSF Railroad from pile driving up through multistaged and skewed deck placement, including: driving pile in a congested space, cast-in-place pier columns and caps, PCC and steel girder placement, concrete riser preparation and bearing pad placement; Stay-in-Place deck forms, reinforcing steel, dry-run depth checks and concrete placement testing; and multiphased Traffic Control. Inspections included verifying the QA/QC operations according to procedures outlined in the CQMP. Documented daily project activity in SiteManager and provided Progress Check Points to Project Engineer for payment. The project encompasses widening of US 90 to a 6-lane facility including replacement of bridge structures over the BNSF Railroad and a new bridge structure at Albertson's Parkway.
03/19 - 12/19	<b>H.010916: District 07 Task Order 1, I-210: Prien Lake Re-Deck &amp; Safety Improvements in Calcasieu Parish, Louisiana. DOTD. Lead Structural Inspector.</b> Responsible for lead abatement containment for steel girders that were sand blasted and painted including cross frame and splice plate repair. Lead inspector for structural construction inspection including form and rebar placement, dry-run depth checks, deck pour operation inspection and testing, securing, and inputting material documentation into SiteManager Materials, daily diaries, and payment of completed pay items in new HeadLight System. <b>This project also included lead paint removal managed by David.</b>
03/20 - Ongoing	<b>H.003184.6: District 07 Task Order 03, I-10 Widening TX Line - E of Coone Gully, Calcasieu Parish, Louisiana. DOTD. Lead Structural Inspector.</b> Supplemented DOTD's staff. Responsible for pile driving inspection and concrete pile cap installations, sampling and testing materials, inputting material samples into SiteManager Materials, completing a daily diary on contractors activities within SiteManager utilizing a tablet equipped with the Headlight System. Scope of the project is widening I-10 from four to six lanes and all associated activities from the Texas border to just east of Coone Gully.
06/08 - 12/09	<b>052-02-0024: John James Audubon Bridge Design-Build Owner Verification. DOTD. Senior Construction Inspector/Owner Verification.</b> Responsible for main span and approaches. Responsible for Owner Verification inspection on currently the longest cable stay bridge in the Western Hemisphere. Verified inspection and testing on 8' diameter drilled shafts including: CSL and O-Cell testing; depth checks; steel, anchor bolt, mechanical splice and concrete placement; inspection/testing of form, rebar and concrete placement on pier columns and caps that included mass concrete sections, and HLMR pot bearing placement; inspection of steel girder placement including rotational capacity testing of splice plates, location on bearings, and end cap painting; verification inspection of the precast bridge deck placement, post tensioned connections, and subsequent latex modified concrete overlay testing; and inspection and testing of the post-tensioning and grouting of the pier tower cross members, bridge deck and corbels. Reviewed Traffic Control on east entrance of the project.

## 16. Staff Experience:

Firm employed by		Terracon Consultants, Inc.	
Name	Chris Pysher	Years of relevant experience with this employer	7
Title	Inspector	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		N/A	
Active registration number / state / expiration date		ACI Concrete Field-Testing Technician–Grade I / exp. 06/2027; Nuclear Moisture/Density Gauge Certification / exp. 05/2026; Embankment and Base Course – LADOTD / exp. 04/2027	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Drainage / Earthwork Inspections	

Chris Pysher has seven years of experience performing as a senior technician and inspector for geotechnical and construction materials projects. Chris' extensive experience includes various areas of expertise. In Deep Foundations, he is skilled in vibration monitoring, pile installation observation, and testing for timber and drilled shafts. He also has expertise in Earthwork, including performing density tests, directing undercutting operations for stabilization, observing sewer/storm drain installation, classifying soil types, and observing soil cement/lime treatment and proof rolls. Additionally, Chris is knowledgeable in Shallow Foundations, verifying subgrade stability, locations, dimensions, and reinforcement for grade beams, footings, and pile caps. He is also proficient in Concrete, with expertise in placement observation, testing, reinforcement inspections, rebound hammer tests, and floor flatness. Furthermore, Christopher excels in Masonry, verifying block types and locations, grout types, grout sampling and testing, and confirming reinforcement. Lastly, he is an expert in Asphalt, offering skills in placement observation, density testing of asphalt, and coring observations.

- ✓ 7 years of Construction Materials Testing experience
- ✓ Experience monitoring/inspecting construction projects
- ✓ Experience as an inspector on DOTD road projects

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/23 – 06/23	<b>Ralph Sellers Turn Lane, Baton Rouge, LA.</b> Fred R. Matthews General Contractors. <b>Inspector/Senior Technician.</b> Provided asphalt testing and observation, concrete testing and observation, and earthwork observation and testing.
06/20 – 02/21	<b>H.005257 - LA Highway 3127 Widening and Drainage Improvements, St. James, LA.</b> Duplantis Design Group. <b>DOTD Inspector.</b> Provided construction observation and inspection services for the project consisting of approximately 13,200 feet of improvements, including grading, earthwork, subsurface drainage, removal of existing pavement, construction of new asphalt concrete roadway, Portland cement concrete curb and gutter, milling asphalt pavement & overlay, roadway widening, concrete driveways, and associated striping.
03/20 – 08/21	<b>Fieldstone Drive, Baton Rouge, LA.</b> Confidential Client. <b>Senior Technician.</b> Observed the installation and testing of the public sewer lines and roadway for Fieldstone Drive project.
08/22 – 12/22	<b>New Terminal – Phase 25 Airside Improvements, Lafayette Regional Airport, Lafayette, LA.</b> CBRE Heery Inc. <b>Senior Technician.</b> Provided earthwork observation, testing and concrete testing and observation.
04/21 – 12/21	<b>Reiger Road Extension, Baton Rouge, LA.</b> Pecue Properties, LLC. <b>Inspector.</b> Provided earthwork observation and testing.

## 16. Staff Experience:

Firm employed by		Terracon Consultants, Inc.	
Name	<b>Bruce Scott</b>	Years of relevant experience with this employer	14
Title	Inspector	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		N/A	
Active registration number / state / expiration date		ACI Concrete Field-Testing Technician–Grade I / 05/2024; Nuclear Moisture/Density Gauge Certification / exp. 02/2026	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Drainage / Earthwork Inspections	
<p>Bruce Scott has more than 14 years of experience in the construction materials field, monitoring various aspects of construction quality control and quality assurance. Bruce's soil and earthwork monitoring and testing experience include earthwork construction observation and density testing. He performs moisture/density tests using a nuclear density gauge. He has also observed lime and soil cement application to soils for stabilization.</p>		<ul style="list-style-type: none"> <li>✓ 14 years of Construction Materials Testing experience</li> <li>✓ Experience monitoring/inspecting DOTD road/bridge construction projects</li> </ul>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/23 – 04/23	<b>Ralph Sellers Turn Lane, Baton Rouge, LA.</b> Fred R. Matthews General Contractors. <b>Inspector/Senior Technician.</b> Provided earthwork observation and testing.		
07/20 – 02/21	<b>H.005257 - LA Highway 3127 Widening and Drainage Improvements, St. James, LA.</b> Duplantis Design Group. <b>DOTD Inspector.</b> Provided construction observation and inspection services for the project consisting of approximately 13,200 feet of improvements, including grading, asphalt testing and observation, concrete testing and observation, and earthwork observation and testing.		
03/20 – 08/21	<b>Fieldstone Drive, Baton Rouge, LA.</b> Confidential Client. <b>Senior Technician.</b> Observed the installation and testing of the public sewer lines and roadway for Fieldstone Drive project.		
09/19 – 09/19	<b>St. Gabriel Road Improvement Project Phase 5, St. Gabriel, LA.</b> City of St. Gabriel. <b>Inspector/Senior Technician.</b> Provided materials testing and observation.		
02/18 – 04/19	<b>Long Farm Village Phase 3 Part 1 &amp; 2, Baton Rouge, LA.</b> Long Farm Development II, LLC. <b>Inspector/Senior Technician.</b> Provided earthwork observation, testing and concrete testing and observation.		
08/17 – 03/18	<b>Burbank Drive @ W. Lee Drainage and Roadway Improvements, Baton Rouge, LA.</b> Murphy Oil USA, Inc. <b>Inspector/Senior Technician.</b> Provided earthwork observation, testing and asphalt testing and observation.		
04/16 – 09/16	<b>Hwy. 436 Emergency Repairs, Angie, LA.</b> Coastal Industries. <b>Inspector/Senior Technician.</b> Provided earthwork observation and testing.		
05/16 – 10/16	<b>Highway 16/22 Roundabout, Livingston Parish, LA.</b> Boone Services, Inc. <b>Inspector/Senior Technician.</b> Provided earthwork observation, testing and concrete testing and observation.		
01/16 – 01/16	<b>East Blvd – Government Street Rehab, Baton Rouge, LA.</b> City of Baton Rouge. <b>Inspector/Senior Technician.</b> Provided earthwork observation and testing.		
10/16 – 10/16	<b>North Westport Drive Extension, West Baton Rouge, LA.</b> Industrial Enterprises, Inc. <b>Inspector/Senior Technician.</b> Provided earthwork observation and testing.		

## 16. Staff Experience:

Firm employed by		Sigma Consulting Group, Inc.	
Name	David Hill	Years of relevant experience with this employer	< 1
Title	Sr. Civil CAD Designer	Years of relevant experience with other employer(s)	36
Degree(s) / Years / Specialization		N/A	
Active registration number / state / expiration date		Embankment and Base Course / exp. 09/2025; PCC Paving / exp. 09/2025; Asphalt Concrete Paving / exp. 09/2025; Structural Concrete / exp. 09/2025	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Drainage / Earthwork Inspections	

With multiple DOTD-approved materials inspection certifications, David will support inspections of drainage and earthwork structures with his knowledge of DOTD standards gained from a number of similar roadway and structures construction projects.

- ✓ 35+ years of structures and roadway inspection experience
- ✓ Inspector on multiple DOTD projects

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
2010	<b>River Road Relocation (L'Auberge Casino) and Elevated Roadway - E. Baton Rouge Parish, LA. LADOTD. Project Inspector.</b> Mr. Hill was responsible for the Construction Inspection and Form 2059 of the 1.1 miles of the River Road Relocation and Elevated Roadway between the L'Auberge Casino and Hotel. My project tasks included Embankment and Base Coarse Inspection, Asphalt Concrete Pavement Inspection, Structural Concrete Inspection, PCC Pavement Inspection, Facilitate Weekly Meetings, Daily Inspection Reports, Determining Asphalt Lots, Soil Cement Reports, Summary of Densities, Profiler Reports, and the final Form 2059.
2008	<b>Bluebonnet Off-Ramp Lane Addition - E. Baton Rouge Parish, LA. LADOTD. Project Inspector.</b> Mr. Hill was responsible for the Construction Inspection and Form 2059 of the additional lane addition to the I-10 EB Bluebonnet Off-Ramp. My project tasks included Embankment and Base Coarse Inspection, PCC Pavement Inspection, Facilitate Weekly Meetings, Daily Inspection Reports, Summary of Densities, and the final Form 2059.
2010	<b>River Road Improvements (Hollywood Casino) - E. Baton Rouge Parish, LA. LADOTD. Project Inspector.</b> Mr. Hill was responsible for the Construction Inspection and Form 2059 of the 0.5 miles of the River Road Realignment and Improvements. My project tasks included Embankment and Base Coarse Inspection, PCC Pavement Inspection, Facilitate Weekly Meetings, Daily Inspection Reports, Summary of Densities, and the final Form 2059.
2012	<b>Woman's Hospital Intersection Improvements - E. Baton Rouge Parish, LA. LADOTD. Project Inspector.</b> Mr. Hill was responsible for the Construction Inspection and Form 2059 of the various intersection improvements. My project tasks included Embankment and Base Coarse Inspection, Asphalt Concrete Pavement Inspection, Structural Concrete Inspection, PCC Pavement Inspection, Facilitate Weekly Meetings, Daily Inspection Reports, Soil Cement Reports, Summary of Densities, and the final Form 2059. <ul style="list-style-type: none"> <li>▪ Industriplex at Airline Highway</li> <li>▪ Airline Highway at Pecue</li> <li>▪ S. Sherwood Forest at Airline Highway</li> </ul>

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2012	<p><b>Pinnacle Casino Offsite Improvements - E. Baton Rouge Rouge Parish, LA. LADOTD. Project Inspector.</b> Mr. Hill was responsible for the Construction Inspection and Form 2059 of the various intersection improvements. My project tasks included Embankment and Base Coarse Inspection, Asphalt Concrete Pavement Inspection, Structural Concrete Inspection, PCC Pavement Inspection, Facilitate Weekly Meetings, Daily Inspection Reports, Soil Cement Reports, Summary of Densities, and the final Form 2059.</p> <ul style="list-style-type: none"><li>▪ Gardere at Nicholson</li><li>▪ Nicholson at Bluebonnet</li><li>▪ Burbank at Bluebonnet</li><li>▪ Siegen at Perkins</li></ul>
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## 16. Staff Experience:

Firm employed by		Vectura Consulting Services, LLC	
Name	<b>Ronald St. Angelo</b>	Years of relevant experience with this employer	1
Title	Construction Specialist	Years of relevant experience with other employer(s)	48
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		ITS Inspections	

Ronald has nearly 50 years of electrical experience, with more than 20 years of dedicated ITS inspection experience on a wide range of construction projects throughout Louisiana.

- ✓ 48 years experience
- ✓ Expert in ITS inspections

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/03 – 04/23	<b>Greater New Orleans, Baton Rouge, and Lafayette, LA. Jack B Harper Electrical, LLC. ITS Inspector.</b> Ronnie specialized in programming traffic signal controls / ITS equipment and troubleshooting construction issues in the field such as utility conflicts and traffic signal issues. He was a project manager for numerous traffic signal related projects and oversaw a team of field technicians for signal related construction projects. He was an estimator for bidding traffic signal / ITS equipment projects. Ronnie worked extensively throughout the state of Louisiana on hundreds of local, state, and federally funded traffic signal / ITS projects, to include major metropolitan areas, such as Greater New Orleans, Baton Rouge, and Lafayette. During this time, Ronnie worked on projects that built intersections from the ground up, to include base / signal installation, signal control electrical installation, and signal termination. Read and interpreted construction plans to ensure proper installation requirements were met for span wire and mast arm installation. Extensive experience in installing all forms of traffic signals during all construction phases. Assisted site inspectors with confirming mast arm foundation locations; drawing reviews; change requests; and verifying controller data collection and timing checks.
07/75 – 01/03	<b>East Baton Rouge Traffic Engineering Division Projects. City of Baton Rouge. IMSA Level 1 &amp; 2 Technician.</b> Ronnie was a certified IMSA Level 1 & 2 Technician while employed at the City of Baton Rouge. Ronnie performed numerous construction tasks in relation to traffic signals within East Baton Rouge Parish. Construction included traffic signal poles, signal heads, signal wiring, vehicle detection, traffic signal controller / cabinet power service. In the earlier part of his career, the traffic signal controllers consisted of mechanical parts. As time progressed, the controller evolved to steady-state technology. In addition, Ronnie performed traffic signal tasks related to maintenance after damage from collisions or extreme weather. While employed in the city, Ronnie was tasked with maintaining over 300 signals that included DOTD intersections. Ronnie started his career at the City of Baton Rouge as a Technician, then Traffic Signal Technician, then Foreman and finally a supervisor. Ronnie was also responsible for programming traffic signal controllers while at the City.

## 16. Staff Experience:

<i>Firm employed by</i>	Vectura Consulting Services, LLC		
<i>Name</i>	<b>David Watkins</b>	<i>Years of relevant experience with this employer</i>	1
<i>Title</i>	Construction Specialist	<i>Years of relevant experience with other employer(s)</i>	35
<i>Degree(s) / Years / Specialization</i>	N/A		
<i>Active registration number / state / expiration date</i>	Traffic Control Supervisor / LA State Specific / 12/2024; Certified Flagger / 01/2024; IMSA Tech II / exp. 05/2026		
<i>Year registered</i>	N/A	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	ITS Inspections		

David is fully certified and experienced to fulfill his role leading ITS inspections for the Calcasieu River Bridge Replacement project.

- ✓ 36 years of experience
- ✓ Traffic signal expert

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
11/06 - 02/23	<b>Louisiana State-Wide Projects, Jack B Harper Electrical, LLC, Walker, LA. ITS Inspector.</b> David worked extensively throughout Louisiana on hundreds of local, State, and Federally-funded traffic signal projects, to include major metropolitan areas, such as Greater New Orleans, Baton Rouge, and Lafayette. During this time, worked projects that built intersections from the ground up, to include base / signal installation, signal control electrical installation, and signal termination. Read and interpreted blueprints to ensure proper installation requirements were met for span wire and mast arm installation. Extensive experience in installing all forms of traffic signals during all construction phases. Assisted site inspectors with confirming mast arm foundation locations; drawing reviews; change requests; and verifying controller data collection and timing checks.
03/01 - 10/06	<b>Residential and Commercial Projects, Dave's Electric, Denham Springs, LA. Site Lead.</b> David conducted electrical work on numerous residential and commercial job assignments. He was responsible for installing all wiring and electrical components as directed by site blueprints; installed all circuits and electrical items during multi-phasal construction projects (i.e rough-in; trim-out); conducted final walk-through inspection; completed punch list items as required. David was also assigned as site lead during most job assignments.
01/96 - 04/01	<b>Various Traffic Signal Projects, Diamond Electric Company, Inc. (Baton Rouge, LA).</b> Traffic Signal Technician. David performed duties as a Traffic Signal Technician Level I that included technical work in the construction, installation, maintenance, and repair of traffic signal systems. David also developed the ability to read and interpret blueprints during this time. Maintained electrical experience while working on roadways requiring traffic control. David also performed technical tasks to maintain and install all traffic signals, signal systems, signs, and associated traffic equipment. He delivered and set-up barricades for work zones, detours, and other areas in need of barricades; assisted with traffic control as needed. David performed related technical tasks; worked with contractors on the installation and relocation of traffic signals and components.

## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Amos Smith	Years of relevant experience with this employer	2
Title	Construction Inspector	Years of relevant experience with other employer(s)	55
Degree(s) / Years / Specialization		N/A	
Active registration number / state / expiration date		Traffic Control Technician/ LA State Specific / 04/2027; Certified Flagger / 03/2025; DOTD Asphalt Paving, 01/2026; DOTD PCC Paving, 04/2026; DOTD Embankment & Base, 01/2026; DOTD Structural Concrete, 04/2026	
Year registered	N/A	Discipline	Construction Inspection
Contract role(s) / brief description of responsibilities		Inspection Support	

Mr. Smith has been working as an inspector in the State of Louisiana since 1966, including 35 years in District 62. He is bountiful in knowledge of specifications and standard practices and holds the contractor to the highest quality work. Mr. Smith has a surveying background, which lends itself valuable in verifying contractors' layout of striping, guardrail, electrical components, and all other details of construction plans.

- ✓ 50+ years' experience inspection Louisiana projects
- ✓ Louisiana local

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
12/21 - Present	<b>Bootlegger Road Sidewalks Task Order 6, Districts 2, 61, and 62, Louisiana.</b> Louisiana Department of Transportation and Development (LADOTD). <b>Construction Inspector.</b> Michael Baker is acting as the prime consultant for construction management, inspection, and final audit of the Bootlegger Sidewalk Project in Louisiana Districts 2, 61, and 62. The project consists of replacing approximately 75 miles of open ditches with polyethylene pipe and topped by a pedestrian sidewalk, and associated landscaping. Michael Baker's administrative work includes verifying AASHTOWare compliance, partial estimate and change order management, inspection dailies, material certification documentation and sampling, daily verification of traffic control, and project updates.
08/21 - Present	<b>Construction Engineering &amp; Inspection for Local Road Safety Upgrades - West Feliciana Parish, West Feliciana Parish, Louisiana.</b> DOTD. <b>Construction Inspector.</b> Michael Baker is providing construction management, inspection, and final audit of the Local Road Safety Upgrade project in West Feliciana Parish. The project consists of safety improvement to nine local roads. Improvements include approximately 100 miles of thermoplastic striping, over 1,000 signs, and over 3,000 feet of guardrail. Inspections include verifying traffic control for daily operations, including lane closures with flaggers and moving operations.
08/21 - 03/22	<b>Tangipahoa PH Local Road Safety Upgrade Project, Tangipahoa Parish, Louisiana.</b> DOTD. <b>Construction Inspector.</b> As the second task order under the IDIQ "CE&I for Safety Project Statewide with a Majority of work in Districts 02, 61, and 62," Michael Baker provided construction management, inspection, and final audit of the Tangipahoa PH Local Road Safety Upgrade Project. The project consisted of upgrading signage for 39 roads, refreshing nearly 100 miles of plastic pavement markings, and installing solar-powered flashing beacons. Project locations include 39 roads in the parish. Michael Baker managed the project by utilizing local inspection resources and the project is currently running under budget and ahead of schedule.
02/22 - 02/22	<b>Tangipahoa FHWA Safety Upgrade Project, Tangipahoa Parish, Louisiana.</b> DOTD. <b>Construction Inspector.</b> Provided inspection of construction and materials field work on this safety improvement project.
10/21 - 03/22	<b>Tangipahoa FEMA Safety Upgrade Project, Tangipahoa Parish, Louisiana.</b> DOTD. <b>Construction Inspector.</b> Provided inspection of construction and materials field work on this safety improvement project.



## 16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Nathaniel Ray	Years of relevant experience with this employer	2
Title	Construction Inspector	Years of relevant experience with other employer(s)	19
Degree(s) / Years / Specialization		B.S., 2001, Civil Engineering, Southern University A&M College	
Active registration number / state / expiration date		Traffic Control Supervisor/ LA State Specific / exp. 04/2026; Certified Flagger / exp. 10/2026; Asphalt Paving Inspector, Louisiana / exp. 08/2026; PCC Paving Inspector, Louisiana / exp. 02/2025; Embankment & Base Inspector / exp. 07/2023; Structural Concrete Inspector / exp. 05/2024	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Inspection Support	

Mr. Ray has been in the construction engineering field for over two decades. He has worked on and helped successfully complete several multimillion dollar projects as a construction inspector with clients that include: Baton Rouge Metro Airport, Louisiana Department of Transportation and Development, Calcasieu Parish Police Jury, City of Carencro, and Lafayette Consolidated Government, to name a few. He also has DOTD certifications in embankment and base course, asphalt pavement, PCC pavement, & structural concrete.

- ✓ 20+ years' experience in bridge and roadway inspections
- ✓ Inspected DOTD's I-10 E of Coone Gully project
- ✓ Louisiana local

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/2021 - Ongoing	<b>I-10 TX Line-E of Coone Gully, District 07, Louisiana. DOTD. Construction Inspector.</b> Responsibilities included observing and documented asphalt paving production. This included the data tracking of the asphalt tonnage installed by sublots, length and width of lanes paved, % grade, temperature of the hot mix asphalt, actual and theoretical yield. Also observed and documented the installation of drainage structures. Michael Baker provided staff augmentation services for District 07 inspection and administrative staff. The project involved widening 10.5 miles of I-10 to six lanes from the Texas state line to east of LA 108, replacing and widening 10 bridges, and replacing the eastbound weigh-in-motion system. Michael Baker provided construction inspection for structural work, PCC Paving, and drainage work.
09/2022 - Ongoing	<b>Construction Engineering &amp; Inspection for Local Road Safety Upgrades - West Feliciana Parish, West Feliciana Parish, Louisiana. DOTD. Construction Inspector.</b> Responsibilities included observation and documentation of the repair of an existing road. The repair included the milling of existing asphalt in order to install new pavement markings which was completed by the subcontractor. Michael Baker is providing construction management, inspection, and final audit of the Local Road Safety Upgrade project in West Feliciana Parish. The project consists of safety improvement to nine local roads. Improvements include approximately 100 miles of thermoplastic striping, over 1,000 signs, and over 3,000 feet of guardrail. Inspections include verifying traffic control for daily operations, including lane closures with flaggers and moving operations.
9/2021 - Ongoing	<b>Tangipahoa Local Road Safety Upgrades, Tangipahoa Parish, Louisiana. DOTD. Construction Inspector.</b> Responsible for testing concrete by conducting slump and air test as well as constructing concrete cylinders for compressive strength testing. This ensures the client that they are getting a quality product from the contractor. Michael Baker provided construction management, inspection, and final audit of the Tangipahoa Local Road Safety Upgrade Project. The project consisted of upgrading signage, refreshing approximately 100 miles of plastic pavement markings, installation of solar powered flashing beacons, and related work. Project locations included 39 local roads within Tangipahoa Parish.

## 16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	<b>Shawn Pittman</b>	<i>Years of relevant experience with this employer</i>	2
<i>Title</i>	Construction Inspector	<i>Years of relevant experience with other employer(s)</i>	11
<i>Degree(s) / Years / Specialization</i>	A.D., 2010, Chartered Accountant, Delgado Junior College		
<i>Active registration number / state / expiration date</i>	Structural Concrete Specialty (certification pending field performance exam)		
<i>Year registered</i>	2019	<i>Discipline</i>	Civil Engineering
<i>Contract role(s) / brief description of responsibilities</i>	Inspection Support		

Mr. Pittman is a construction lead inspector with experience in roadway construction, complex rail bridge, ADA compliant upgrades, airport runway rehabilitation, sewer rehabilitation, and resident inspection. He brings great skills, experience, and knowledge to ensure that the project is constructed according to specifications and plans, all while maintaining a strong focus on project safety and quality.

- ✓ 10+ years' experience in bridge and roadway inspections
- ✓ Louisiana local

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
10/2021- Ongoing	<b>NS Pearl River LA - NO-153.53. Norfolk Southern Corporation. Construction Inspector.</b> Responsible for project quality, assisting the project engineer with daily reports and quantities uploaded to SharePoint, documenting results of tests and inspections reports accurately, documenting contractor daily activities, photos, and pay items using Microsoft word and excel, providing information in bi-weekly meetings, and reviewing weekly and monthly progress reports, roadway and traffic maintenance, works in a safe manner and reports unsafe activity and conditions. Inspection duties include: superstructure and substructure including verification of reinforced steel placement, formwork tolerance, pile driving operations, concrete placement, steel inspections, welding operations, placement of thermocouple sensing device. The existing 16-span bridge features a 209-foot pin-connected through truss span that has reached the end of its useful life and requires complete replacement. The span will be replaced with two new through plate girder spans supported on new concrete piers founded on drill shafts. Construction will utilize temporary trestles to construct the new foundations and spans, which will be installed during the brief track outage using slide-out/slide-in methods.
11/2021- Ongoing	<b>Prien Lake Re-deck and Safety Improvement Project, Calcasieu Parish, Louisiana. DOTD. Construction Inspector.</b> Michael Baker is providing construction inspection and structural engineering services for the Louisiana Department of Transportation and Development (LA DOTD) in Calcasieu Parish. The scope of work includes clearing and grubbing, grading, the full-depth removal of a bridge deck, milling asphalt pavement, subgrade treatment, asphalt concrete pavement, drilled shaft foundations, roadway lighting, metal work, bridge repairs, intelligent transportation system, and a temporary queue detection system.
12/2021 - 1/2022	<b>Tangipahoa PH Local Road Safety Upgrade Project, Tangipahoa Parish, Louisiana. DOTD. Construction Inspector.</b> As the second task order under the IDIQ "CE&I for Safety Project Statewide with a Majority of work in Districts 02, 61, and 62," Michael Baker providing construction management, inspection, and final audit of the Tangipahoa PH Local Road Safety Upgrade Project. The project consists of upgrading signage for 39 roads, refreshing nearly 100 miles of plastic pavement markings, and installing solar-powered flashing beacons. Project locations include 39 roads in the parish. Michael Baker managed the project by utilizing local inspection resources and the project is currently running under budget and ahead of schedule.

## 16. Staff Experience:

<i>Firm employed by</i>	The Beta Group Engineering and Construction Services, LLC		
<i>Name</i>	<b>Mariana Cure</b>	<i>Years of relevant experience with this employer</i>	27
<i>Title</i>	Inspector- Certified	<i>Years of relevant experience with other employer(s)</i>	3
<i>Degree(s) / Years / Specialization</i>	N/A		
<i>Active registration number / state / expiration date</i>	LADOTD Asphalt Plant Inspector / exp. 12/2027		
<i>Year registered</i>	N/A	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	Inspection Support		

Miss Cure has over 30 years in the Testing and Inspection field. Her main responsibility is testing at Asphaltic Concrete Plants for a multitude of projects, and she holds the certification to do so. Miss Cure is also responsible for conducting Asphalt Mix Design Reviews to ensure the mixes conform to the specific project specifications.

- ✓ 30+ years experience
- ✓ Testing and inspection expert

<i>Experience dates (mm/yy-mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>
07/21- ongoing	<b>Taxiway Foxtrot Phase II Enabling and TW J, Lafayette, Louisiana.</b> CBRE/Heery. Certified Asphaltic Concrete Plant Inspector. Miss Cure provided Asphaltic Concrete Plant Inspections as well as witnessing and obtaining Asphaltic Cores and Asphaltic Roadway Inspections.
03/18 - ongoing	<b>Airport Connector Roads LADOTD, Kenner Louisiana.</b> Richard C. Lambert Consultants. Certified Asphaltic Concrete Plant Inspector. Miss Cure provided Asphaltic Concrete Plant Inspections as well as witnessing and obtaining Asphaltic Cores and Asphaltic Roadway Inspections.
02/17 - 03/18	<b>St. Charles Avenue (LA Avenue-Calliope St.) LADOTD, New Orleans Louisiana.</b> Meyers Engineering. Certified Asphaltic Concrete Plant Inspector. Miss Cure provided Asphaltic Concrete Plant Inspections as well as witnessing and obtaining Asphaltic Cores and Asphaltic Roadway Inspections.
11/13 - 02/18	<b>Parks of Plaquemines Phase 2A &amp; 2C, Belle Chasse Louisiana.</b> CBell South. Certified Asphaltic Concrete Plant Inspector. Miss Cure provided Asphaltic Concrete Plant Inspections as well as witnessing and obtaining Asphaltic Cores and Asphaltic Roadway Inspections.\
07/11 - 04/14	<b>St. Bernard Roadway RD2010-110, St. Bernard Louisiana.</b> St. Bernard Parish Government. Certified Asphaltic Concrete Plant Inspector. Miss Cure provided Asphaltic Concrete Plant Inspections as well as witnessing and obtaining Asphaltic Cores and Asphaltic Roadway Inspections.

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	<b>Casey Howard, PE</b>	Years of relevant experience with this employer	10
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2013 / Civil Engineering	
Active registration number / state / expiration date		Professional Engineer No. 42913 / Louisiana / exp. 03/31/2023; Bridge Coatings Level 1, 2014 (BCC 12219)	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Construction Support (Certified Inspector)	



With more than a decade of bridge inspection experience across the Southern U.S., Casey will support the Michael Baker Team with his bridge coatings expertise. He will draw on his experience performing routine, fracture-critical, and coatings-specific inspections for a wide range of bridges to support our team in verifying the accuracy and quality of the contractor's work.

- ✓ Managed site assessment and load rating of 2,500+ bridges and culverts for South Carolina DOT
- ✓ Numerous FHWA Bridge Safety and Inspection certifications

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/18 - 12/22	<b>Bridge Inspection and Load Rating, South Carolina.</b> <i>South Carolina DOT. Deputy Project Manager and Project Engineer.</i> Served as a Deputy Project Manager and Project Engineer for the site assessment and load ratings of over 2604 bridges and culverts in districts 2 and 7. The load capacity ratings are being performed in accordance with the SCDOT Load Rating Guidance Document (LRGD). Tasks under this contract included Bridge data and plan collection, Site Assessments, Load Ratings, Labeling Diagrams and Record Drawings and NBI Data Correction. In addition, assisted with 160 load tests, involving instrumenting the bridges with strain gauges and driving known loads across the bridge. The results of the test were utilized to create corrected effective structural models to increase and remove load postings from bridges across the state. These results were extrapolated out, to not only remove postings on the bridges tested, but also on similar bridges in SCDOT's inventory. WSP efforts saved the State tens of millions of dollars.
03/16 - 2021	<b>Texas Fracture-critical Bridge Inspection, Statewide, Texas.</b> <i>Texas DOT. Bridge Inspection Team Leader and NDT Technician.</i> Served as Team Leader and NDT Inspector for the inspection of the numerous bridges throughout the state of Texas. Under this contract, Mr. Howard has performed over 125 UT inspections of truss pins. Casey also performed UT on a weld of an access hatch on a steel arch as part of a crack assessment during the fracture critical inspection of the Margaret Hunt Hill Bridge in Dallas, TX. He also regularly uses Dye-Penetrant Testing and Magnetic-Particle Testing to document surface flaws on steel members during the fracture critical inspections. Bridges have ranged from off-system low ADT structures to signature bridges, often requiring the use of technical climbing and rope access techniques. Non-destructive testing was performed on fatigue prone details, primarily to determine limits of fatigue cracks found in fracture critical members. Additional NDT techniques have included Ultrasonic Testing of truss pins on multiple bridges across the state.
08/17 - Ongoing	<b>Routine Bridge Inspections, Statewide, Texas.</b> <i>Texas DOT. Team Leader.</i> Mr. Howard was team leader for hundreds of on/off-system routine bridge inspections throughout Texas. Work included creating and reviewing inspection reports within InspectTech, creating and submitting critical findings, and performing initial bridge inventory inspections.

06/16 - Ongoing	<p><b>Engineering Services for Cable-Stayed Structures, Georgia.</b> <i>Georgia DOT. Bridge Inspection Team Leader and Structural Engineer.</i> This task-order basis contract has included a special member inspection of the Sidney Lanier Bridge (2016) to evaluate exposed strands with various degrees of corrosion present, in-depth NBI and emergency post-hurricane inspection of the Talmadge Memorial Bridge (2017 and 2020) and the rehabilitation of the dampening system for the cable stays, and two ongoing rehabilitation design contracts for the Sidney Lanier Bridge. The first rehabilitation project for the Sidney Lanier Bridge primarily addressed deficiencies associated with excessive cable vibration, including repairs to cable-stays with breached protective sheathing and corroded strands. The second rehabilitation project includes the installation of external dampers at all 176 stays. The Talmadge Memorial Bridge consists of prestressed, post-tensioned continuous approach spans and a cable-stayed main span, traversing a total length of approximately 7,570 feet. The Sidney Lanier Bridge consists of a two-pylon cable-stayed structure supporting a main river span and two back spans (total length of 2,500 feet) with a post-tensioned concrete deck supported by concrete edge girders and post-tensioned concrete floorbeams. Thirty-four approach spans consist of ten prestressed or post-tensioned concrete beams for a total bridge length of 7,780 feet.</p>
06/17 - 01/18	<p><b>St. Croix Bridge Inspection, Minnesota &amp; Wisconsin.</b> <i>Minnesota DOT. Team Leader.</i> Oversaw the initial element level inspection of the St. Croix River Crossing extradosed cable-stayed bridge. A baseline inspection was performed, providing the client with accurate and repeatable reporting of deficiencies. Due to geometric constraints, and to minimize impact to ongoing construction activities, rope access was utilized to inspect several complex bridge elements, including the pylons and below deck stay cable anchorages. The 5,279-ft-long bridge opened to traffic in 2017 and contains 10 main-river crossing extradosed cable-supported spans and continuous post-tensioned precast and cast-in-place box girder approach spans.</p>
2012 - Ongoing	<p><b>NBIS Bridge Inspection and Repair.</b> <i>North Carolina DOT. Team Leader and QC Manager.</i> Involved with the NCDOT bridge inspection program for 9 years. He has performed field inspections, analysis and ratings; evaluated the physical condition; and recommended preservation and maintenance needs. Casey has also led the design for numerous bridge repair and preservation projects under this contract including: hydro-demolition and latex-modified concrete overlays, joint replacement, beam end repairs, timber and concrete pile repairs, galvanic protection of prestressed girders, cathodic and sacrificial anode protection of bent caps, bearing replacement and prestressed pile jacketing with sacrificial anodes. To date he has completed over 1000 load ratings utilizing, Mathcad, Excel and BrR; and 2,000 inspections, including many of the state's longest structures, segmental boxes, and fracture critical trusses.</p>
04/16 - 02/18	<p><b>Bridge Maintenance and Preservation, City of Raleigh, North Carolina.</b> <i>City of Raleigh. Deputy Project Manager.</i> Served as the Deputy Project Manager and Team Leader for a bridge maintenance and preservation contract for the City of Raleigh. His duties for this included: detailed deck inspections and chloride sampling, repair prioritization, preparing bid documents and repair details and specifications. Mr. Howard assisted the City in developing an asset management program to better identify the most economical and efficient places to spend maintenance dollars. This program focuses on maintaining the City's bridges in good condition while minimizing lifecycle costs and maximizing their potential to receive federal funding for replacement.</p>
2018 - Ongoing	<p><b>Structure Inspection and Repair, Charlotte, North Carolina.</b> <i>Charlotte Douglas International Airport. Team Leader.</i> Assisted with the NBIS inspection for 7 landside and 4 airside bridges. These inspections have included hundreds of feet of retaining walls, tunnels, and several structures on active runways. This work consisted of complex traffic control in order to safely redirect the high pedestrian/ vehicular traffic at the airport. Under this contract we have performed field inspection, traffic control, load rating, recommended maintenance needs, prioritized their repairs, created repair designs and construction inspection of the repairs.</p>
2013	<p><b>Pedestrian Bridge Repairs, Chapel Hill, North Carolina.</b> <i>University of North Carolina. Structural Designer.</i> Served as a Structural Designer for the repairs of UNC-Hospitals three multispan pedestrian bridges; 670261, 670317, 670318 over Manning Dr. in Chapel Hill, NC.</p>

## 16. Staff Experience:

Firm employed by		WSP USA Inc.	
Name	Eric Dennis	Years of relevant experience with this employer	19
Title	Assistant Project Administrator/Senior Inspector	Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		BS / 1997 / Industrial Engineering	
Active registration number / state / expiration date		SSPC C-3 Deleading of Industrial Structures; ASBI Grouting Inspector 1	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Construction Support (Certified Inspector)	
<p>As an SSPC C-3 lead paint inspector, Eric specializes in the inspection of bridge coatings, with emphasis on lead paint removal, as well as grouting. His experience on major P3 projects such as the I-4 project for FDOT District 5 has prepared him to work on the complex Calcasieu River Bridge OV contract.</p>		<ul style="list-style-type: none"> <li>✓ Specialized coatings removal/rehabilitation experience</li> <li>✓ Inspection experience on a P3 project</li> </ul>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/2022 – Present	<p><b>General Engineering Consultant (GEC) Construction Support Services, Districtwide, Florida.</b> Florida DOT District 1. <b>Senior Inspector.</b> WSP is providing FDOT construction and maintenance support, construction management support, special/technical services, and community outreach services under this GEC Construction Support Contract.</p>		
04/2017 – Present	<p><b>Interstate 4 (I-4) Ultimate Public Private Partnership (P3), Orlando, Florida.</b> Florida DOT District 5. <b>Senior Inspector.</b> Performs construction inspection, quality assurance (QA), materials sampling and testing and field issue resolution of all aspects of milling and resurfacing work, the bridge work at the I-4/State Road (SR) 408 Interchange, Central Florida Expressway Authority (CFX) maintained structures and other bridges within the I-4 Ultimate project limits. The project segment he is working on includes fully reconstructing the existing general-purpose lanes; adding four express toll lanes in the median; reconstructing major interchanges; and reconstruct, construct, or widen various types of bridges numerous aesthetic treatments, accent lighting, art sculptures and monuments, and other architectural treatments.</p>		
05/2014 – 03/2017	<p><b>I-75 Widening from North of SR 54/County Road (CR) 54 to North of SR 52, FIN: 258736-2-62-01, Pasco County, Florida.</b> Florida DOT District 7. <b>Senior Inspector.</b> Managed daily construction inspection, QA materials sampling and testing, contract administration, environmental compliance and issue resolution on this design-build project. The project involved roadway reconstruction and milling and resurfacing of seven miles of I-75, replacement of the I-75/SR 52 interchange, construction of two new I-75 bridges over Ossie Murphy Road, intelligent transportation system (ITS) system, lighting, fencing, signalization, over 1.5 miles of eight-inch sewer force main and 12-inch water main, maintenance of traffic (MOT), drainage, and improvements to over 1.5 miles of SR 52 from west of Old Pasco Road to east of Corporate Lake Boulevard.</p>		
03/2015 – 07/2016	<p><b>SR 72 (Stickney Point) from East of SR 758 to West of Beachwood Avenue, FIN: 425183-1-62-01, Siesta Key, Florida.</b> Florida DOT District 1. <b>Contract Support Specialist.</b> Prepared progress and final estimates, document control, and prepared work orders and supplemental agreements (SAs), project scheduling and claims analysis, project financial analysis, production of final as-built plans, and project closeout. This project was a CEI rehabilitation of two bascule bridges and approach spans over the Intracoastal Waterway connecting SR 72 to SR 758 on Siesta Key consisting of tender house repairs/upgrades, concrete repairs on bridges and seawall, fender system repairs, pile jacket repairs including cathodic protection, control panel, electrical and mechanical component upgrades, structural steel including beams, stringers and deck grating replacement, cleaning and metalizing of structural steel.</p>		
04/2014 – 04/2015	<p><b>SR 684 (Cortez Road) from East of Gulf Drive to West of 127th Street West, Cortez Bridge Rehabilitation, FIN: 425413-1-62-01, Bradenton, Florida.</b> Florida DOT District 1. <b>Contract Support Specialist.</b> Prepared progress estimates and provided document control on this CEI rehabilitation of the bascule bridge and approach spans over the Intracoastal Waterway connecting SR 684 from east of Gulf Drive to west of 127th Street West. Rehabilitation of the 2,616-foot bridge included phased MOT work zones, concrete spall repairs to superstructure/substructure, structural/non-structural pile jackets, beam jacking and bearing replacement, removal and replacement of the east bulkhead concrete cap, replacement of live load shoes, adjustment of span locks, repair and test mechanical operation, installation of new electric system and lightning protection.</p>		



## 16. Staff Experience:

<i>Firm employed by</i>	The Beta Group Engineering and Construction Services, LLC		
<i>Name</i>	<b>Jan Borskey</b>	<i>Years of relevant experience with this employer</i>	3
<i>Title</i>	Senior Technician	<i>Years of relevant experience with other employer(s)</i>	16
<i>Degree(s) / Years / Specialization</i>	US Army Corps of Engineers Quality Management Course		
<i>Active registration number / state / expiration date</i>	N/A		
<i>Year registered</i>	N/A	<i>Discipline</i>	N/A
<i>Contract role(s) / brief description of responsibilities</i>	AASHTO Laboratory Technician		
<p>Miss Borskey has over 19 years of experience in the construction and inspection field. Her skills and experience include overseeing day to day progress and quality assurance, writing monthly weather data sheets, weekly labor interviews, performing daily safety inspections, tracking submittals, reviewing pay requests, providing as-built drawings and NCR reports, and managing contract disputes and contract modifications.</p>		<ul style="list-style-type: none"> <li>✓ 19+ years experience</li> <li>✓ QA/QC expert</li> </ul>	
<i>Experience dates (mm/yy–mm/yy)</i>	<i>Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>		
08/20 – Current	<p><b>Lower West Mississippi Seepage Control Project, Ascension Parish; Point Pleasant Seepage Relief Well Project Phases II &amp; III, Iberville Parish; New Roads Ferry Landing Sand Boil, Pointe Coupee Parish.</b> <i>Army Corps of Engineers. Senior Technician/ Quality Assurance Representative.</i> Communicate and coordinate with USACE Project Engineer to report work completion and stages of progress on contract work items, delays or project concerns. Review and interpret contract drawings and specifications as well as project submittals to assure familiarity with required work and safety provisions. Observe and Document any and all work activities onsite to assure that all work performed and materials used meet with contract specifications. Communicate with the prime contractor QC and SSHO on scheduling of work activities, delays, safety concerns and upcoming project events. Communicate any work deficiencies with the contractor and take measures to assure they are corrected in a timely manner, as well as address any environmental or safety concerns are corrected immediately. Record thorough daily reports of weather, work activities, Quality Control testing and delays onsite in the USACE Resident Management System.</p>		
11/19 – 08/20	<p><b>Multiple Projects, Fordice Construction.</b> <i>Multiple Clients. Quality Control Manager.</i> Quality control management of materials in fabrication of concrete mattress per Army Corps of Engineers contract specifications and requirements. This includes performing air content test ASTM 231 and slump test ASTM 231 of concrete, performing sieve analysis as required under ASTM 136 of course and fine aggregate, monitor the placement of each bundle of wire fabric that is placed daily, and check the stack tolerances, perform safety inspections and complete a daily report of all work performed.</p>		
04/07 – 04/11	<p><b>John James Audubon Bridge, West Feliciana Parish.</b> <i>Flatiron Construction. Bridge Construction Foreman.</i> Construction of John James Audubon Bridge. Coordinate with superintendent and execute drill shaft operations, pile driving, maintain logs, machinery, drill string inspection (PT, MT inspection integrity). Coordinate with project engineer and superintendent to perform concrete slump and air content tests, verify rebar reinforcement and coordinate with concrete crew for pouring operations of concrete pile and foundation installments on land and river operations. Operate various heavy equipment (cranes, tugboat, dozers, loaders, etc.)</p>		

## 16. Staff Experience:

Firm employed by		WSP USA, Inc.	
Name	John Donovan, PE		Years of relevant experience with this employer
Title	Sr. Lead Track Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 1979 / Civil Engineering; BS / 1969 / Civil Engineering	
Active registration number / state / expiration date		PE / GA / exp. 12/2023	
Year registered	1977	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Construction Support (Rail Coordination)	
<p>John has 48 years of experience and has been the Project Design Engineer/Project Manager for all MARTA trackwork projects since 1980. He has recent experience in managing large and small multidiscipline rail, transportation, and environmental projects. John has staff management and project management experience as a past transportation business unit leader and can pull together resources from across various business lines to ensure the proper project outcomes for our clients.</p>			<ul style="list-style-type: none"> <li>✓ 45+ years industry experience</li> <li>✓ Expert in rail/trackwork systems</li> </ul>
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/22 - 12/22	<p><b>Louisiana Gulf Terminal Mainline Extension, Plaquemines Parish, LA. Confidential Client. Rail/Track Engineer.</b> WSP was requested to perform engineering design and permitting services for a freight rail mainline extension project. The project includes assistance with environmental approvals and development of engineering plans to construct a rail extension from the current terminus of an existing Railroad to the future Terminal Facility (approx. 7.5 to 8 miles of track). The project will develop the subgrade, drainage and permitting assistance to accommodate a proposed single mainline track (Phase 1) and expansion to a future double track mainline with access road (Phase 2). The project encompasses integration and coordination with federal, state and local public agencies and multiple private entities including Industries, Utility owners, and private landowners. WSP completed 30% design plans and will proceed with design upon advancement of the project.</p>		
03/23 - 07/23	<p><b>Maryland Purple Line Light Rail Public-Private Partnership Project, Baltimore, MD. MTA. Rail/Track Engineer.</b> WSP, in a joint venture, provided program management for new mass transit initiatives, including the Red Line, Purple Line, and Corridor Cities Transitway light rail projects. The work involved systems preservation, enhancement, and expansion of all existing Maryland Transit Administration transport modes, including bus, metro subway, light rail, Maryland Area Regional Commuter Rail, commuter bus, paratransit, and freight.</p>		
07/2018 - 05/2019	<p><b>Texas High Speed Rail, Houston, TX. Texas Central Highway. Rail/Track Engineer.</b> WSP provided support services to develop, design, operate, and maintain the 240-mile high-speed bullet train connecting North Texas and Houston in 90 minutes, benefiting approximately 50,000 commuters traveling between these areas. The project included the design of a two-way track with approximately 60% of the track located on an elevated viaduct, allowing for under-the-facility travel by assorted domestic and wildlife, while local roads and expressways will go above or below the tracks. Unique design features accommodate the N700-I Tokaido Shinkansen bullet train vehicle, with a travel time of approximately 90 minutes between Dallas and Houston, with maximum speeds of 205 miles per hour in a fully sealed corridor. The project, funded by Japan, was delivered in 10 design segments, including maintenance of way facilities and station facilities.</p>		
2018 - 2023	<p><b>California High-Speed Rail Program, Sacramento, CA. California High-Speed Rail Authority. Quality Manager.</b> John is responsible for providing quality review and coordination efforts between the various public agencies, the design-build joint venture team, the program construction manager, the Union Pacific Railroad, and the railroad's consultant team. This effort requires reviewing various submittals from various entities to the railroad for approval. The project involves multiple grade separations and at-grade road crossings, as well as crash walls and utility relocations in both urban and rural settings. WSP is leading the Rail Delivery Partner consortium providing program management, program and project controls, engineering, and environmental services, right of way management, ridership and revenue modeling, operations, and maintenance, planning, cost estimating, and construction management support for this statewide system that totals 800 miles with up to 24 stations and extends from Sacramento to San Diego.</p>		



<p>1980 – Ongoing</p>	<p><b>Trackwork Renovation Projects, Atlanta, GA. MARTA. Rail/Track Engineer.</b> John has worked on the following MARTA projects:</p> <ul style="list-style-type: none"> <li>• Trackwork Renovation Phase IV - The project includes Running Rail Replacement, Direct Fixation Fastener Replacement, Switch Steel, and Concrete Tie Replacement throughout the MARTA system and in the Avondale and South Yards.</li> <li>• Trackwork Renovation Phase III - The project included Running Rail Replacement, furnishing, and installing new switch ties in Special Trackwork in both Avondale and South Yards, and replacing Hixson H-10 fasteners with new F-20R0 direct fixation fasteners in ballasted special trackwork.</li> <li>• Trackwork Renovation Phase II, CPB2293 - Renovation of 41 Equivalent Track Turnouts, Replacement of 12,000 Direct Fixation Fasteners, Sealing of Two-Block Ties, and Replacement of Expansion Joints on Aerial Structures.</li> <li>• Trackwork Renovation Phase I, CPB1932</li> <li>• North Line Rail Services Facility, CPB 3695</li> <li>• North Line Trackwork, CY159</li> <li>• North Line Trackwork, CY158</li> <li>• East Line/ Northeast Line/and Proctor Creek, CY157</li> <li>• Northeast/ South Line/ South Yard, CY154</li> <li>• North/South Lines, CY140</li> <li>• North/ South Lines, CY135</li> <li>• West Line, CY120</li> <li>• East Line/ Avondale Yard, CY110</li> </ul>
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## 16. Staff Experience:

Firm employed by		WSP USA, Inc.	
Name	<b>Nathan Lipson</b>	Years of relevant experience with this employer	< 1
Title	Sr. Environmental/Transportation Planner	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MSC / 2017 / Sustainable Real Estate Development; BA / 2016 / Urban Planning	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Environmental Compliance	
<p>Nathan Lipson is a senior environmental and transportation planner with seven years of experience delivering planning consulting services to clients. He has managed client needs, employed creative solutions, and identified actionable initiatives through strategic planning, consulting, and funding services.</p>			<ul style="list-style-type: none"> <li>✓ Experience working in Louisiana</li> <li>✓ P3 project experience</li> </ul>
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/21 – Ongoing	<p><b>Program Management Port of South Louisiana, St. John, St. James and St. Charles Parishes.</b> Port of South Louisiana. <b>Survey Manager.</b> The Program Management assignment includes but is not limited to oversight of the Master and Strategic Planning efforts including implementation, Grants Application and Management, Procurement Support including Assessment of Consultant Capabilities, Alternative Delivery and Public Private Partnerships, Design Management and Construction Administration through the life of the contract. The Program also includes the creation of a Project Controls system for the Port. Nathan provides grant administration advisory services, grant application development and submittal.</p>		
12/16 – 04/23	<p><b>On-Call Planning Services, New Orleans, LA.</b> New Orleans Aviation Board (MSY). <b>Transportation Planner.</b> Support capital planning, including for the \$1.2 billion North Terminal Project and the \$1.6 billion capital investment program "MSY Next" focusing on intermodal connectivity. This contract involved the management and support of subcontractors for environmental (NEPA) analysis and traffic engineering, the production of feasibility analyses for capital planning, grant application preparation (including supporting analyses such as benefit-cost analysis), and various other tasks to support the planning program. Nathan's work with the environmental team supported the review and production of documents to support two categorical exclusions (CATEXs) for capital projects.</p>		
11/20 – 04/23	<p><b>On-Call Planning and Transition Management, New Orleans, LA.</b> New Orleans Regional Transit Authority (RTA). <b>Transportation Planner.</b> Nathan was involved in the complex process of transitioning the agency from delegated management to a direct management model. Nathan coordinated facility inspections on behalf of the RTA and assisted with other transition activities in 2019. He has also been involved in analyses for the RTA examining alternate revenue sources, cashless fare systems, and alternative route planning for equity.</p>		
01/17 – 04/23	<p><b>Disadvantaged Business Enterprise (DBE) Program Management/Administration, Baton Rouge, LA.</b> Baton Rouge Municipal Airport (BTR). <b>Project Manager.</b> Prepared annual DBE goals in compliance with FAA requirements. Nathan was Project Manager for the contract, serving as the point of contact and delegator for all program requirements. Nathan reviewed procurement documents for DBE compliance, and organized BTR's Annual Business Opportunities Workshop at which over 100 contractors met each year to discuss upcoming business opportunities and DBE program requirements.</p>		

## 16. Staff Experience:

Firm employed by		Sigma Consulting Group, Inc.	
Name	Jace Ricard, PLS	Years of relevant experience with this employer	< 1
Title	Survey Department Manager	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS / 2014 / Geomatics	
Active registration number / state / expiration date		PLS No. 5205 / Louisiana / exp. 09/30/23	
Year registered	2019	Discipline	Land Surveying
Contract role(s) / brief description of responsibilities		Surveying	

Jace has surveyed thousands of structures for DOTD and other clients in Louisiana, including drainage structures, bridges, roadways, and interchanges.

- ✓ 11 years experience
- ✓ Extensive experience with LADOTD projects

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11-21 – 6/23	<b>Louisiana Watershed Initiative Region 7, LA. LADOTD. Survey Manager.</b> Mr. Ricard served as the lead survey project manager for the data collection within Region 7 of the Louisiana Watershed Initiative. The survey was performed on 1,000+ drainage structures and bridges in the region for the purpose of hydraulic modeling throughout Louisiana. Mr. Ricard was responsible for the stakeholder outreach to the parishes within the scope of study. Mr. Ricard was responsible for scheduling, supervising the data collection, QC of the data, and submittal of the data. Mr. Ricard was also responsible for managing portions of survey in Region 1 and Region 6.
05/19 – 12/21	<b>East Baton Rouge Stormwater Masterplan, LA. EBR. Survey Manager.</b> Mr. Ricard served as the lead survey project manager for the data collection for the HUC8 watersheds with East Baton Rouge Parish. For hydraulic modeling purposes, a survey was performed on miles of streams including data collection for: channel cross sections, channel centerline profiles, drainage structures, bridges, etc. Mr. Ricard was responsible for scheduling, supervising the data collection, QC of the data, and submittal of the data.
2018 – 2022	<b>Loyola Drive at I-10 Interchange Improvements, LA. LADOTD. Survey Technician.</b> Mr. Ricard served as the lead technician for the topographic survey prior to construction. The \$125.6 million project will modify the existing Loyola Drive ramps and will add two elevated flyover ramps for access to and from the New Orleans Airport. The project also adds auxiliary lanes along I-10 between Loyola Drive and Williams Boulevard. On the ground level, Loyola Drive adjacent to I-10 will be modified to become the state's first Diverging Diamond Interchange (DDI) to be open to traffic. Mr. Ricard was responsible for processing data and QC of the data.
01/18 – 06/19	<b>I-10: LA 415 to Essen Lane, LA. LADOTD. Survey Technician.</b> Mr. Ricard served as the lead technician for the topographic survey along the I-10 corridor from approximately 500' east of Perkins Road to Essen Lane, and the I-12 corridor from the I-10/12 merge to Essen Lane. The topographic survey was performed to LADOTD standards. Control targets were established along the entire corridor to tie in mobile LIDAR to the overall control. Horizontal position and vertical elevation were established at each of the control points in order to calibrate the mobile LIDAR to the overall control network. Mr. Ricard was responsible for processing data and QC of the data.

## 16. Staff Experience:

Firm employed by		Half, Inc.	
Name	Scott Chastain	Years of relevant experience with this employer	7
Title	CEI Services III	Years of relevant experience with other employer(s)	10
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		Utility Inspections	

Scott Chastain has professional experience in CEI and material testing for transportation-related projects involving roadways, bridges, drainage, utility relocations, and signalization. He is also familiar with monitoring and testing of construction materials having worked as Quality Control Technician for three years. His experience ranges from minor roadway improvement projects to mega projects. His diversity, expertise, and dedication enable him to meet and exceed the client's needs and expectations.

- ✓ 17+ years experience
- ✓ Wide range of experience

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/2018 - Ongoing	<b>Pensacola Bay Bride   Escambia County, FL.</b> Florida Department of Transportation District 3. <b>Senior Construction Inspector.</b> Responsible for overseeing this \$398.5M Design-Build bridge replacement project for the existing Pensacola Bay Bridge and the replacement of the 17th Avenue intersection with an interchange that includes a flyover and roundabout. Scott's responsibilities include overseeing pile driving installation; roadway-related earthwork and drainage construction; roadway subgrade and base construction; utility relocation, including 24-inch water main relocation; and CIP and MSE retaining wall construction. He was also responsible for monitoring asphalt plant operations. This 1408-day project will replace the existing three-mile long, four-lane bridge with a new bridge consisting of two parallel structures, each with three 12-foot travel lanes and 10-foot inside and outside shoulders. Additionally, each new structure will include a 10-foot multi-use path supported at the main channel span by a wishbone-tied arch. Bridge substructure construction includes the installation of 1364, 30-inch square and 760, 36-inch square prestressed concrete piles, nearly 500 precast concrete footing/column/cap elements, as well as Cast-in-Place (CIP) footings and columns at the main channel and back spans.
10/13 - 03/18	<b>SR 8 (I-10) from East of SR 291 (Davis Highway) to SR 10A (Scenic Highway)   Escambia County, FL.</b> Florida Department of Transportation District 3. <b>Inspector.</b> Responsible for oversight of this \$43. million, 850-day project to widen I-10 from four to six travel lanes, widen Scenic Highway between Whisper Way and Northpointe Parkway and replace the Scenic Highway overpass over I-10. Besides constructing new travel lanes, this project also included reconstructing interstate exit/entrance ramps, construction of drainage improvements including five new stormwater retention ponds, new overpass bridge construction consisting of two spans, traffic signals on Scenic Highway, new highway lighting, sound barrier walls with auger cast pile foundations, asphalt pavement milling and resurfacing, and extensive earthwork construction.
02/12 - 11/13	<b>SR 85 (Eglin Parkway) from SR 30 to Richbourg Avenue   Okaloosa County, FL.</b> Florida Department of Transportation District 3. <b>Roadway Inspector/Asphalt Plant Inspector.</b> Responsible for this four-phase, \$7 million contract that included reconstruction of the entire drainage system under a seven-lane roadway in a highly urbanized area that is the primary link between Ft. Walton and Eglin Air Force Base. The project also included bridge joint replacement on two bridges along the 4.1 miles of planned full width milling and resurfacing. Other work included new mast arm signal installation and drilled shaft foundation construction at one major intersection and sidewalk and Americans with Disabilities Act (ADA) compliant pedestrian ramp construction. This 525-day duration project included provisions for both nighttime only and daytime work and required extensive public information outreach activities.

03/11 - 02/13	<p><b>CR 1087 from SR 10 to CR 2A (New Harmony Loop)   Walton County, FL.</b> <i>Walton County.</i> <b>Asphalt Plant Inspector.</b> Responsible for this American Recovery and Reinvestment Act (ARRA), \$3.3 million design-build milling and resurfacing project. The project was approximately 8.47 miles in length and included clearing and grubbing, earthwork, paved shoulder construction, sodding, side-drain and cross-drain construction, thermoplastic pavement markings, erosion control, guardrail, bridge-rail retrofit, and box culvert extension.</p>
01/10 - 12/10	<p><b>SR 83 (US 331) from SR 30 over Choctawhatchee Bay Bridge   Walton County, FL.</b> <i>Florida Department of Transportation District 3.</i> <b>Quality Control Asphalt Lab Technician.</b> Responsible for this award-winning \$10.5 million project that included replacing the existing two-lane rural roadway with a four-lane divided urban roadway with a storm drainage system, bike lanes, curb and gutter, sidewalk, ADA-compliant pedestrian ramps, and new traffic and pedestrian signals. Additional work elements included earthwork, subsoil excavation, construction of two retention ponds, and the installation of landscaping and fencing. This project won the Florida Transportation Builders' Association (FTBA) 2010 Best in Construction Urban Award.</p>
01/09 - 12/09	<p><b>SR 30 (US 98) from Airport Road to SR 30A   Destin, FL.</b> <i>Florida Department of Transportation District 3.</i> <b>Quality Control Asphalt Plant Technician.</b> Responsible for this award-winning \$13.8 million roadway improvement project. Construction included milling and paving of both urban and rural multi-lane highways, roadway widening for construction of bicycle key-hole lanes, Light-Emitting Diode (LED) traffic signal upgrades, sign installation, and striping in Okaloosa and Walton Counties. All work was completed at night and required high-visibility public relations efforts. The project was the recipient of the FTBA 2009 Statewide Resurfacing Urban Award.</p>
06/05 - 05/08	<p><b>SR 83 (US 331) from SR 20 to Owls Head   Walton County, FL.</b> <i>FDOT District Three.</i> <b>Quality Control Asphalt Lab Technician.</b> Responsible for this project which consisted of 6.2 miles of new two-lane roadway construction as a bypass east of Freeport, Florida. Work required the construction of three concrete bridges tributaries and Lafayette Creek. Other construction components included five stormwater retention ponds, five stormwater retention ponds and a multi-lane redesign/reconstruction of the SR 83 (US 331)/SR 20 intersection.</p>

# FIRM EXPERIENCE



## **Michael Baker International's Projects**

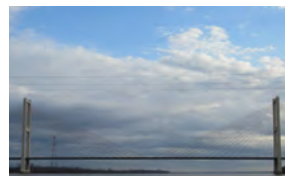
## 17. Firm Experience:

Firm name	Michael Baker International		Past Performance Evaluation Discipline(s)*	CE&I/OV, CPM
Project name	John James Audubon Bridge Design-Build Owner Verification		Firm responsibility (prime or sub?)	Prime (Joint Venture)
Project number	052-02-0024	Owner's Name	Louisiana Department of Transportation and Development	
Project location	West Feliciana and Pointe Coupee Parishes, Louisiana	Owner's Project Manager	Paul Fossier (Retired); Jenny Fu, PE (DOTD Bridge Design Engineer Admin.)	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, Louisiana 70804-9245   225-379-1321   Zhengzheng.fu@la.gov			
Services commenced by this firm (mm/yy)	05/10	Total consultant contract cost (\$1,000's)	\$14,975	
Services completed by this firm (mm/yy)	01/12	Cost of consultant services provided by this firm (\$1,000's)	\$14,975	

**Michael Baker, with Terracon, provided District 61 with CE&I/OV services for the design-build delivery** of the 3,186-foot-long bridge over the Mississippi River. The bridge is **the longest cable-stayed structure in the Western Hemisphere** and a critical regional transportation link. The project encompasses 12.5 miles, linking US 61 to LA 1 near south-central Louisiana, and includes the construction of new two-lane and four-lane highway, seven AASHTO girder bridges on driven-pile foundation, 12 miles of connecting roadway, and four new intersections. **The East and West high-level approach, as well as the entire main span, incorporated steel girders.** The main span featured 6-foot girder webs and 4-foot floor beam webs, and used splicing to achieve a 1583 linear foot main span.

Michael Baker used DOTD SiteManager to maintain all inspection daily work reports, to create/process monthly partial pay estimates, change orders, and track progress of the project financially. Our team oversaw contractor performance and provided inspection services; assisted in coordinating preconstruction meetings and contractor selection; developed and monitored the CPM schedule; prepared and executed the contract; coordinated the partnering process and community outreach; performed constructability reviews and construction management, including claims review; verified work compliance with plans and specifications; and oversaw the preparation of as-built drawings and project closeout documents. **Mary Flynn and Ed Callicutt were responsible for the quality management plan (design and construction QC) independent of the design-build team.** This work included the quality control management process, verification of design QC, development/updates of the quality management plan, quality audits (design and construction), materials sampling and testing oversight, construction inspection, and documentation. **Terracon provided geotechnical and geological study, soil drilling, laboratory testing, develop gINT Logs in DOTD format, established soil parameters, and prepared cross sections.**

The drilled shaft concrete placement used slurry to stabilize the shaft. **One challenge was that tremies used for concrete placement must be embedded into the concrete at the bottom of the shaft.** Using slurry, the depth of concrete is not visible. **As a solution, David Dauzat coordinated with the contractor to verify embedment by surveying the elevation of oscillator** (top of shaft); sounding the top of concrete utilizing a weighted measuring tape dropped through the slurry; and measuring tremie tip depth by length of tremie less extraction height. These measurements were acquired by the inspector every 15 minutes to ensure tremie embedment in concrete.



## PROJECT SIMILARITIES

- OV/CE&I services
- Design-Build Project
- DOTD Project
- New bridge over water
- Public outreach
- As-builts and closeout of large volume project
- Concrete inspection
- CPM schedule review
- Teaming Experience with WSP USA
- Terracon Testing Lab

## Team Members Who Worked on This Project:

Mary Flynn, PE | David Dauzat | Ed Callicutt, PE |  
Belinda Bondy | Elizabeth Boone | Steve Greaber  
(Terracon)

## Award-Winning Project

- ✓ DBIA 2012 Design Excellence Award
- ✓ DBIA 2012 National Award
- ✓ ENR Texas and Louisiana Best Project Award
- ✓ American Steel Bridge Alliance 2012 Prize Bridge Award for Major Span

*"The team has delivered a quality job, working together to build a beautiful bridge that will further economic development and serve Louisiana well for generations."*

- Sherri LeBas, Former DOTD Secretary



## 17. Firm Experience:

Firm name	Michael Baker International		Past Performance Evaluation Discipline(s)*	CE&/OV, Road, Bridge, Environmental, Other (Toll)
Project name	<b>Owner's Project Manager for I-10 Mobile River Bridge and Bayway Project</b>		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Alabama Department of Transportation	
Project location	Mobile, Alabama	Owner's Project Manager	Andrew Wood	
Owner's address, phone, email	1701 I-65 West Service Rd. N., Mobile, AL 36618   251-470-8367   wooda@dot.state.al.us			
Services commenced by this firm (mm/yy)	11/22	Total consultant contract cost (\$1,000's)	\$6,752	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$6,752	

Michael Baker International is serving as the Owner's Project Manager (OPM) for the Alabama Department of Transportation's (ALDOT) Mobile River Bridge and Bayway Project in Mobile, Alabama. **This massive, \$2.7 billion Progressive Design-Build (PDB) project** is the largest project in ALDOT's history. The goal of the project is to relieve significant congestion issues and address storm surge and environmental vulnerability of this vital interstate corridor.

The project will increase the capacity of I-10 and facilitate economic growth in the region. It includes the construction of the Mobile River Bridge, a **new six-lane, cable-stayed bridge across the Mobile River channel, as well as the replacement of the existing six-mile-long Bayway structure carrying I-10 across Mobile Bay. The project also involves the reconfiguration of seven interchanges and the incorporation of a new All Electronic Tolling (AET) system.**

The Mobile River Bridge and Bayway Project is split into two PDB procurements to be designed and constructed concurrently. Project 1 includes the Mobile River Bridge and interchanges, with construction beginning in March 2024. Project 2 includes the I-10 Bayway and interchanges, and construction is slated to begin in July 2024. The project has an aggressive schedule in order to meet federal funding requirements and will open to traffic by 2029. Having no prior history with either traditional or progressive design-build procurement, ALDOT is relying on the Michael Baker team for extensive guidance and support.

Michael Baker is providing project management with oversight responsibilities for all aspects of the project. Our team supported development of the Request for Proposal and all other contract documents for both tasks. This includes the technical provisions which address standards and performance criteria for the new cable-stayed bridge and all other elements of the project.

The PDB contractor has been selected for the first of the two contracts, which includes the new cable-stayed bridge. **Michael Baker is actively collaborating with the design-builder's technical team to develop concepts and introduce cost-saving innovations through the progressive design build process.** A second contractor is anticipated to be selected in June 2023 for the second contract. To date, the collaborative efforts of ALDOT, Michael Baker as the project manager, and the design-builder have resulted in numerous modifications to the base design. These efforts will result in tens of millions of dollars in reduced construction cost and months of schedule reduction. A guaranteed maximum price is anticipated on the first construction contract in December of 2023, with construction starting in March 2024.

### PROJECT SIMILARITIES

- Owner Verification services
- Progressive Design-Build Project
- Urban bridge replacement/interstate widening
- Interchange upgrades
- New bridge structure
- Submittal review
- CPM schedule review
- Teaming Experience with HDR Engineering
- Environmental challenges

### Team Members Who Worked on This Project:

Ed Callicutt, PE | Brooks Miller, PE, PTOE | Philip Walker, PE | Kevin Western, PE | Andy Lelewski | TJ Holliday, PWS



## 17. Firm Experience:

<i>Firm name</i>	Michael Baker International		<i>Past Performance Evaluation Discipline(s)*</i>	CE&I/OV
<i>Project name</i>	<b>McClugage Bridge Inspection Services</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	N/A	<i>Owner's Name</i>	Illinois Department of Transportation	
<i>Project location</i>	Peoria, Illinois	<i>Owner's Project Manager</i>	Nick Volk, PE, Construction Field Engineer	
<i>Owner's address, phone, email</i>	2300 South Dirksen Parkway, Springfield, IL 62764   309-671-3655   nicholas.volk@illinois.gov			
<i>Services commenced by this firm (mm/yy)</i>	05/19	<i>Total consultant contract cost (\$1,000's)</i>	\$14,868	
<i>Services completed by this firm (mm/yy)</i>	Ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$14,868	

For more than a decade, Michael Baker has provided CE&I services to ILDOT for the maintenance of the McClugage Bridge. Opened in 1949, the Old McClugage Bridge carries eastbound U.S. 24 over the Illinois River, while the New McClugage Bridge carries three lanes of westbound U.S. 24 over the river. The bridges, which connect the growing communities on the east side of the river to the developing north side of Peoria, are the second most heavily traveled river crossing in Peoria, with an average daily traffic of 42,500 vehicles. Currently, we are providing construction engineering services as the lead firm of a joint venture team constructing the the replacement bridge for eastbound U.S. 24.

**Old McClugage Bridge Inspection:** The Old McClugage Bridge is 4,745 feet long with a 536-foot-wide main span and carries two traffic lanes with no shoulders. Michael Baker performed a fracture critical inspection on the bottom chords as well as other critical truss members. Our firm provided access equipment, railroad coordination, and traffic control, as well as an underwater sonar inspection around the piers. We performed a hands-on visual inspection of the full length of all primary members, including welds and connections; developed a table of deficiencies for deteriorated members; and provided sketches for members where section loss exceeded 10 percent. Michael Baker also performed a Pontis Element Level inspection.

**New McClugage Bridge Inspection:** Michael Baker performed an in-depth, fracture critical, and sonar underwater inspection of the New McClugage Bridge carrying three lanes of westbound U.S. 24 over the Illinois River. The bridge consists of a 1,534-foot three-span through truss and 18 haunched steel multi-girder spans with a maximum span of 260 feet. Our team reviewed available information and developed a bridge inspection plan for the field work. During the inspection, Michael Baker verified the information contained in the previous inspection report and updated as necessary with new defects encountered.

**Construction-Phase Services:** Our firm is providing CE&I services for the replacement of the eastbound truss structure with a tied arch structure and include 23 spans and 22 piers. Eastbound U.S. 150 will be realigned with the new bridge. As part of the project, Michael Baker is providing construction management and inspection, and teaming with Bradley University's Civil Engineering Department to provide opportunities for the next generation of engineers to experience unique construction operations.

The McClugage Bridge is more than a steel and concrete structure. It is a vital link connecting multiple communities and travelers across the Illinois River. While the new bridge is a major part of the overall project, the realignment and reconstruction of the eastbound U.S. 150 lanes is also integral and will be accomplished through improvements made at adjacent interchanges. These improvements will include bridge reconstruction, traffic signal upgrades, ITS installation, roadway reconstruction, traffic control, storm sewer installation, roadway embankment, wick drains and sediment platforms, hot mix asphalt resurfacing.

Teaming with Bradley University's Civil Engineering Department, Michael Baker has been able to provide the next generation of engineers with a chance to engage with the project team, affording a great foundation for their engineering development. It has also used several Bradley engineering student interns during the peak summer months to provide support to the project team and additional learning opportunities for the students.

## PROJECT SIMILARITIES

- CE&I/OV services
- Urban interstate widening
- New bridge structure
- Concrete inspection
- Submittal review

**Team Members Who Worked on This Project:**  
Botts Smith, PE | Gary Chodkowski, PE



**17. Firm Experience:**

<i>Firm name</i>	Michael Baker International	<i>Past Performance Evaluation Discipline(s)*</i>	CE&I/OV
<i>Project name</i>	<b>I-10: Tx State Line to East of Coone Gully</b>	<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	H.003184.6	<i>Owner's Name</i>	Louisiana Department of Transportation and Development
<i>Project location</i>	Calcasieu Parish, Louisiana	<i>Owner's Project Manager</i>	Patrick Cusey, PE
<i>Owner's address, phone, email</i>	5827 Hwy 90 E., Lake Charles, LA   337-437-9115   Patrick.Cusey@la.gov		
<i>Services commenced by this firm (mm/yy)</i>	10/20	<i>Total consultant contract cost (\$1,000's)</i>	\$1,383
<i>Services completed by this firm (mm/yy)</i>	Ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$1,178

Under a statewide IDIQ CE&I Contract with DOTD, Michael Baker provided Staff Augmentation Services (SAS) to augment District 07 inspection. Certified inspectors have been utilized for lead structural inspection, support roadway and drainage inspection, and support asphalt plant inspection. The project involves widening 10.5 miles of I-10 to six lanes from the Texas state line to east of LA 108, replacing and widening 10 bridges, and replacing the eastbound weigh-in-motion system. This task order is for segment one of this project, from the Texas State line to LA 109.

**Michael Baker has provided two full-time inspectors** to assist in structural inspection, drainage installation, PCC paving, asphalt placement, and new asphalt plant start-up. The asphalt plant for this project is in Beaumont, TX and has never been utilized for DOTD projects. Our lead asphalt plant inspector inspected from the plant to verify all operations were running according to LADOTD standard upon startup.

Inspector duties include inspection, testing and sampling of associated work; entering daily entries in Headlight; submitting samples and tests in SiteManager Materials and LAPAVE system; maintaining documentation related to the sampling plan to ensure correct quantity of sampling, testing and documentation is maintained; providing training for LADOTD Engineering Technicians, and acceptance of work inspected.

**PROJECT SIMILARITIES**

- CE&I/OV services
- DOTD Project
- Urban interstate widening
- Interchange upgrades
- Concrete inspection
- Submittal review
- Material testing

**Team Members Who Worked on This Project:**

Daniel Thornhill, PE | Mary Flynn, PE | David Dausat | Terry Butler | Nathaniel Ray | Elizabeth Boone



## 17. Firm Experience:

Firm name	Michael Baker International		Past Performance Evaluation Discipline(s)*	CE&I/OV, Bridge, Road, ITS, Other (Toll)
Project name	Ohio River Bridges Downtown Crossing		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Kentucky Transportation Cabinet	
Project location	Louisville, Kentucky	Owner's Project Manager	Gary Valentine, PE	
Owner's address, phone, email	200 Mero Street, 6th Floor, Frankfort, KY 40622   502-210-5400   Gary.valentine@ky.gov			
Services commenced by this firm (mm/yy)	01/13	Total consultant contract cost (\$1,000's)	\$6,605	
Services completed by this firm (mm/yy)	03/18	Cost of consultant services provided by this firm (\$1,000's)	\$6,605	

The Ohio River Bridges Project was a Louisville metropolitan area transportation project involving the reconstruction of the Kennedy Interchange, the completion of two new Ohio River bridges, and approaches to these bridges. The project was **a high-priority national transportation project** that addressed long-term, cross-river transportation needs in Louisville and southern Indiana. Michael Baker provided engineering and environmental services for the construction of the Louisville-Southern Indiana Ohio River Bridges Downtown Crossing Project. **Michael Baker's services included a bridge type study, design-build procurement, and design review services.**

**Bridge Type Study:** Michael Baker performed a bridge type study and prepared the preliminary engineering design for the Downtown Louisville Bridge over the Ohio River. Our team engaged the public in the bridge type selection process to recommend three bridge types that would satisfy the public's preferences, environmental commitments, and functional needs of the structure, while recognizing the fiscal limitations of the project. **Michael Baker developed the framework for the initial financial plan to help meet the FHWA mega-project requirements** to allow the states to jointly move ahead with construction of the project.

**Design-Build Procurement Assistance:** Michael Baker developed processes and documents to procure a design-build team for the Downtown Crossing. These processes and procedures centered on the risks vs. responsibilities assigned to the Cabinet and the design-build teams, flexibility afforded to the D-B teams, procurement schedule, and evaluation and selection criteria. Michael Baker documented the resulting procurement processes and procedures, and was instrumental in developing the RFQ, instructions to proposers, project scope, and general conditions.

**Design Review:** Michael Baker was a part of the Kentucky technical review team and reviewed the design-build team's design, analysis, plans, calculations, temporary works, project requests, correspondence, value engineering proposals, and shop drawings. The review elements included typical bridges, the cable-stay bridge, roadway, drainage, hydraulics, maintenance of traffic, signing, pavement marking, roadway and aesthetic lighting, intelligent transportation systems, and tolling.



The design included the reconstruction of the Kennedy Interchange in Louisville and interchanges in southern Indiana. This portion of the project included approximately 50 new bridges being constructed while maintaining traffic. Michael Baker established review teams and processes to handle multiple reviews within the allotted two-week review time.

**Michael Baker provided document control for the entire Downtown Crossing project.** We established a SharePoint web-based document control system to track submittals for internal review by the Kentucky technical review team.

## PROJECT SIMILARITIES

- OV services
- Design-Build Project
- Design Reviews
- Urban interstate widening
- Interchange upgrades
- New bridge structures
- Submittal review

## Team Members Who Worked on This Project:

Gary Chodkowski

## Award-Winning Project

- ✓ 2016 America's Transportation Award - "Quality of Life/Community Development - Large" Category

**"We know the many benefits of the Bridges Project...We're already seeing new development and new opportunities. This project is a game changer for our region, and every day drivers will be enjoying a faster and safer commute. That's a win in my book..."**

- Andy Barber, KYTC Project Manager



## **WSP USA's Projects**

### 17. Firm Experience:

<i>Firm name</i>	WSP USA		<i>Past Performance Evaluation Discipline(s)*</i>	Road, Bridge, Traffic, CE&I/OV, Data Collection, Planning, ROW, Other (Toll)
<i>Project name</i>	<b>Advisory Services for the Procurement of Calcasieu River Bridge Project</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	H.003931.5	<i>Owner's Name</i>	LADOTD	
<i>Project location</i>	Calcasieu Parish, Louisiana	<i>Owner's Project Manager</i>	Peggy Jo Paine	
<i>Owner's address, phone, email</i>	1201 Capitol Access Road, Baton Rouge, LA 70802   225-379-1065   Peggy.paine@la.gov			
<i>Services commenced by this firm (mm/yy)</i>	02/21	<i>Total consultant contract cost (\$1,000's)</i>	\$6,708	
<i>Services completed by this firm (mm/yy)</i>	Ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$5,997	

This significant Design-Build-Operate-Maintain (DBFOM) Toll Revenue Risk Project replaces the 70-year-old Calcasieu River Bridge, increase the capacity of I-10 through the Lake Charles region, and relieve a national freight bottleneck. The Louisiana Department of Transportation & Development (LADOTD) selected WSP as the Technical Advisor to work side-by-side with LADOTD in its management of the P3 procurement and upcoming negotiation process. WSP is also providing Level 2 Traffic and Revenue (T&R) Analysis forecasts in support of the P3 procurement process.

WSP is currently serving as Technical Advisor leading development of the technical provisions and providing commercial advisory for development of other procurement documents including the Instructions to Proposers and Contract Documents. To develop the technical provisions, WSP hosted frequent workshops with the multitude of relevant technical disciplines to prepare the documents and define the performance-based and prescriptive technical criteria. Furthermore, WSP is supporting the questions and answers (Q&A) process as well as the one-on-one meetings with the shortlisted proposers providing support to LADOTD in review of Alternative Technical Concepts and other avenues for potential contractor innovation helping to refine the RFP documents

#### Services Performed:

- Traffic and Revenue Analysis - Level 2
- Developing performance specifications, technical provisions, and design criteria
- Providing technical services for evaluation of SOQs and proposals
- Technical support for 1-on-1 meetings and evaluation of ATCs
- Toll Policy and system specifications
- Federal Major Projects and Grant support

### PROJECT SIMILARITIES

- P3 Advisory Services
- Design-Build Project
- DOTD Project
- New bridge structure

#### Team Members Who Worked on This Project:

Max Nassar | Deborah Brown | Andres Giraldo  
 | Sallye Perrin | Karl Winterstein | Kyle Young  
 | Carlos Campo | Fanny Pardon | Earl Scott |  
 Paul Lutkevich



**17. Firm Experience:**

<i>Firm name</i>	WSP USA		<i>Past Performance Evaluation Discipline(s)*</i>	Road, Bridge, Traffic, CE&I/OV, Geotech, Environmental, Data Collection, ITS, Other (Toll)
<i>Project name</i>	<b>I-75 Modernization Project Owner's Representative &amp; P3 Procurement</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	N/A	<i>Owner's Name</i>	Michigan DOT	
<i>Project location</i>	Oakland County, Michigan	<i>Owner's Project Manager</i>	Mark Dubay	
<i>Owner's address, phone, email</i>	18101 W. Nine Mile Road, Southfield, MI 48075   517-331-5648   dubaym@michigan.gov			
<i>Services commenced by this firm (mm/yy)</i>	04/17	<i>Total consultant contract cost (\$1,000's)</i>		\$45,000
<i>Services completed by this firm (mm/yy)</i>	Ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>		\$23,000

MDOT selected WSP to serve as the Owner's Representative Consultant (ORC) for services supporting the I-75 Modernization Project. This ORC assists and supports MDOT in developing and administering the I-75 modernization project from project planning through procurement and delivery, as planned in the SEMCOG long-range plan.

The I-75 modernization project encompasses approximately 18 miles of freeway from M-102 to south of M-59 in Oakland County. The freeway has a current daily traffic volume ranging from 103,000 to 174,000 vehicles per day. The freeway was originally built in the 1960s but has not received comprehensive corridor improvements since that time. The corridor was originally slated to be reconstructed in eight design-bid-build packages with construction being completed in 2032.

WSP worked with MDOT to develop a procurement plan to expedite the delivery of corridor improvements using alternative delivery approaches that cut over 10 years off the construction schedule. Using value for money studies and risk assessments, WSP's recommended procurement approach resulted in dividing the corridor into three segments, with two segments delivered by design/build (Segments 1 and 2) and the third delivered as an availability payment P3 (Segment 3). Sallye Perrin led the WSP's work evaluating Segment 3's viability as a P3 and led the development technical specifications, coordinated with legal and financial advisors during the procurement phase.

**During the design and construction phase for Segment 3 P3**, WSP has provided design assistance and review of design submittals, construction services managing and reviewing design-builder submittals and construction oversight. This includes review of design plans, reports, construction submittals, specifications, construction schedules, and many other items required by the contracts. WSP also provided operations and maintenance performance oversight, stakeholder coordination and public education of HOV usage, support services for financial, budget and cost documentation requirements, and participation in meetings. Sallye Perrin and Kyle Young supported the construction oversight and submittal review during the design and construction phase. Sallye also supported the oversight for operations and maintenance performance and is currently supporting reviews of technical submittals related to the transition to the operations and maintenance phase.



**PROJECT SIMILARITIES**

- CE&I/OV services
- P3 Project
- Urban interstate widening
- Interchange upgrades
- New bridge structure
- Submittal review
- Operations & Maintenance support

**Team Members Who Worked on This Project:**

Sallye Perrin | Kyle Young



## 17. Firm Experience:

<i>Firm name</i>	WSP USA		<i>Past Performance Evaluation Discipline(s)*</i>	CE&I/OV, Other (Toll)
<i>Project name</i>	<b>I-395/SR 836/I-95 Design-Build Project</b>		<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	N/A	<i>Owner's Name</i>	Florida Department of Transportation, District Six	
<i>Project location</i>	Miami, Florida	<i>Owner's Project Manager</i>	Jackie Sequeira	
<i>Owner's address, phone, email</i>	1000 NW 111 Avenue, Miami, FL 33172   305-640-7433   Jacqueline.Sequeira@dot.state.fl.us			
<i>Services commenced by this firm (mm/yy)</i>	06/17	<i>Total consultant contract cost (\$1,000's)</i>	\$101,000	
<i>Services completed by this firm (mm/yy)</i>	Ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$9,000	

The I-395/SR 836/I-95 Project is a partnership between the Florida Department of Transportation (FDOT) and the Miami-Dade Expressway Authority (MDX), with construction limits on State Road (SR) 836 beginning at NW 17 Avenue and continuing through the SR 836/I-395/I-95 (Midtown) Interchange to the MacArthur Causeway Bridge. The limits on I-95 are from NW 8 Street to NW 29 Street. The project is expected to be completed in the summer of 2026 at a cost of \$840 million. This schedule could change due to weather or other unforeseen circumstances.

WSP is providing construction engineering and inspection services for this project that includes a new signature bridge as a gateway to Miami, improvements for 1.4 miles of Interstate 395, approximately 1.6 miles of pavement reconstruction of Interstate 95, and construction of new elevated collector-distributor ramps from Interstate 95.

**SR 836 Enhancements:** This project is a continuation of MDX's (Tolled Facility) work program to modernize the SR 836 corridor. The enhancements on SR 836 are from NW 17 Avenue to the Midtown Interchange. These enhancements include double-decking SR 836, beginning just east of the toll gantry at NW 17 Avenue, rising over the center of SR 836, and touching down at I-395, east of the I-95 interchange. The double-decked section will provide drivers with a direct connection to the MacArthur Causeway that is free of local entry and exit traffic. The existing SR 836 roadway and bridges will serve as a collector distributor system that allows drivers to enter and exit from the existing local roads and I-95. This collector distributor system will reduce the existing weaving movements resulting in enhanced safety and better traffic operations on SR 836. In addition, the existing eastbound SR 836 ramp to northbound I-95 will be widened to include an additional lane reducing the congestion that drivers currently experience.



## PROJECT SIMILARITIES

- Owner's Representative
- Design-Build Project
- Major Bridge Structure
- Interchange upgrades
- New connector ramps



**I-95 Concrete Pavement Reconstruction:** These enhancements are from NW 8 Street to NW 29 Street and include the total replacement of the concrete pavement for both the northbound and southbound travel lanes. An auxiliary lane will be added along northbound I-95 from north of NW 17 Street to NW 29 Street to receive the additional traffic from the eastbound SR 836 ramp to northbound I-95 and enhance the flow of traffic through the Midtown Interchange. The project also includes the construction of a new connector ramp from southbound I-95 to westbound SR 836. This new connector ramp will enhance the flow of traffic and reduce weaving movements. This portion of the project will also enhance safety.

**I-395 Reconstruction Enhancements:** Enhancements along I-395 are from the SR 836/I-95/I-395 (Midtown) Interchange to the MacArthur Causeway, approximately 1.4 miles long. The project will completely reconstruct the existing facility and create a signature bridge that will span 1,025 feet over NE 2 Avenue and SR5/Biscayne Boulevard, redefining the Miami skyline with its six sweeping arches. The project will create additional capacity on I-395 with a total of three through lanes in each direction and provide separate connector ramps for traffic to and from I-95. The existing I-395 eastbound off-ramps at NE 2 Avenue will be moved west to North Miami Avenue, and the westbound on-ramps at NE 1 Avenue will be shifted to the west of North Miami Avenue. NW 2 Avenue will also be reconnected under I-395, providing residents greater access.



## **Sigma Consulting Group's Projects**

## 17. Firm Experience:

<i>Firm name</i>	Sigma Consulting Group Southeast, Inc.		<i>Past Performance Evaluation Discipline(s)*</i>	Road
<i>Project name</i>	<b>I-220/I-20 Interchange Imp. &amp; BAFB Access Design-Build</b>		<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	XH.003370	<i>Owner's Name</i>	LA DOTD	
<i>Project location</i>	Bossier Parish Louisiana	<i>Owner's Project Manager</i>	Corey Landry, PE	
<i>Owner's address, phone, email</i>	1201 Capital Access Road, Baton Rouge, LA 70802   225-379-1889   Corey.Landry@la.gov			
<i>Services commenced by this firm (mm/yy)</i>	04/19	<i>Total consultant contract cost (\$1,000's)</i>	\$3,041	
<i>Services completed by this firm (mm/yy)</i>	10/22	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$1,220	

Sigma is a subconsultant for this \$71 million Design-Build Project to provide full access from the I-20/I-220 interchange directly to the Barksdale Air Force Base (BAFB). We performed all roadway design including design reports, geometrics, hydraulic analysis and design for open channels and subsurface drainage, permanent striping, cross sections, clearing and grubbing plans, and quantities. The drainage design included analyzing existing cross drains and designing new cross drains for Musselshell Bayou, which required a 10x10 RCB and bridge scour analysis at a second crossing. Sigma also is responsible for preparing the Storm Water Pollution Prevention Plan (SWPPP) and temporary erosion control plans. Sigma is providing independent reviews of the transportation management plan, traffic control plans, and the Interchange Modification Report (IMR) re-evaluation.

The project consists of constructing a new 4-lane rural arterial (LA 1267) extending from the existing I-220 terminus north of I-20 southward to a terminus within the Barksdale Air Force Base. This includes an elevated section crossing over the Kansas City Southern Railway (KCS RR) and Musselshell Bayou. Access from I-20 eastbound and westbound to this new route will be provided via at grade ramps and loop ramps. I-20 westbound will also be widened to add acceleration lanes from the SB-WB ramp and a new C-D road connecting the loop ramps.

Sigma coordinated the above-mentioned design activities for the Builder James Construction Group, in a very compressed time frame.

The scheduled time from contract execution to the beginning of construction activities is 5 months, and all design activities are scheduled for completion in the first 11 months of the project. Sigma will be providing construction support for roadway and drainage.

Sigma is also performing Subsurface Utility Engineering for the project. Several major fiber optic lines and pipelines cross the project. SUE responsibilities include QL-B and QL-A investigations on all utility conflict points and construction related coordination services. A total of 18 QL-A testholes were performed on multiple fiber optic and gas lines ranging from 2" to 10" in size. Approximately 1600' of QL-B locating services were also performed on these lines. This task was invoiced at \$113,847.50.

### PROJECT SIMILARITIES

- Design-Build Project
- Road Design
- Tie in to existing interchange
- Major Highway
- DOTD Project

### Team Members Who Worked on This Project:

Miles Williams | Robbie Lear |  
Bryan Harmon



**17. Firm Experience:**

<i>Firm name</i>	Sigma Consulting Group Southeast, Inc.		<i>Past Performance Evaluation Discipline(s)*</i>	Road, CE&I/OV
<i>Project name</i>	<b>I-10 &amp; I-12 College Drive Flyover Ramp Design-Build</b>		<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	H.013897	<i>Owner's Name</i>	LA DOTD	
<i>Project location</i>	East Baton Rouge Parish, Louisiana	<i>Owner's Project Manager</i>	Catherine Mastin, PE	
<i>Owner's address, phone, email</i>	1201 Capital Access Road, Baton Rouge, LA 70802   225-379-1652   Catherine.mastin@la.gov			
<i>Services commenced by this firm (mm/yy)</i>	09/20	<i>Total consultant contract cost (\$1,000's)</i>	Unavailable	
<i>Services completed by this firm (mm/yy)</i>	ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$172,000	

Sigma has been contracted for necessary engineering and related services for Design-Build Project. Sigma's work includes supporting to the DOTD road design section throughout the duration of the project. The project includes the design, build and install of the I-10 and I-12 College Drive Flyover Ramp. Sigma is assisting with formal and informal design acceptances. The formal design acceptance includes approval of type, size and location and ready for construction plan approval.

The project includes new bridge over I-12, new roadway pavement and bridge structures from I-10 West south of the I-10/I-12 interchange all the way to College Drive. On I-12, the project begins at I-10/I-12 interchange along I-12 West continues to ramp to I-10 East. The final part of Design-Build Project is the College Dr exit which includes the changing of the ramp at college drive along with at I-10 and I-12.

Audits of the Design-Builder's Quality Control design polices has been conducted. Sigma has reviewed the design and plans development throughout the process. Review, recommendation and process of Request for Information, Change Orders and plan reviews will be conducted, as necessary. Sigma is a part of the review team and responsible for all design acceptance system.

**PROJECT SIMILARITIES**

- Design-Build Project
- DOTD Project
- Owner Verification Design Services
- Major Bridge Structure
- Definitive Design
- Clearing and Grubbing
- Drainage
- Traffic Maintenance Early work
- Roadway
- Pavement Marking & Signing

**Team Members Who Worked on This Project:**

Robbie Lear | Miles Williams | Bryan Harmon



## **HDR Engineering's Projects**

## 17. Firm Experience:

<i>Firm name</i>	HDR Engineering		<i>Past Performance Evaluation Discipline(s)*</i>	Bridge, Road, Other (Toll)
<i>Project name</i>	<b>I-10 Mobile River Bridge and Bayway Widening Project (P3)</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	N/A	<i>Owner's Name</i>	Alabama Department of Transportation (ALDOT)	
<i>Project location</i>	Mobile, Alabama	<i>Owner's Project Manager</i>	Matthew Ericksen, PE	
<i>Owner's address, phone, email</i>	1701 I-65 West Service Road N., Mobile, AL 36618   251-470-8204   ericksenm@dot.state.al.us			
<i>Services commenced by this firm (mm/yy)</i>	02/23	<i>Total consultant contract cost (\$1,000's)</i>		\$11,900
<i>Services completed by this firm (mm/yy)</i>	12/24	<i>Cost of consultant services provided by this firm (\$1,000's)</i>		\$ 6,800

HDR has assembled a team to provide ALDOT with support services for the I-10 Mobile River Bridge and Bayway Widening project, from Exit 24 (Broad St.) to East of SR-16 (US 90) at Spanish Fort, Mobile and Baldwin Counties. This project is being developed as progressive design-build (PDB) with two phased projects.

HDR is serving as the Owner's Design Manager for ALDOT. HDR's responsibilities include program and project management, preliminary design of the cable stayed bridge and high-level approaches, development of RFP/RFQ documents, review of project related designs and grant applications. HDR was responsible for the preliminary design of three options for the cable-stayed crossing, which required the consideration of hurricane-force winds, deep foundation construction, cantilever erection loads, and vessel collision. The preferred design consisted of twin parallel structures, each carrying three-lanes of traffic with a 1,380-foot-cable-stayed main span over the Mobile River. HDR prepared a Bridge Type Study to identify the best structure type including initial and life-cycle costs, deep foundation options, future widening, constructability, construction duration, environmental impacts, impacts to utilities, and aesthetics. The bridge high-level approach spans will begin approximately 5,500 feet east and west of the navigation channel to achieve required vertical clearance and to minimize impacts to the shipping industry and environment.

The existing 7.4 miles of Bayway Bridges will be replaced with two parallel structures, four lanes each in each direction, from the high-level approach spans to the Eastern Shore US 90/98 interchange in Daphne. When completed, the new \$850 million Interstate 10 Mobile River Bridge will be the highest and one of the largest cable-stayed bridges in the U.S.



### PROJECT SIMILARITIES

- Owner Verification services
- Progressive Design-Build Project
- Urban bridge replacement/interstate widening
- Interchange upgrades
- New bridge structure
- Submittal review
- CPM schedule review

### Team Members Who Worked on This Project:

Michael Lamont



## 17. Firm Experience:

<i>Firm name</i>	HDR Engineering		<i>Past Performance Evaluation Discipline(s)*</i>	Bridge, Road
<i>Project name</i>	North Houston Highway Improvement Program (NHHIP) Segment 3B Design Oversight General Engineering Consultant		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	N/A	<i>Owner's Name</i>	TxDOT Houston District	
<i>Project location</i>	Houston, Texas	<i>Owner's Project Manager</i>	Milad Ajir	
<i>Owner's address, phone, email</i>	600 Washington Avenue, Houston, TX 77007   713-802-5000   milad.ajir@txdot.gov			
<i>Services commenced by this firm (mm/yy)</i>	05/22	<i>Total consultant contract cost (\$1,000's)</i>	\$9,997	
<i>Services completed by this firm (mm/yy)</i>	05/26	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$5,928	

HDR supported and advised TxDOT staff on this \$640 million reconstruction of the IH 69 and SH 288 Interchange (NHHIP Segment 3B) in Downtown Houston as the owner's Design Oversight General Engineering Consultant (GEC). The Project included two plans, estimates, and specifications (PS&E) packages, one for the pump station and outfall construction, and one for the reconstruction of the IH 69 depressed mainlanes, SH 288 main and managed lanes and bridges, interchange direct connectors, and cross street bridges. Prominent features of this project are the construction of watertight drilled shaft walls along the depressed section, a large detention pond adjacent to Buffalo Bayou, extensive pedestrian/bicyclist accommodation, large diameter waterline relocation (underground and on a utility bridge), and prominent aesthetic features on three of the cross street bridges (arches, lighting, and canopies). Letting is expected June 2024 and March 2025 for the two PS&E packages. Segment 3B will be the first project of the overall North Houston Highway Improvement Program (NHHIP) to begin construction. As the leading project for this over \$3 billion, highly publicized program, the success of the Segment 3B project will dictate and influence the perception of future NHHIP segments.

As the Design Oversight GEC, HDR staff were co-located with TxDOT Houston Strategic Project Office (SPO) staff. HDR's primary activity was the review of the design consultant's PS&E. HDR developed a review process, held review training for Subject Matter Experts (SMEs) and TxDOT staff, and documented the review comments, responses, and resolutions, using a propriety Bluebeam system developed specifically for this project. HDR also coordinated the project with adjacent project teams, third-party partners, and various TxDOT Division, District, and section representatives. HDR further supported TxDOT staff by authoring technical white papers, exhibits, presentations, and a master ready-to-let (RTL) schedule.

**HDR was able to save 24 months on the project's letting schedule** by developing an option to realign the main outfall and relocate a critical pump station away from contentious properties with longer expected acquisition timelines to parcels or ROW already owned by TxDOT. HDR's RTL schedule analysis also recommended to TxDOT to split the project into separate construction packages in order to meet the State's letting date objectives. HDR analyzed the construction schedules of the 6 projects expected to be under construction concurrently within the project area to identify construction, TCP, and detour conflicts and then also recommended solutions to resolve those conflicts. As the project has garnered attention from City, County, and Federal entities, HDR also developed the tracking system for the various commitments TxDOT has made with these third-party agencies in order to document the coordination efforts by TxDOT.

### PROJECT SIMILARITIES

- CE&I/OV services
- Urban interstate widening
- Interchange upgrades
- Submittal review

### Team Members Who Worked on This Project:

Preston Chan | Sarah De Moya



## **Halff Associates' Projects**

## 17. Firm Experience:

Firm name	Halff Associates, Inc.		Past Performance Evaluation Discipline(s)*	CE&I/OV, Road, Bridge
Project name	US 175 Roadway Widening and Bridge Replacement CEI		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's Name	Texas Department of Transportation - Tyler	
Project location	Frankston, Texas	Owner's Project Manager	Louis McDow	
Owner's address, phone, email	S2709 West Front Street, Tyler, TX 75702   903-675-4196   Louis.mcdow@txdot.gov			
Services commenced by this firm (mm/yy)	08/22	Total consultant contract cost (\$1,000's)	\$3,728	
Services completed by this firm (mm/yy)	Est. 01/26	Cost of consultant services provided by this firm (\$1,000's)	\$2,501	

This project is \$55.5 million roadway widening of 4.837 miles from a 2-lane rural road to a 4-lane divided highway from Frankston to Cuney, TX. This project contains a new asphalt pavement, cement treated base, open channel drainage, 18 new culverts, 73 new driveways, 269K CY of embankment, curb and gutter in urban areas, and 2 new bridge structures (1,625 feet). The materials testing was performed in accordance with the TxDOT Guide Schedule for Sampling and Testing.

**Challenge/Solutions:** Early in the project, *a utility conflict presented a potential delay* as it was less than 10-ft from the wingwall of a large box culvert. While the pole was not in direct conflict, the contractor had no way of excavating for the culvert without impacting the power line. As a best practice, Ryan keeps lists of the local utility contacts to help expedite notifications and decisions with the utility owners. Ryan quickly contacted the utility owner and met in the field to agree on relocation. However, the pole in question had joint utility (fiber) that also were using the pole. Thus, the owner did not want to relocate. *To get the contractor moving without relocating the pole, Ryan got the pole owner to shore the pole in position during construction* using the clamp from their crane truck and was able to resolve the issue with minimal cost.

**Innovative Solutions:** While testing the drilled shafts with Thermal Integrity Profile testing, an anomaly showed in one of the bridge's drilled shafts. Ryan quickly worked with the contractor to develop a dynamic load test to determine if the shaft was fit for purpose.

**Responsiveness During Construction & Meeting Federal Requirements:** In addition to typical TxDOT construction management roles of tracking progress, resolving issues, and documenting the project, Halff was responsible for the project complying with federal regulations regarding prompt pay of subcontractors, Commercially Useful Function (CUF) Reviews, verifying certified payroll for contractors, and tracking DBE status for the work.

## PROJECT SIMILARITIES

- CE&I/OV services
- Design-Build Project
- Urban interstate widening
- Interchange upgrades
- Submittal review
- Material testing
- CPM schedule review

## Team Members Who Worked on This Project:

Ryan Smith





## **Urban Systems Associates' Projects**

## 17. Firm Experience:

<i>Firm name</i>	Urban Systems, Inc.	<i>Past Performance Evaluation Discipline(s)*</i>	Traffic
<i>Project name</i>	<b>US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design/Build</b>	<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	SP H.010620	<i>Owner's Name</i>	LADOTD
<i>Project location</i>	Lafayette Parish, Louisiana	<i>Owner's Project Manager</i>	Peggy Jo Paine, P.E.
<i>Owner's address, phone, email</i>	1201 Capitol Access Road, Baton Rouge LA, 70802   225-379-1065   peggy.paine@la.gov		
<i>Services commenced by this firm (mm/yy)</i>	01/14	<i>Total consultant contract cost (\$1,000's)</i>	N/A
<i>Services completed by this firm (mm/yy)</i>	08/19	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$232,600

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

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

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

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

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



## PROJECT SIMILARITIES

- CE&I/OV services
- Design-Build Project
- DOTD Project
- Urban interstate widening
- Interchange upgrades

## Team Members Who Worked on This Project:

Alison Michel | Nicole Stewart



## 17. Firm Experience:

<i>Firm name</i>	Urban Systems, Inc.		<i>Past Performance Evaluation Discipline(s)*</i>	Traffic, Other (Toll)
<i>Project name</i>	<b>Belle Chasse Bridge &amp; Tunnel P3 Project</b>		<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	S.P. No. H.004791	<i>Owner's Name</i>	LADOTD	
<i>Project location</i>	Plaquemines Parish, Louisiana	<i>Owner's Project Manager</i>	Nicolas J. Oliver, P.E.	
<i>Owner's address, phone, email</i>	1201 Capitol Access Rd, Baton Rouge, LA 70808   225.379.1133   nicolas.oliver@la.gov			
<i>Services commenced by this firm (mm/yy)</i>	03/20	<i>Total consultant contract cost (\$1,000's)</i>	N/A	
<i>Services completed by this firm (mm/yy)</i>	ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$121,000	

The Belle Chasse Bridge and Belle Chasse Tunnel serve as the primary access points for the residents, businesses, and industries of western Plaquemines Parish. Both the bridge and tunnel are located on the LA 23 corridor, which has a current traffic volume in excess of 33,000 vehicles per day.

The movable bridge began operating in 1968 and the tunnel in 1956. These structures are near the end of their design life span. Currently, there is a need to replace unreliable and inefficient infrastructure due to frequent, costly, and unpredictable operations for repair and maintenance which impact the public's ability to travel.

In 2017, the Louisiana Joint Transportation Committee approved the use of a Public-Private Partnership (P3) to deliver the replacement project. This project is LADOTD's first P3 and is paving the way for this delivery method to be utilized on other state projects. Several public sources of funding were secured to execute the project.

**Urban Systems has been tasked to assist with engineering reviews for a proposed private-public partnership (P3) project** to construct a new bridge over the GIWW for LA 23 in Plaquemines Parish, Louisiana. Urban System is part of the owner verification team to provide compulsory reviews for traffic related design/ work throughout the course of the project. This project will follow the LADOTD P3 process. Urban Systems is reviewing both design and construction related submittals. These are expected to include a traffic study, traffic signal plans, traffic control plans, a Transportation Management Plan (TMP) and change orders.

Urban Systems' tasks include contract administration, design support services, construction support services, department liaison services, partnering, dispute resolution, and project closeout.

## PROJECT SIMILARITIES

- CE&I/OV services
- P3 Project
- DOTD Project
- Urban interstate widening
- Interchange upgrades
- New bridge structure
- Submittal review

## Team Members Who Worked on This Project:

Alison Michel | Nicole Stewart



## **Terracon Consultants' Projects**

## 17. Firm Experience:

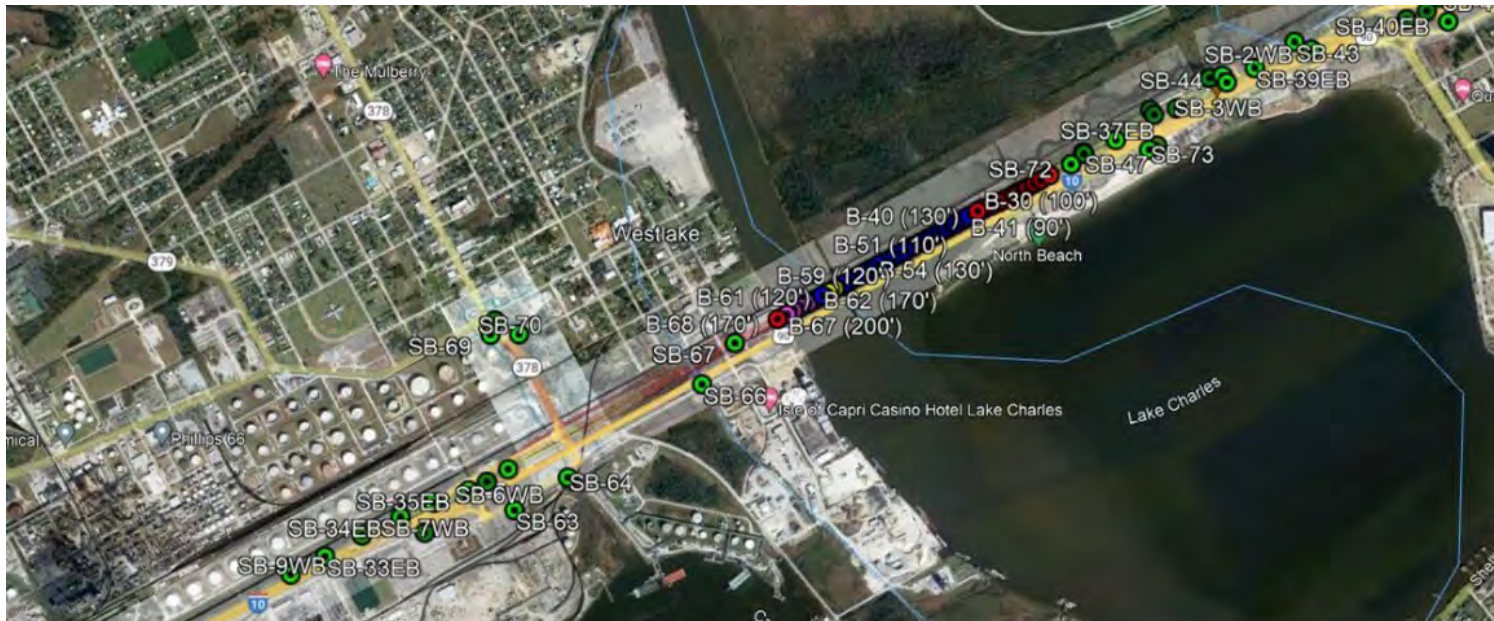
Firm name	Terracon Consultants, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	I-10 over Calcasieu River in Lake Charles, LA		Firm responsibility (prime or sub?)	Prime
Project number	H.003931	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Lake Charles, Louisiana	Owner's Project Manager	Kristy Smith, P.E.	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802   225-379-1387   kristy.smith2@la.gov			
Services commenced by this firm (mm/yy)	07/21	Total consultant contract cost (\$1,000's)	\$1,308	
Services completed by this firm (mm/yy)	12/21	Cost of consultant services provided by this firm (\$1,000's)	\$732,000	

As part of the planned bridge replacement along I-10 over the Calcasieu River in Lake Charles, LA, Terracon performed 37 deep bridge borings, including borings over water and borings located within a navigable channel and 39 shallow roadway borings and associated laboratory testing.

Prior to mobilizing exploration equipment, Terracon's project manager and drilling personnel conducted extensive site visits to mark boring locations, met with private landowners and utility locators, and verified boring access and site conditions. After marking locations, Terracon conducted private utility locates to supplement the public utility locating performed by LA OneCall.

This project presented the unique challenge of needing to drill borings in the navigable waterway and over water. Terracon coordinated field activities with DOTD district personnel and coordinated access to borings in the navigable channel with USACE and USCG on behalf of Terracon and other DOTD contractors. This project was also on a fast-paced schedule, and to accommodate this, Terracon mobilized multiple pieces of exploration equipment to complete all fieldwork safely and timely and provided regular updates to DOTD District and Headquarters staff about the project.

Terracon completed lab testing in accordance with DOTD specifications and submitted the final data report ahead of the project deadline.



### PROJECT SIMILARITIES

- CE&I/OV services
- Design-Build Project
- DOTD Project
- New bridge structure
- Concrete inspection
- Submittal review
- Material testing
- CPM schedule review
- Terracon Testing Lab

### Team Members Who Worked on This Project:

Lynne Roussel



**17. Firm Experience:**

<i>Firm name</i>	Terracon Consultants, Inc.		<i>Past Performance Evaluation Discipline(s)*</i>	Geotech
<i>Project name</i>	<b>Nelson Road Extension and Bridge</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	H.009481	<i>Owner's Name</i>	Louisiana Department of Transportation and Development	
<i>Project location</i>	Lake Charles, Louisiana	<i>Owner's Project Manager</i>	Kristy Smith, P.E.	
<i>Owner's address, phone, email</i>	1201 Capitol Access Road, Baton Rouge, LA 70802   225-379-1387   Kristy.Smith2@la.gov			
<i>Services commenced by this firm (mm/yy)</i>	07/18	<i>Total consultant contract cost (\$1,000's)</i>	\$364,000	
<i>Services completed by this firm (mm/yy)</i>	09/22	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$364,000	

The project entails the strategic expansion of Nelson Road towards the north, connecting it to W Sallier Drive, and involves the construction of a new bridge across Bayou Contraband adjacent to the Port of Lake Charles.

Terracon provided soil borings, lab testing, boring logs, and engineering for a planned roadway extension and bridge. Terracon also provided pile nominal capacity calculations and recommendations for resistance factors for design.

Because the northern portion of the project was situated on port property, the project involved close collaboration with the Port to conduct fieldwork for the road extension. In addition, multiple borings in the water presented an additional challenge due to the proximity to port traffic and the wake. Terracon closely collaborated with the Port regarding traffic and enforcing a no-wake zone while staff was onsite.

Terracon also provided design support for a series of impact dolphins to be placed in front of the bridge to protect the superstructure from impact by large ships from the adjacent Port of Lake Charles.

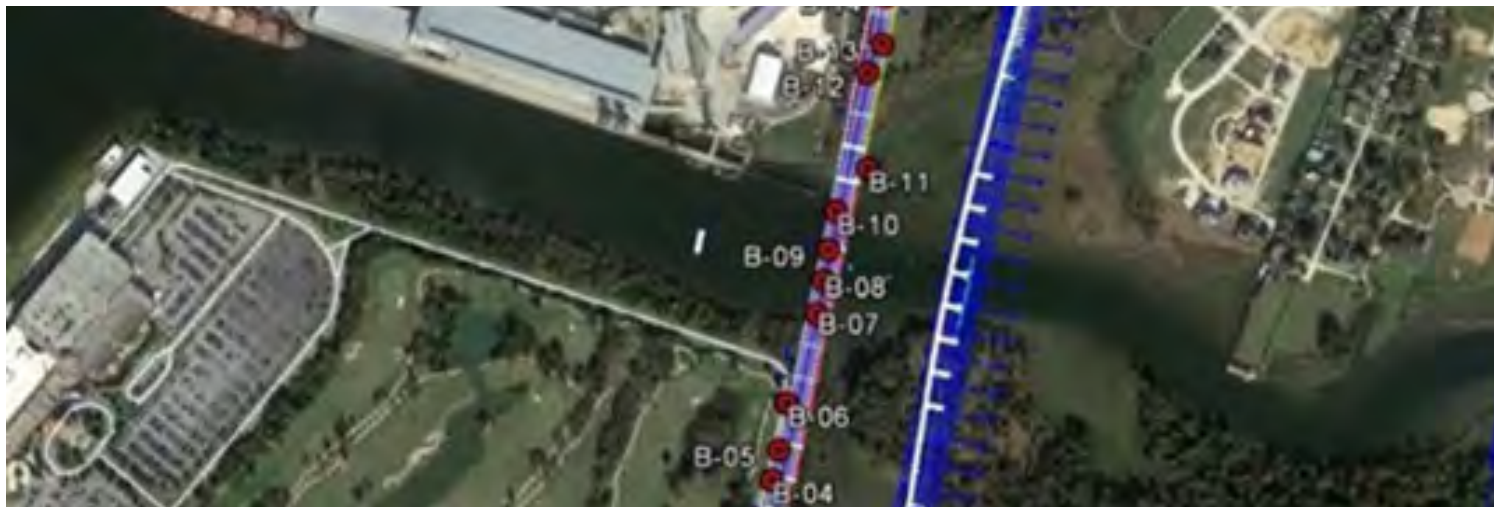


**PROJECT SIMILARITIES**

- CE&I/OV services
- DOTD Project
- Interchange upgrades
- New bridge structure
- Concrete inspection
- Submittal review
- Material testing
- CPM schedule review
- Terracon Testing Lab

**Team Members Who Worked on This Project:**

Lynne Roussel | Steve Greaber



## **The Beta Group's Projects**

### 17. Firm Experience:

<i>Firm name</i>	The Beta Group		<i>Past Performance Evaluation Discipline(s)*</i>	CE&I/OV
<i>Project name</i>	I-12: LA 21 to US 190		<i>Firm responsibility (prime or sub?)</i>	Subconsultant
<i>Project number</i>	N/A	<i>Owner's Name</i>	LADOTD: JB James Construction	
<i>Project location</i>	Covington, Louisiana	<i>Owner's Project Manager</i>	Cain Grifol	
<i>Owner's address, phone, email</i>	1881 Woodale Blvd. Baton Rouge, LA 70806   (225) 993-1007   caing@jbjamesllc.com			
<i>Services commenced by this firm (mm/yy)</i>	06/20	<i>Total consultant contract cost (\$1,000's)</i>	Unknown	
<i>Services completed by this firm (mm/yy)</i>	Ongoing	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$150,300	

Road construction will consist of widening the eastbound and westbound directions of Interstate 12 from an existing two (2) lane freeway to accommodate a three (3) lane freeway, with additional outside widening to provide auxiliary lanes in both directions (eastbound and westbound) connecting the Pinnacle Parkway interchange across the Tchefuncte River to US 190. The existing pavement will require milling and overlaying with specific locations of correcting the roadway cross slope to 2.5% matching and extending the width of the existing roadway cross slope. The widening for the new pavement to the inside will require full depth construction, filling/abandoning of existing drainage structures, and the installation of proposed drainage where necessary. The widening to the outside will also require full depth pavement. The entire project will be finished with an overlay application of 1.0" Open-Graded Friction Course (OGFC). A 54-inch height concrete median barrier will be cast-in-place along the entire length of the project to not only act as a safety barrier but also as a glare screen. The concrete median barrier will also serve as a foundation for lighting and overhead truss signs." Louisiana Department of Transportation and Development

**Scope of Services:** The Beta Group is providing concrete inspections, soils testing and compaction testing, vibration monitoring, pile logging, and GPR testing. The Beta Group served as quality assurance on this project for JB James Construction.

### PROJECT SIMILARITIES

- CE&I/OV services
- DOTD Project
- Urban interstate widening
- Interchange upgrades
- Concrete inspection

### Team Members Who Worked on This Project:

Mariana Cure | Steve McCann





### 17. Firm Experience:

<i>Firm name</i>	The Beta Group		<i>Past Performance Evaluation Discipline(s)*</i>	CE&I/OV
<i>Project name</i>	<b>I-10 Service Road Bridge Replacements</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	N/A	<i>Owner's Name</i>	GEC	
<i>Project location</i>	Slidell, Louisiana	<i>Owner's Project Manager</i>	Lloyd E. Luton, P.E.	
<i>Owner's address, phone, email</i>	8282 Goodwood Blvd., Baton Rouge, LA 70801   225-612-3000   whaensel@gecinc.com			
<i>Services commenced by this firm (mm/yy)</i>	07/18	<i>Total consultant contract cost (\$1,000's)</i>	Unavailable	
<i>Services completed by this firm (mm/yy)</i>	01/19	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$16	

The project consists of removing and constructing two new bridges with asphalt roadway along the existing I-10 Service Rd., North of Gause Blvd. in Slidell, Louisiana. It is understood that one bridge will cross the Reine Canal and one bridge will cross the French Branch Canal. The total factored load for the new Bridges will be on the order of 76 tons.

The Beta Group performed a subsurface exploration consisting of four undisturbed soil test borings, to the 100 ft. depth below the existing ground surface in the general area of the Bridge Replacements and Asphalt Roadway.

Relevant soils testing included Atterberg Limits, Unconfined Compression Tests, Unit Weight Determination, Percent Passing No. 200 Sieve and Natural Moisture Content

Analysis services included Estimates of Settlement, Allowable Pile Load Capacities, Pavement Recommendations, Earthwork Considerations, and General Construction Procedures and Recommendations.

### PROJECT SIMILARITIES

- Interchange upgrades
- New bridge structure
- Material testing

### Team Members Who Worked on This Project:

Mariana Cure



## **Vectura Consulting Services' Projects**

## 17. Firm Experience:

<i>Firm name</i>	Vectura Consulting Services		<i>Past Performance Evaluation Discipline(s)*</i>	TBD
<i>Project name</i>	<b>I-12 To Bush - LA 3241 (I-12 - LA 36) Corridor Study</b>		<i>Firm responsibility (prime or sub?)</i>	Prime
<i>Project number</i>	H.0049575	<i>Owner's Name</i>	DOTD	
<i>Project location</i>	Lacombe, Louisiana	<i>Owner's Project Manager</i>	Joachim C Umeozulu, P.E	
<i>Owner's address, phone, email</i>	1201 Capitol Access Road, Baton Rouge, LA 70802   225-379-1386   Joachim.Umeozulu@la.gov			
<i>Services commenced by this firm (mm/yy)</i>	09/16	<i>Total consultant contract cost (\$1,000's)</i>	\$ 1,895	
<i>Services completed by this firm (mm/yy)</i>	05/17	<i>Cost of consultant services provided by this firm (\$1,000's)</i>	\$84,000	

As part of the DOTD TIMED program, Vectura prepared a formal traffic study for the new alignment of LA 3241. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management and complete streets. The study included analyses for intersection and corridor improvements such as median openings, spacing of openings, signalized, unsignalized and roundabout intersections.

**Task 1 - Data Collection:** This task involved the following services:

- 7-day (mainlines) and 2-day (side streets) 24-hour tube counts with vehicle classification
- Turning movement counts for morning and evening peak periods
- 15-minute driveway counts
- Traffic Signal warrants, radar speed studies and sight distance evaluation
- Developed growth rate methodology and AM and PM peak forecast traffic volumes

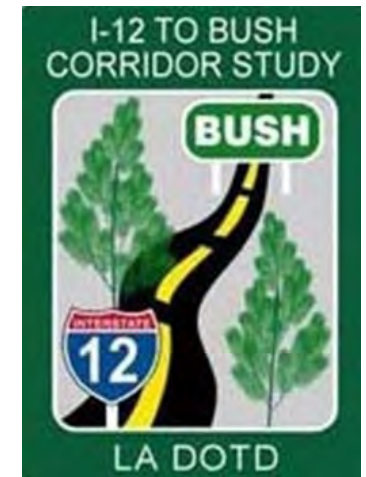
**Task 2 - Traffic Study:** This task included a roundabout study as defined in EDSM VI.1.1.5, VI.1.1.1 and DOTD Traffic Engineering Manual Section 20.2. This task included the following elements:

- Performed Vistro and Sidra analyses for existing conditions
- Performed Vistro and Sidra analyses for Implementation and Design Years.
- Intersection alternatives included restricted median openings, signalized and unsignalized intersections, median U-turns at existing signal locations, restricted crossing U-turn (RCUT) intersections, and roundabouts
- Developed Vissim model of the preferred corridor layout
- Developed Draft Traffic Study Report (3 copies)

**Task 3 - Safety Analyses:** This task involved developing 3-year crash analyses report as per DOTD standards.

## PROJECT SIMILARITIES

- DOTD Project
- Interchange upgrades
- Submittal review



# APPROACH AND METHODOLOGY



**18. Approach and Methodology:**

*LADOTD's project and financial schedule will remain on-track with Michael Baker's staff, who understand the scale, scope, complexity, and volume of reviews required for the Calcasieu River Bridge P3 project, and can scale staffing based on the demand of the project, schedule, and expertise required at any given time. We will use the same proven approach from other successful projects such as the \$60M US 90 Design-Build project, where we processed more than 1,400 submittals over the five-year contract, including more than 250 submittals in the design phase alone.*

**PROJECT UNDERSTANDING**

Following many years of planning and development culminating in a rigorous effort to select a preferred bidder to design, build, finance, operate, and maintain a replacement of the historic Calcasieu River Bridge, the Louisiana Department of Transportation and Development (LADOTD) is now on the precipice of implementing its largest, most complex project to-date, and only the second transportation P3 project delivery in the state. With a sizable project investment to date, LADOTD is augmenting their internal expertise with an external Oversight and Verification (OV) Support team equipped with a depth of knowledge of project characteristics and understanding of what will be required beyond the stated scope of services that the Michael Baker team can provide LADOTD with value added project benefits. We will support coordination efforts with major stakeholders such as the railroads and pipe rack owners; tolling policy considerations; commitments to the low-income community based users; increased workforce development compliance and oversight by the Department of Labor Office of Federal Contract Compliance Programs (OFCCP); and management of the significant hazardous materials including ethylene dichloride contamination that exists within the project limits.

Michael Baker has assembled a team well versed in these and other project challenges, and has experience working with developer teams that design and construct major transportation projects with similarly complex contractual arrangements like this P3 project. We will combine our thorough understanding of the project's characteristics with our working knowledge of how developers leverage provisions in these agreements to their advantage. For example, despite the best partnering approaches, the opportunity for developer claims due to provisions in the contract must be proactively mitigated through strategies and approaches ensuring timely review, comment, and recommendation for approval of all design and plan submittals required throughout the term of the agreement.

**SIMILAR SCALE BRIDGE EXPERIENCE**

On the \$400M **John James Audubon Bridge Replacement — the largest similar LADOTD project to date** — we assigned numerous design review staff through our joint team partnership and approximately seven full-time Michael Baker inspection staff to handle the scope of work. We will apply our historical knowledge, lessons learned, and practical applications of the project to the Calcasieu project, along with adapting for new/ updated requirements. This experience will help forecast and predict anticipated staffing needs for the project.



TEAM MEMBER FIRM	DESIGN REVIEW & SUPPORT SERVICES	CONSTRUCTION ENGINEERING & INSPECTION SERVICES
Michael Baker International	Project Management, Design Reviews, O&M Support	Full-time Construction Inspection
WSP USA	Design Reviews, O&M Support, Review Manuals/Procedures, Review O&M Plans/Turnback Period	Railroad Coordination
Sigma Consulting Group	Roadway & Drainage Design Reviews	Surveying Services, Inspection Support
HDR Engineering	Structures & Roadway Design Reviews	N/A
Halff Associates	N/A	Inspection Support, Construction-Phase Services
Urban Systems	Traffic Control, Maintenance of Traffic	N/A
Terracon	Geotechnical Design Reviews	Inspection Support, Materials Testing Lab
The Beta Group	N/A	Inspection Support
Atlas	Real Estate, Right-of-Way Coordination	N/A
Vectura	N/A	Inspection Support

## STAFF RESOURCING PLAN & PROJECT SCHEDULE

Based on our review of the project scope and our experience with Design-Build terms from more than 90 projects, we have prepared a draft resource plan and schedule for LADOTD's consideration. Once we meet with the Developer and review their proposed schedule, Michael Baker will prepare a detailed staffing plan for LADOTD to review. The below *OV Support Staffing and Schedule* graphic displays five milestones: NTP, Commencement of Construction, Partial Acceptance, Final Acceptance, Closeout Completion, along with our team's strategy to staffing the project with the understanding that waves of resources will be needed throughout the long-term project schedule.

**BLUE = DESIGN SUPPORT SERVICES.** The first 120 days after NTP the design team will begin ramping up to review the multitude of submittals required by the Developer. Design will peak as all phases of the project are culminating together—road, bridge, foundation, ITS, MOT, etc. Once the first phases of plans are released for construction (RFC), construction will begin. Our team's Design Manager and design support staff will continue to support the project with field changes, RFI responses, re-design reviews, and later required submissions of plans such as a quality plan, hand-back plan, demolition plan, etc. **OV GOAL: Keep the submittals moving efficiently through the review process.**

**ORANGE = CONSTRUCTION CE&I SERVICES.** The Project Engineer and Field Technical Advisor will be lightly involved in the design phase to become familiar with the Developer's approach and provide constructability reviews as well as perform concurrent reviews alongside the design team for all required field related submittals: Milestone Payment Schedule, Quality Plan, Site Safety Plan, Schedules for Erosion Control, Construction Quality Management Plan, Site Security Plan, and Demolition Plan. Once the first phase of plans are RFC, **construction will begin** and inspection staffing will ramp up according to the Developer's work force. Upon completion of the new Calcasieu River Bridge and transfer of traffic to the newly constructed infrastructure, **the project will achieve partial acceptance** and inspection staff will be reduced to track progress of the remaining punch list items and assist in closeout, as needed.

**OV GOAL: Be prepared and responsive to contractor activities, prioritizing the highest-risk elements.**

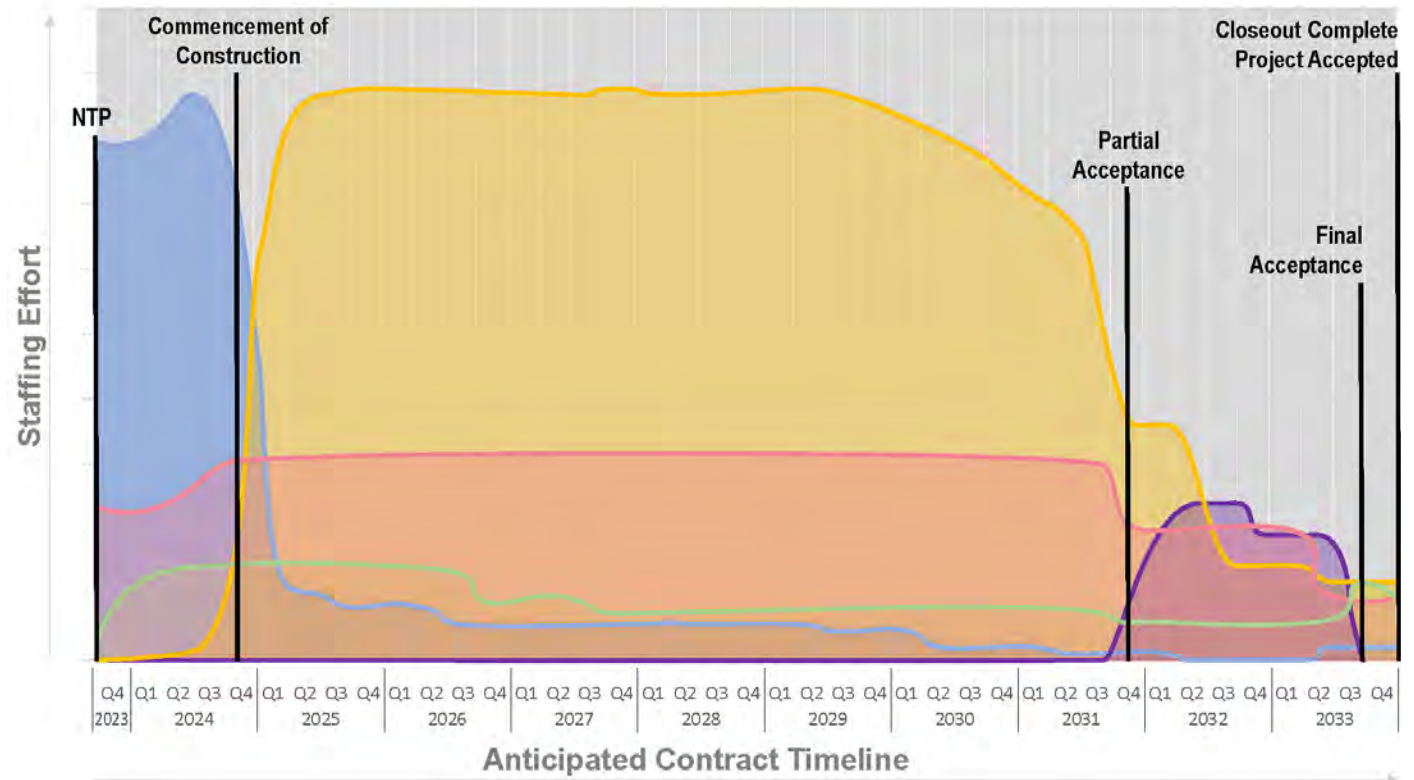
**PURPLE = DEMOLITION OF THE EXISTING INFRASTRUCTURE.** Once traffic is transferred to the new infrastructure, the Developer is responsible to demolish the existing infrastructure. Staff will verify environmental agreements are kept, any HAZMAT chain of custody forms are maintained, and certificates of releases are received. The completion of this work, receipt of all required documentation, and all punch list work will mark the **Final Acceptance** of the project. **OV GOAL: Oversee demo activities and prepare data/documents for final acceptance.**

**PINK = PROJECT LEADERSHIP.** The full-time project leadership will ramp up with the Design and Project Manager, followed by the Project Engineer at the beginning of the project and ramp down as design and then field work ends at the end of the project. **OV GOAL: Act as LADOTD's advocate through all project phases.**

**GREEN = CONTRACT ADMINISTRATION & PROJECT CONTROLS SUPPORT STAFF.** The support staff includes project documentation, media relations, dispute resolution, CPM reviews, and federal compliance personnel. These individuals will be steadily staffed throughout the project, with a small increase in the beginning due to the hundreds of reviews requiring transmittal and **at the end for closeout.** **OV GOAL: Keep transparent, accessible records and provide accurate and timely reporting.**

**BLACK = SCHEDULE MILESTONES.** The schedule/chart to the right indicates estimated milestones, based on the CPM schedule that will be submitted by the Developer.

### OV SUPPORT STAFFING AND SCHEDULE



## PROJECT LEADERSHIP

Michael Baker's **Project Manager, Mary Flynn, PE** has performed CE&I management on over \$1.2 billion major bridge and highway construction projects throughout her career. **She will be assigned full-time to this contract and is committed to the full 10-year duration.** She will ensure the team performs all duties in this advertisement, including but not limited to the following:

- Direct point of communication with LADOTD PM (liaison) and represent the OV team.
- Assist LADOTD in setup of milestone payments in SiteManager (or other Construction Management software such as AASHTOWare Construction Project and Materials, ACPM), participate in associated monthly progress review meetings, and review progress payment requests for concurrence.
- Hold a prework conference, where the Developer will provide planned activity for the first 60 project days, list of intended subcontractors, and material suppliers.
- Review the Contract Submittal List (CSL) and OMF-1a's and coordinate with LADOTD PM and Design Manager on selecting review team members for each submittal type (bridge, road, drainage, ITS, etc.).
- Participate in required meetings: design workshop, site mobilization, design mobilization, partnering, progress review, etc.
- Review and recommend acceptance for required submittal plans: Design Review Plan, Milestone Progress Payment Request, Quality Plan, Site Safety/Security Plan, Schedules for Erosion Control, Rail Permits, Transportation Management Plan, Utility Relocation Plan, Construction Quality Management Plan, ROW Acquisition Plan, and Geotechnical Planning Report.
- Assist the Project Engineer with the setup of the construction management software (such as Headlight) to track materials and testing.
- Ensure thorough and accurate documentation administration by working directly with contract administration team, Design Manager, and Project Engineer.

Reporting directly to Mary to support the **design aspects of the project** are **Design Manager Sallye Perrin** and **Design Technical Advisor Karl Winterstein**.

- Sallye has four decades of engineering and planning experience including multiple P3 projects, and was responsible for the overall development of the technical provisions and performance requirements for the Calcasieu River Bridge P3 procurement project.
- Karl has 30+ years of major interstate and highway design, management and owner representative experience throughout the U.S. including P3/alternative delivery roles and responsibilities. He recently worked as a key technical advisor for the Calcasieu River Bridge P3 procurement project and has in-depth knowledge of the project scope and requirements. Karl will support the design review and adherence systems to ensure thorough, timely, and accurate documentation administration. He will work directly with Mary and oversee the design support team to successfully construct the project. Karl will monitor and participate in required Developer-led meetings and be involved in managing, resourcing, and tracking the numerous design-related submittals, formal reviews, over-the-shoulder reviews, and all other design-related documentation.

Reporting directly to Mary to support **construction services and CE&I** is **Project Engineer Ed Callicut, PE** and **Field Technical Advisor/Constructability Reviewer Botts Smith, PE**.

- Ed has nearly four decades of experience leading multi-consultant CE&I teams, construction, construction management, and construction quality/constructability reviews for major bridge projects in the southeast including the John James Audubon Bridge and I-49 North Segment K2 Interchange (Louisiana's first precast segmental bridge project). He has worked as a contractor and engineer on many major bridges—steel, precast, and cast-in-place concrete construction techniques—on both urban freeways and signature bridge construction projects.
- Botts is a Louisiana Professional Engineer with more than 30 years of CE&I experience specializing in management of large complex bridges over water including precast segmental, cabled stay, and steel tied arch.

**The Michael Baker team offers a P3 Advisory Committee**, which includes individuals independent from the project who are experienced in P3 delivery, tolling, design-build, complex construction techniques (such as precast segmental, cabled stay, and slide-in construction), and other technical items that could potentially become value-added and/or key items to a P3 project like tolling and O&M services. They are available to advise the project on an as-needed basis.

**Partnering** - The leadership team, administrative staff, design review leads, and inspectors will participate and partner with all members of the project for a transparent communication workstream. Solving issues, challenges, and disputes at the lowest level is our goal and will be discussed openly at all meetings. Mary will ensure the team follows up on actions as determined in the meetings and will foster productive working relationships for the duration of the project.

The subconsultants who comprise the Michael Baker team have been selected based on expertise of both design and construction of large bridge structures over water, urban construction with multiple phasing, and environmentally sensitive work. The team also has extensive knowledge of the Developer's scope of work. **With this team of experts and depth of staff, we will provide expertise and timely responses for all phases of work, around the clock, as needed - which provides a greater level of schedule adherence; therefore meeting the Developer's financially tied tolling milestones.**

## DESIGN PHASE SUPPORT

The Michael Baker team has design and construction experts for all disciplines anticipated for this project including: bridge construction over water and rail, precast erection and post-tensioning, bridge-to-land interchanges, major bridge geotechnical, environmental and hazardous material remediation, intelligent traffic system (ITS) and tolls, traffic management plans and multi-phase maintenance of traffic (MOT), critical path method (CPM) scheduling, Independent Cost Estimating (ICE), and public outreach.

### VALUE-ADDED: LOCAL EXPERTS AVAILABLE AT ALL TIMES

Our subject matter experts will be at LADOTD's disposal to co-locate with the Developer's design team. They will be proactively involved in project acceleration ideas to improve the construction schedule from day one because we are aware of the financial responsibility tied to project's "open to the public" milestone date. Our team's history working on this project allows us to maintain momentum, with minimal ramp-up.



The Design Support Services Team (DSST) assigned to assist the LADOTD, fully recognizes the overall design scope, magnitude and schedule demands of the project. Led by Design Manager Sallye Perrin, and assisted by Karl Winterstein, the team will be responsible for the Design Acceptance System, which will provide a wide range of technical expertise and in-depth knowledge required for an efficient and thorough oversight of the design requirements. They bring unique and current familiarity of the project contract, design, processes, and LADOTD working knowledge giving the project the needed oversight and acceptance for success.

### **“Over the Shoulder” Review Process**

Once NTP (and LNTP for certain potential submittals) has been given, numerous meetings (i.e., Project Kick-off, Quality Kick-off, Design Workshops, and Design Concept sessions) will be held. The DSST will attend these meetings and other in-progress meetings on a continuous basis through the design-build term. Each of these meetings, both formal and informal, will be summarized in writing, distributed to the Design Manager and meeting attendees, then logged in the project document control system. These meeting summaries will be attached to the subsequent review submittals, so all reviewing parties will have a thorough understanding of agreed expectations.

Additionally, we will review and use the approved project baseline schedule allowing the DSST to plan and facilitate the review process. Integrating the schedule will meet the needed submittal acceptance, review, and comment turnaround durations. This will keep the design process moving forward before and after commencement of construction.

Using the Project Document Control System, Sallye and Karl will determine the appropriate distribution of all design-related submittals, and monitor receipt and progress of reviews. Numerous in-progress meetings will be attended, so continuous assessment of design progress can be provided and reacted to if necessary.

Formal comments will be collected and reviewed by Karl to ensure clear, concise, and appropriate comments are given. Meetings with LADOTD staff throughout this step will be conducted, so any conflicting comments can be resolved before returned. This entire process and sequence will be monitored, tracked, and action taken, if necessary, making sure timelines are kept and progress made.

### **Formal Design Acceptance**

Numerous plans and sub-plans are required for approval. Sallye Perrin will ensure the Developer’s Design QC policy is followed and will oversee these reviews with various experts.

Key to this is the Project Management Plan, which has several important sub-plans:

- Partnering Plan
- Project Administration Plan
- Design Management Plan
- Construction Management Plan
- Maintenance Management Plan
- Safety Plan
- Transportation Management Plan
- Public Information Plan
- Environmental Compliance Plan
- Quality Management Plan
- DBE Plan
- Handback Work Plan
- Workforce Development Plan

Many of these required approvals are within 120 days of NTP, while others will be required at subsequent project milestones such as Commencement of Construction, Partial Acceptance, and other changes to key personnel, Quality Plan, etc. The Michael Baker team understands the crucial importance of these plans and their execution, so that project and contractual requirements are met and managed effectively.

Additionally, it is anticipated that numerous design units will be submitted throughout the design-build term. Karl Winterstein will manage the design unit reviews. These will likely include MOT, numerous bridge foundations, bridge sub- and super-structures, roadway, pavement, traffic signal, drainage, ITS, tolling equipment, utility, demolition, signing and pavement marking, and many others. We have design experts assigned to each of these disciplines that work with LADOTD to ensure project standards and specifications are met, constructability and safety are considered, and RFC plans are approved, so construction and schedule can progress accordingly.

### **Audit**

Quality Auditors led by **Mark Pearson** will work independently—more than any other position on the project—to perform a quarterly internal verification of records documentation as well as process verification against the Developers Design Quality Management Plan as well as OV’s Design Quality Plan.

### **Other Design Support Assistance**

The Michael Baker team will provide numerous levels of design support throughout the project. Beyond the specific review and design acceptance activities, we anticipate supporting LADOTD Design Sections on all matters requested and the auditing of the Developer’s Quality Control system. This would include the review and comment of any redline submittals or construction redesign drawings. Additionally, the DSST will assist Mary as needed with RFI responses, field design change review and approvals, and change order development accordingly.

## **PROACTIVE OV MANAGEMENT EXPERIENCE**

On the \$666 million **Southern Gateway Corridor I-35E Design-Build** project, **Project Manager Mary Flynn** led the Michael Baker team in **providing identical OV and CE&I services to TxDOT**. In response to field challenges and resulting construction delays, Mary and our team developed a text alert system to maintain consistent lines of communication between the contractor, TxDOT, and QA and inspection personnel. This proactive, innovative approach helped to prevent schedule slippage and minimize on-site inspection staff down time, **saving the client time and money**.





Numerous utility work and associated UPRR and KCS railroad crossing work is anticipated and our team's experts like **John Donovan** will be used to help coordinate with the Developer and LADOTD, as requested.

Our **OV Office Administrator, Cinda Denoux**, will be the single point of documentation control contact with all entities outside of the OV team (Developer, FHWA, LADOTD, local entities, etc.). She will take receipt of all incoming submittals, log receipts and requested due dates, scan into the LADOTD Documentation Database, and forward all design-related submittals to Sallye and all field-related submittals to the Project Engineer Ed Callicut. Sallye and Ed will be responsible for delegating to their respective teams. Likewise, all outgoing correspondence will be provided to Cinda to be scanned, logged, and transmitted back to the respective entity.



## OPERATIONS & MAINTENANCE (O&M) SUPPORT

Soon after NTP, the Developer will take over Operations and Maintenance (O&M) of the existing roadway within the design-build project limits. The Developer will be required to provide a baseline element condition report of the existing conditions, submit a DB Period O&M Plan, and develop a maintenance management system to log performance. Our team will work with LADOTD to provide reviews of all O&M submittals related to the design-build work, prepare schedules, assist LADOTD with audits of O&M performance during the design-build term, and attend regularly scheduled O&M coordination meetings as needed.

Our team will support LADOTD in assessment of Noncompliance Points Liquidated Damages from Milestone Payments during the design-build term. In parallel to the design-build O&M workstream, our team will support the review of submittals for the long-term project O&M. These include the O&M Plan, the Renewal Work Plan, the Handback Work Plan, the Maintenance Management System, and the O&M Limits. Our team will support LADOTD in the transition to long-term O&M and work with LADOTD to schedule O&M audits of the corridor to identify/confirm Noncompliance with the Long-Term O&M Performance Tables contained in the Technical Provisions and support the assessment of any associated liquidated damages.

## Tolling

While Louisiana has committed to tolling interoperability, there does not yet exist a comprehensive approach for consolidated back-office toll collection processing. Once this project is constructed and accepted, there will likely be greater focus on a seamless tolling experience as practicable throughout the state. Initial steps have already begun to integrate operations for the LA 1 with the planned operations on Belle Chasse. Our team brings extensive experience with multiple interoperability toll collection networks such as the E-ZPass Interoperability Group (E-ZPass IAG) and the Central United States Interoperability Hub (CUSIOP). Now that CUSIOP has actually achieved interoperability with the South-East Interoperability Hub (SEIOP) and is on a path to establishing interoperability with the E-Z Pass IAG, our team stands ready to work with LADOTD and the Developer to assess current plans to establish a toll collection aggregator system to aid the exchange and collection of out of state electronic toll customer revenues. We will recommend options that facilitate the optimal toll interoperability approach as these new toll facilities come online in the next five to ten years. Our team is ready to support LADOTD in establishing the internal operating procedures and controls for reconciling transactions and revenue with the Developer.

Given our extensive experience implementing, operating, and advising our tolling clients across the country, combined with our deep knowledge of the toll approach for the project, we are well equipped to support the development of toll aggregator specifications and procurement of the aggregator contractor, as well as reviews of toll system design, concept of operations, and system testing, integration and acceptance for both the Developer's toll system integrator and operator with LADOTD's aggregator.

Our team will put controls in place to ensure the Developer is demonstrating the requirements in the contract documents throughout the project, and in mitigating risks of interdependencies with other construction or integration workstreams.

## EXPERTISE IN P3 & LONG-TERM OPERATIONS & MAINTENANCE SUPPORT

Major subconsultant WSP is highly experienced in ensuring long-term success and smooth transition of services to the owner during the O&M Period. On the Michigan DOT's **I-75 Modernization Project**, **Sallye Perrin** and **Kyle Young** supported the procurement, design reviews, construction oversight, and oversight for O&M performance. Sally is also currently supporting reviews of technical submittals related to the transition to the O&M phase. WSP's institutional knowledge of major structure and roadway project procurement allowed MDOT to expedite the delivery of corridor improvements **and cut more than 10 years off the construction schedule.**



We will participate in the system design workshops and take a proactive approach to providing input or requesting additional design detail. We will witness every testing milestone and provide thorough documentation and recommendations to LADOTD for their applicable approvals. Regarding customer service operations, we will work hand-in-hand with LADOTD to ensure the Developer's approach and procedures follow the latest regulations and take advantage of synergistic opportunities with other Louisiana facilities. Our team will also support LADOTD on change management, ensuring that any tolling impacts do not affect the overall project schedule and that negotiation terms are fair to LADOTD.

## CONSTRUCTION PHASE SUPPORT

**Management:** The construction services portion of the contract will be led by a pair of seasoned Project Engineers with bridge construction expertise, so together they provide the knowledge and availability for this project size and scope. Project Engineer Ed Callicut, will be the full-time Lead Project Engineer and will be responsible for all activities normally encompassed by the LADOTD's Project Engineers office. Assisting Ed during the construction of the Calcasieu River Bridge is Botts Smith.

Ed will be in charge of the Construction Support Staff and be responsible to review and use the approved CPM schedule and three-week look-ahead schedules to communicate staffing needs to the Project Manager. Ed will be responsible for responding to field RFI's, communicating any design clarifications required from the field to the Design Manager, and ensuring inspection staff is properly tracking and documenting materials and testing for the entire project. Ed and Botts will participate in early design meetings to gain an understanding of the Developer's approach and provide constructability reviews and perform concurrent review alongside the design team for all required field-related submittals: Milestone Payment Schedule, Quality Plan, Site Safety Plan, schedules for erosion control, Construction Quality Management Plan, Site Security Plan, Demolition Plan.

**Inspection:** We have developed a bench of experienced certified inspectors and technicians in all types of inspection anticipated under this project: drainage, embankment, several types of base and roadway pavements, earth retaining systems (MSE walls, secant pile walls, sheet pile walls, geogrid retaining walls), concrete and steel girder bridges, precast structures (retaining walls, bridge components such as segmental construction and girder construction, sound walls, etc.), tolling structures (ITS gantries, toll houses on foundations, fiber reinforced pavements), ITS components (drilled shafts, DMS, CCTVs, HUBs), Signals (cabinets, controllers, wire installations), maintenance of existing structures and related repairs, environmentally-sensitive areas regarding HAZMAT, as well as flora and fauna.

Pulling from the historical experience of the staffing plan used on the John James Audubon bridge, which is the project most similar in size and scope to this P3 project in Louisiana (with the exception of it being interstate and not rural bypass), the staffing plan will mirror that which was used. Inspection staff will be ramped up and down based upon the Developer's activity level. We will have Lead Inspectors assigned to each side of the river respective to the critical activities and number of crews to ensure the requirements of the CQMP are met. These lead inspectors would then be supplemented as needed (and as communicated to and from the Project Engineer to Project Manager) due to workload, shift work, numbers of crews, and concurrent critical activities—with junior-level certified inspectors or local testing technicians. Staffing in this manner maintains continuity with the Developer's crews, minimizes project budget, and ensures proper oversight. Each inspector will have a reliable vehicle, a tablet with Headlight software (to allow input of daily reports and samples into Headlight Field Book and Headlight Materials), and all testing equipment to perform their work.

**Work Acceptance:** A P3 project is similar to a design-build project in which the OV firm is verifying that the Developer is building the project according to the method and procedure approved in the Construction Quality Management Plan (CQMP) through inspection, sampling, and testing. The acceptance of work is based on the OV validating the results of the Developer's independent quality assurance firm. The OV firm is responsible for verifying conformance to plans/specifications, accepting work for payment, and notifying the Developer and Project Manager if work is not satisfactory or if any condition threatens to impact safety, cost, or schedule. Acceptance includes visual inspections, sampling, testing and appropriate certifications (Certificate of Conformance, Certificate of Analysis, Buy America, etc.) per the project Sampling Plan and CQAP Appendix G.

The Project Engineer will notify the Developer's Quality Manager and issue an NCR if unsatisfactory work is not corrected. At each month's end, the construction support team will verify completed work against project records for accuracy and completeness and will resolve outstanding requirements, so that upon the Developer's request for milestone payment there will be no surprises and payments can be made expeditiously. Additionally, upon completion of identified portions of work (i.e. phase one of bridge installation), 2059 project documentation for that portion of work, along with material summaries, will be inserted in a binder and provided to the LADOTD District Lab Engineer for interim review. This allows early communication of expectations going forward, making the project end closeout seamless.

**Change Management:** Even when design is controlled by the Developer, the project could still encounter unforeseen conditions, field installation errors, or discrepancies in the contract documents that would lead to the need for a change order. Some changes are at the fault of the

## FAMILIARITY WITH LADOTD BEST PRACTICES

Michael Baker's experience serving LADOTD on the **I-10 Texas State Line - East of Coone Gully** project affords us a strong foundation of best practices, recent communication standards, and varied project roles for flexibility and understanding of project progress through every stage. **Mary Flynn** has successfully managed this project to LADOTD satisfaction, and **lead inspectors David Dausat and Terry Butler** will apply their similar experience working with LADOTD on this project to maintain consistent lines of communication regarding potential construction issues, delays, and progress.



Developer's team and would merely require a redesign due to constructed conditions and other requirements. The Project Engineer and Developer's Project Manager will meet to discuss the specifics of the change, review costs, and time implications. Upon agreement, the OV Project Manager Mary Flynn will compile all collected documentation and propose recommendations to the LADOTD Project Manager. Once the LADOTD Project Manager approves, the Project Manager, with the assistance of the Project Engineer, will prepare the change order with justification and appropriate backup per specification 109.04, upload all documents to Content Manager and Construction Software, and work with all approving parties to obtain seamless approval. Cinda will subsequently distribute for signature and file for closeout.

**Owner Verification Testing and Inspection Plan (OVTIP):** The OVTIP developed in the early stages of the project describes the methods and procedures that the OV construction support team will use to maintain their own credibility (certifications, calibrations), inspect each aspect of construction, analyze results, how they will respond to variations and as approvals, how they will communicate with LADOTD District Lab for Independent Assurance (IA) sampling and testing, etc. The OVTIP is a living document and will be revised to reflect methods and procedures compatible with the Developer's CQMP and within the requirements of the Construction Quality Assurance Plan (CQAP).

**Sampling & Testing:** All materials used on the project, including those fabricated off-site, will be visually inspected, sampled and tested at the frequency identified in the CQAP Appendix G and/or project-specific Sampling Plan, and logged in the documentation database. Testing of samples will be conducted at the LADOTD District Lab or the Michael Baker team has two AASHTO-Certified Independent Testing Laboratories to supplement LADOTD in any manner needed.

**Utilities:** Inspectors will inspect, test, and accept work performed by utility companies for compliance; track labor, equipment, and material on Force Account; and monitor progress according to the Developer's schedule to provide an update at weekly meetings. Ed Callicut and respective inspectors and utility coordinators will participate in bi-weekly utility meetings as described below until all utility conflicts have been resolved.

**Specialty Inspection:** Inspection staff includes individuals with training and experience in non-standard project inspections as well as deep structural foundations, cofferdams, HAZMAT remediation and mitigation, toll housing, precast erection, and post tensioning.

**As-Needed Technicians:** To minimize budget, junior inspectors and testing technicians will be used to supplement lead inspectors as needed. Such staff would be used to take samples at the pump truck, allowing lead inspectors to be at the point of placement. They would also perform nuclear density testing to allow lead inspectors to move on to visually inspect installations of other materials. Additionally, areas of the project that do not require certifications such as erosion control, clearing and grubbing, and demolition can be handled

## VALUE-ADDED: FIELD LABORATORY EXPERTISE

Our **Project Manager, Mary Flynn, PE** has previous experience building and managing on-site project specific laboratories as both a Testing Engineer for Ohio DOT on a cable stayed bridge project and as an OV Manager representing WisDOT on a new interstate bypass project. This value add expedited response times due to the volume of testing would have otherwise overwhelmed the local DOT District Labs. Similarly, the Michael Baker team offers to use Mary's experience to developing an on-site concrete and soil/aggregate testing facility to expedite testing response times on this Calcasieu P3. In these previous experiences, the equipment was purchased by the consultant, reimbursed by the DOT under the contract task order, then delivered to the DOT District Laboratory at project completion.

by lesser certified staff.

**Traffic Control:** An ATSSA TCS certified inspector will make a thorough inspection upon initial installation, documenting with photographs on Headlight, and verify that TC dailies are maintained and accurate by the Developer daily. As the project progresses, an ATSSA TCT certified inspector will spot check all traffic control devices are functioning properly, identify any observed near misses, and communicate any required repairs to the Developer. Supplemental staff (such as testing technicians), or designers that are required to be in the field to assess new site conditions and installations, will always be escorted by a project individual that is TCT and flagger certified.

**Document Control:** Our **Field Office Administrator, Liz Boone**, will maintain all field records. Liz has performed as a Field Office Administrator on multiple Louisiana design-build projects and supplemental staff to LADOTD District 07 Project Engineers. Liz will assist Ed Callicut, making sure all required monthly submittals are up-to-date, including federal documentation such as CUF forms, prevailing wage interviews, AASHTO are certified payroll verifications; recording project weather and associated erosion logs; and preparing field transmittals for project documentation such as RFI and NCR responses.

Field Document Control items include the following, but not limited to:

- **OneDrive:** Field books, sampling logs, proposal, current plan set, RFI and NCR resolution, and material sampling and testing logs will be maintained on OneDrive or the documentation database designated by LADOTD.
- **Daily Work Reports:** Inspectors record daily visual inspections, samples, and tests taken by OV and Developer personnel; they document all on-site personnel including visitors, Developer's equipment, weather, work activity, traffic control, accidents, SWPPP inspections, and time charges. The inspector's daily reports are one of the most critical documents in a construction project to effectively mitigate any potential claim costs.

## EMERGENCY RESPONSE CAPABILITIES

Michael Baker puts safety first and is capable of adapting to evolving construction conditions while maintaining schedule. On May 11, 2021, a partial fracture of a tie girder on the **Hernando De Soto Bridge's** arch span was found during a fracture-critical inspection, which required immediate closure. The challenge was to stabilize the bridge and then safely repair it to allow traffic to resume by using a three-phase approach. Non-destructive testing was conducted on all tie girder welds while the first two phases were ongoing to determine other locations for retrofit.



Therefore, they will be reviewed by the Project Engineer to ensure completeness, time charged, and authorized weekly. Additional claim information will be noted in the daily report, compiled for review and recommendation by the Project Engineer, and provided to the Project Manager according to the appropriate EDSM.

- **Distribution:** Liz will be in direct communication with Cinda, and will be responsible for ensuring the field staff are equipped with the most up-to-date RFC plans, approved shop drawings, responses to RFI, approved field changes, and NCR responses.
- **Field-Initiated Documents:** Engineering Judgments, NCRs, and RFIs generated by the OV construction support team will be logged by Liz and provided to Cinda for transmittal.
- **Samples and Tests:** Liz will support the inspection staff with recording usage in daily materials logs to ensure testing frequencies and Independent Assurance frequency is met; filing all material documentation for the Form 2059 such as certificates, test results and shop drawings, and tracking inspector certifications and equipment calibrations.
- **Quarterly Report:** Ed Callicut will develop a quarterly report that includes: Level 1, statistical validation of the Developer's QC sampling and testing using OV's testing; Level 2, QC tests validated by OV tests at a lesser frequency; and Level 3, those items requiring strictly visual inspection of the Developer's processes according to the CQMP. This report also includes failing materials, NCR's with updated log, Engineering Judgment's and updated log, etc. This report is provided to LADOTD, FHWA, and the Developer.
- **Audit:** At the end of each month, the Project Engineer and Office Manager will perform an audit on DWR entries and field book work items, verify completed work against project materials records, and resolve outstanding requirements so that upon the Developer's request for milestone payment, there will be no surprises and payments can be made expeditiously. Independent audits, led by team partner The Beta Group, will include a scheduled monthly audit of documentation and quarterly random audits of field procedures. All audits will verify the functionality of the existing OVTIP and identify where changes are required. These audits will be included in the Quarterly Report.
- **Milestone Payments:** The Developer will be paid seven times during the life of the design-build term. Three of these payments will be based upon the percent of project completion. Ed Callicut will review progress reports required to accompany the Developer's payment request (including narrative, quality certification, safety reports, schedule updates, subcontract reports, quantity calculations, updated submittal list, photos, etc.) and prepare the milestone estimate. Even though the Developer will only be paid on milestones, Ed and construction support staff will continue to perform monthly required submittal reviews for items such as the design report, baseline schedule updates, certified payroll and statements of compliance, SWPPP inspection, etc.
- **Weekly Progress Reports:** Mary will provide weekly progress reports to the LADOTD Project Manager summarizing the previous week's completed work and anticipated three-week look ahead schedules each Monday morning.
- **As-Built Plan:** Completed work will be noted on a working copy of as-built plans on a continuous basis to ensure all changes are captured. The working copy of as-builts will be kept in the field office and updated as work is completed by inspectors, or as field

changes, RFI's, or NCR responses dictate by Liz. This working copy will be used to verify the Developer's As-Built submission at the end of the design-build term.

- **Closeout:** Upon acceptance of the 2059 by LADOTD, Liz will compile all construction support documentation including the 2059, construction correspondence, construction layout print out, and field book Onedrive print outs. Cinda will then incorporate them into the overall audit submittal, and compile per the LADOTD Audit checklist, including final estimate, final weather and workday report, original change orders, Developer's as-built plans, field books, correspondence, etc.

## Field Meetings

Project Engineer Ed Callicut, PE will represent the interests of LADOTD at every meeting. A well-communicated project is a successful project. Requirements for finding a balance between good communication without creating unfruitful meetings will include:

**Weekly Progress Meetings:** We will discuss progress, outstanding submittals, review unresolved issues, establish that no delays have occurred and no claims are pending; review the look-ahead to secure proper material testing, staffing resources, and identify press releases and closure notices to be submitted to LADOTD by our **Liaisons, Daniel Thornhill, PE, and Mary Flynn, PE**. A summary of this meeting will be documented and provided to the LADOTD PM and attendees.

**Submittal and Plan Meeting:** As a continuation of the design phase of the project and as construction begins, it is often beneficial to hold a separate short as needed weekly meeting with the lead reviewers and the Developer's designers to discuss approach, clarifications, and any outstanding RFI's or NCRs. This provides an opportunity to get comments immediately without the need of a Form DR or back-and-forth emails, and enables the entire team to be on the same page. All comments will be recorded and transmitted to attending members.

**Pre-Activity Meeting:** Pre-activity meetings will be held prior to the start of each major activity such as pile driving, deck pour, embankment/base, tolling facilities, etc. The meeting objectives are to review the QA/QC plan, Developer's work plan, establish expectations from both sides, and identify acceptance measures and points of contact. Individuals directly involved with the operation who would attend include the lead inspector, Developer's foreman (including subcontractor), and suppliers (asphalt or concrete).

**Utility Meeting:** A bi-weekly independent utility meeting will be held to keep apprised of utility progress and identify potential work shifts to non-impacted areas to minimize schedule impacts. Conflicting utility company, OV Liaison, and Developer Project Manager are required for this meeting.

**Monthly CPM Schedule Meeting:** Michael Baker's **CPM Schedule Reviewer, Gary Chodkowski, PE**, will hold a separate meeting to review schedule updates, dispute of logic, recovery schedules and slippage with the Developer. The Developer's Scheduler and Project Engineer are required for this meeting.

**Dispute Resolution:** When communication breakdowns occur and cannot be resolved to agreement, **Gary Icenogle, an ex-LADOTD D05 District Administrator**, will call upon the Advisory Committee to assist in defusing any situations to get the project back on track. Should the need arise, Gary will assist LADOTD in potential claim or dispute by performing research, reviewing documentation, and summarizing records to support LADOTD.

# WORKLOAD



**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 **
<b>Michael Baker International</b>	CE&I/OV	Contract No. 4400025536 S.P. No. H.013997 Task Order No. 1	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Loc Rd. over Borrow Pit (Blind RV BT LNCH), St. James Parish	\$333,523
		Contract No. 4400014845 Task Order No. H.012018.6 S.P. No. H.012018.6 F.A.P. No. H012018	IDIQ Contract for Construction Engineering and Inspection Services with majority of work in District 07 Statewide Adaptive Traffic Signal and Implementation, Lafayette Parish	\$225,667
		Contract No. 440001485 Task Order No. H.0003184.6 S.P. No. H.003184.6	IDIQ Contract for Construction Engineering and Inspection Services with majority of work in District 07 Statewide, I-10: Texas State Line - E. of Coone Gully, Calcasieu Parish	\$365,977
		Contract No. 440001485 Task Order No. H.013959.6 S.P. No. H.013959.6 F.A.P. No. H013959	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 07 Statewide Reeds Bridge Road over Calcasieu River Relief, Calcasieu Parish	\$295,161
		Contract No.4400013851 Task Order No. H.009308.6.S.P. No. H.009308.6 F.A.P. No. H009308	IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&I), Statewide New Orleans DPW SRTS Sidewalk Project	\$57,196
		Contract No.4400013851 Task Order No. H.012527.6 S.P. No. H.012527.6 F.A.P. No. H012527	Local Road Safety Upgrade (W. Feliciana) West Feliciana Parish	\$55,538
		Contract No.4400013851 Task Order No. H.013082.6 S.P. No. H.013082.6 F.A.P. No. H013082	Bootlegger Road Sidewalks St. Tammany Parish	\$41,388
		Contract No. 4400024660 S.P. No. H.013958.6 F.A.P. No. H013958 Task Order #1	Carpenter's Bridge Road over Whisky Chitto Creek Allen Parish, LA	\$315,035
		Contract No. 4400024660 S.P. No. H.014415.6 F.A.P. No. H014415 Task Order #2	LA 352 Drainage Improvement Route: LA 352 St. Martin Parish, LA	\$16,332

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<b>Michael Baker International</b>	CE&I/OV	Contract No. 4400024660 S.P. No. H.009629.6 F.A.P. No. H009629 Task Order #3	US 90: RR JCT - Pinhook, LA 92 - LA 88 Routes: US 167 and US 90 Iberia, Lafayette, and St. Martin Parishes, LA	\$541,850
		Contract No. 4400024660 S.P. No. H.0059676 F.A.P. No. H005967 Task Order #4	Nelson Rd Ext & Bridge Calcasieu Parish, LA	\$539,245
	ITS	Contract No. 4400011253 S.P. No. H.011500.6	Retainer Contract for Intelligent Transportation Systems (ITS), Lake Charles ITS Phase 3	\$60,473
		Contract No. 4400014845 S.P. No. H.012381.6	IDIQ Contract for Construction Engineering and Inspection Services with majority of work in District 07 Statewide, Fiber Optic Mapping and Management Statewide, Calcasieu Parish	\$24,673
		Contract No. 4400024424 S.P. No. H.013256	I-10 ITS Scott to Lake Charles	\$69,824
	Road (R) Bridge (B)	Contract No. 4400025026 S.P. No. H.015338 F.A.P. No. H015338	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - District 07, Supplemental Agreement No. 1	\$750,000 (R) \$750,000 (B)
		Contract No. 4400021519 S.P. No. H.012030.5 F.A.P. No. H012030	US 371: KCS RR Overpasses HBI	\$279,995 (R) \$279,995 (B)
	Road (R) Bridge (B) Environmental (E)	Contract No. 4400019379 S.P. No. H.013797 F.A.P. No. H013797	LA 30: EBR PL-I-10	\$107,285 (R) \$51,325 (B) \$199,243 (E)
	Environmental	Contract No. 4400005484 S.P. No. H.005168 F.A.P. No. DE-9208 (500)	NORG EIS, New Orleans, Louisiana	\$651,241
	Environmental (E) Road (R)	Contract No. 4400005484 S.P. No. H.005168	NORG - Avondale PEL Study, New Orleans, Louisiana Supplemental Agreement	\$732,824 (E) \$36,618 (R)
	Other (Water Resource)	Contract No. 4400017092 Task Order No. 2	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$345,715
		Contract No. 4400017092 Task Order No. 3	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$1,316,892
		Contract No. 4400017090 Task Order No. 2	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 4	\$666,577

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<b>Michael Baker International</b>	Other (Water Resource)	Contract No. 4400017090 Task Order No. 3	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 4	\$187,388
		Contract No. 4400017067 Task Order No. 1	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 1	\$1,888,807
		Contract No. 4400023101 Task Order No. 1 S.P. No. H.015040.1& H.015041.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program (LWI-SPP) – Group 1 Beauregard, Vernon, and St. Landry Parishes	\$393,909
		Contract No. 4400023101 Task Order No. 2 S.P. No. H.015044.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program (LWI-SPP) – Group 1 Beauregard, Vernon, and St. Landry Parishes	\$218,411
		Contract No. 4400023101 Task Order No. 3 S.P. No. H.015047.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program (LWI-SPP) – Group 1 Beauregard, Vernon, and St. Landry Parishes	\$189,628
	Other (Aviation)	Contract No. 4400019130 Task Order No. 1	IDIQ Contract for Statewide Aviation Program Update – Phase II Statewide	\$4,980
<b>WSP USA</b>	Other: Hydraulics	H.010253.5	Electrical & Mechanical Engineering On Call T09	\$121,183
	Bridge, CEI	H.004791	Belle Chasse Tunnel Inspection	\$26,432
	Bridge	H.004791	Belle Chasse Bridge & Tunnel	\$357,712
		H.003931.5	LADOTD P3 Advisory Svcs On Call T01	\$41,688
		H.003931.5	LADOTD P3 Advisory Svcs On Call T02	\$995,650
<b>Sigma Consulting Group Southeast</b>	Survey	4400023782, H.013429	Entity Contract for Downtown Thibodaux Sidewalks	\$1,355
	Road	unavail, H.004791	Belle Chasse Bridge & Tunnel Replacement	\$5,307
		4400018646, H.004100	I-10: LA 415 to Essen Lane on I-10 and I-12	\$295,050
		4400019379, H.013797	LA 30: EBR PL - I-10 (Environmental Assessment)	\$88,345
		4400019010, H.010652	LA 73: US 61 (Airline) – Essen Lane	\$1,533
		4400019010, H.010116	LA 1088: Sault and Trinity Roundabouts	\$87,933
		4400024084, H.009300	CMAR Contract for Hooper Road Widening (LA 3034 - LA 37)	\$7,883
	Bridge	4400019338	Rural Bridge Replacement Initiative Phase II (South)	See tasks below
		H.012061	LA 1	\$8,366
		H.012565	LA 963	\$49,152
H.012891		LA 300	\$29,426	



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<b>Sigma Consulting Group Southeast</b>	Bridge	H.014213	LA 700	\$51,883
		H.014215	LA 20	\$88,126
		H.014216	LA 682	\$84,215
		H.014241	LA 10	\$40,043
		H.014251	LA 422	\$42,642
		H.014252	LA 1054	\$16,346
		H.014253	LA 421	\$23,288
		H.014254	LA 955	\$119,574
		H.014256	LA 952	\$79,192
		H.014257	LA 68	\$78,944
		H.014276	LA 975	\$20,738
		H.014278	LA 85	\$39,638
		H.014279	LA 35	\$47,859
		4400025041	IIJA Off-System Bridge Program, District 62	See tasks below
		H.015429	Carroll Avenue Over Colyell Creek	\$194,835
		H.015430	Hood Road Over Colyell Creek	\$197,050
		H.015431	Sawmill Road Over Creek	\$200,000
		H.015432	M. Williams Road Over Spring Creek	\$200,000
		H.015433	George Jenkins Road Over Barrys Creek	\$200,000
	H.015434	Mitch Road Over Peters Creek	\$200,000	
	CE&I/OV	4400004666, H.002868	Ambassador Caffery & US 90 Interchange Construction Support	\$59,986
		4400019680, H.013897	Owner Verification Services For College Drive Flyover Ramp I-10/I-12 West	\$43,517
	Environmental	4400008711, H.004526	Leeville - Golden Meadow (Ph. 2 Permits)	\$209,235
<b>HDR Engineering</b>	Bridge	44-24186   H.015472	Task Order No. 2 - 577 Overpass Over I-20 Bridge Preservation	\$0
		4400013322   H.009730.5	Task Order No. 6 - Bridge Inspection IDIQ	\$1,851
		4400013322   H.009730.5	Task Order No. 7 - Bridge Inspection IDIQ	\$0
	Other (Hydraulic Modeling)	4400017091	Task Order No. 2 - Louisiana Watershed Initiative (LWI) Statewide Modeling, Region 5	\$ 1,064,019

<i>Firm(s)</i> ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	<i>Past Performance Evaluation Discipline(s)</i>	<i>Contract Number and State Project Number</i>	<i>Project Name</i>	<i>Remaining Unpaid Balance **</i>
<b>HDR Engineering</b>	Other (Hydraulic Modeling)	4400017091	Task Order No. 3 - Louisiana Watershed Initiative (LWI) Statewide Modeling, Region 5	\$1,725,554
	Planning	4400018780	Work Authorization No. 1 - Strategic Highway Safety Plan (SHSP) Update and Regional SHSP Strategic Marketing and Advertising Support IDIQ	\$6,500
		4400018780	Task Order No. 2 - Strategic Highway Safety Plan (SHSP) Update and Regional SHSP Strategic Marketing and Advertising Support IDIQ	\$189,087
		4400026365   H.015223.2	Baton Rouge to New Orleans Rail Corridor Environmental Study	\$1,366,000
		4400017329	IDIQ Contract for Innovative Procurement and Alternative Delivery Support Services - Update to the Baton Rouge to New Orleans Passenger Rail Feasibility Study Strategic Business Plan	\$61,339
<b>Half Associates</b>	Other (Program Management)	Contract No. 4400020960	FY21 Program Management Statement of Work	\$167.50
	Other (Water)	Contract No. 440020960	Rapides Parish Pilot Project Year 2	\$8,350.50
		Contract No. 440020960	FY22 Phase 2 Risk Identification and Assessment - Rapides Parish East	\$146,561.88
		Contract No. 4400017090	Louisiana Watershed Initiative (LWI) Region 4 Modeling Contract - Task Order #2, CH Fenstermaker Work Order #2	\$298,081.75
		Contract No. 4400017090	Louisiana Watershed Initiative (LWI) Region 4 Modeling Contract - Task Order #2, CH Fenstermaker Work Order #3	\$43,323.50
	Other (Outreach)	Contract No. 440020960	FY22 Outreach Strategies	\$1,641.75
	Data Collection	Contract No. 4400020960	FY23 Phase 1 Discovery - Northwest Louisiana (NWLA)	\$36,631.25
<b>Urban Systems</b>	Traffic	No. 440005142 H.011309.5	Mac Arthur Final Design	\$30,000
		No. PSLC-STJ-Supp-2 H.004891	Reserve to I-10 Connector	\$2,700
<b>Terracon Consultants</b>	Environmental	4400012893 (SA1)   H.004273.5	Lafayette Urban Section (I-49 Lafayette Connector) Phase II ESA, Lafayette Parish	\$25,197
	Geotechnical	4400019014   H.003931.5-2	I-10: Calcasieu River Bridge Additional Borings	\$81,709
		4400019014   H.002868	I-49 Frontage Road Bridges PDA Testing	\$190,415
		4400019014   H.012033	Cross Bayou and Caney Bayou	\$20,362
		4400006191   H.012569.5	Little Sugar Creek Bridge	\$5,419
		4400006191   H.000385.5	US190: LA415 & RR Overpass	\$213,763
		4400006191   H.005121.5	LA-1 and LA-415 Connector	\$227,266

<i>Firm(s)</i> <i>ALL FIRMS MUST BE REPRESENTED IN THIS TABLE</i>	<i>Past Performance Evaluation Discipline(s)</i>	<i>Contract Number and State Project Number</i>	<i>Project Name</i>	<i>Remaining Unpaid Balance **</i>
<b>Terracon Consultants</b>	Geotechnical	4400006191   H.005967	Nelson Road Extension and Bridge	\$52,534
		N/A   H.011670.6	Loyola Interchange Design-Build	\$95,622
		4400022901   H.011094.5	Hearne Ave. - Cross Bayou Bridge Replacement	\$141,755
<b>The Beta Group</b>	CE&I/OV	H.013114.6	Southern University Erosion & Road Improvement	\$406.00
		H.009471	Belle Chasse Bridge & Tunnel Replacement	\$279.13
		H.013866	I-12:LA21 to US 190	\$74.07
		H.014097	LA 3021 (LA 39-US90)	\$1,800.25
<b>Atlas Technical Consultants</b>	Environmental & Planning	Contract No. 4400017438 SPN - H.013284	MRB South GBR:LA 1 to LA 30 Connector Route	\$460,652
<b>Vectura Consulting Services</b>	Traffic	4400017293 H.010616	I-20: LA 544 Overpass Replacement	\$74,429
		4400005484 H.005168.2	New Orleans Rail Gateway Jefferson Highway EA	\$14,200
		4400005484 H.005168.2	New Orleans Rail Gateway Avondale EA	\$123,988
		H.004791	Belle Chasse Bridge & Tunnel Replacement PPP	14,740
		4400021519 H.012030.5	KCS RR Overpasses HBI	\$2,000
	CE&I	4400020018 H.007160	EBR Computerized Traffic Signal, Ph VB	\$49,600
	ITS	4400016364 H.011504.5	Alexandria ITS Phase 2	\$14,305

# CERTIFICATIONS/LICENSES



20. Certifications/Licenses:

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

**Michael Baker International**

**Mary Flynn, PE - OV Project Manager**



OnlineFlagger.com

**CERTIFICATE  
IS AWARDED TO**

**MARY FLYNN**

Has successfully completed a flagger training course meeting the requirements of the

**LOUISIANA DEPARTMENT OF TRANSPORTATION  
& DEVELOPMENT**

on the following date

**FEBRUARY 10, 2020**

Valid for 4 years from completion date.  
This temporary/backup certificate is valid with a government photo ID.

Use the code below to validate this certificate's authenticity, or get copies.

**1253-1061-77092**

To validate this code go to  
<https://onlineflagger.com/temporary-certificate-validator/>

20. Certifications/Licenses:

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

**Michael Baker International**

**Ed Callicutt, PE** - Project / Resident Engineer



**LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.**

666 North Street – Baton Rouge, LA 70802  
Phone: 225/344-0432 \* Fax: 225/344-0458  
www.lagc.org

March 16, 2021

To Whom It May Concern,

This is to verify that the below listed employee of Figg Bridge Inspection has successfully completed LADOTD required ATSSA Traffic Control Training.

ATSSA Traffic Control Technician Training – March 9, 2021 – Edwin Callicutt

ATSSA Traffic Control Supervisor Training – March 10-11, 2021 – Edwin Callicutt

This letter will serve as temporary proof of training until above listed employee receives his official certificate from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Michael Demouy at the above captioned address.

Best Regards,

Michael Demouy – LAGC Manager

OnlineFlagger.com

**CERTIFICATE  
IS AWARDED TO**

**EDWIN CALLICUTT**

Has successfully completed a flagger training course meeting the requirements of the

**LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT**

on the following date

**MARCH 18, 2021**

Valid for 4 years from completion date.

This temporary/backup certificate is valid with a government -issued photo ID.

Use the code below to validate this certificate's authenticity, or get copies.

**1253 -1061 -105261**

To validate this code go to

<https://onlineflagger.com/temporary-certificate-validator/>

20. Certifications/Licenses:

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

**Michael Baker International**

**Botts Smith, PE** - Deputy Project / Resident Engineer



**LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.**  
665 North Street - Baton Rouge, LA 70802  
Phone: 225/344-0432 \* Fax: 225/344-0458  
www.lagc.org

July 18, 2023

To Whom It May Concern,

This is to verify that the below listed employee of Michael Baker Intl has successfully completed LADOTD required ATSSA Traffic Control Training.

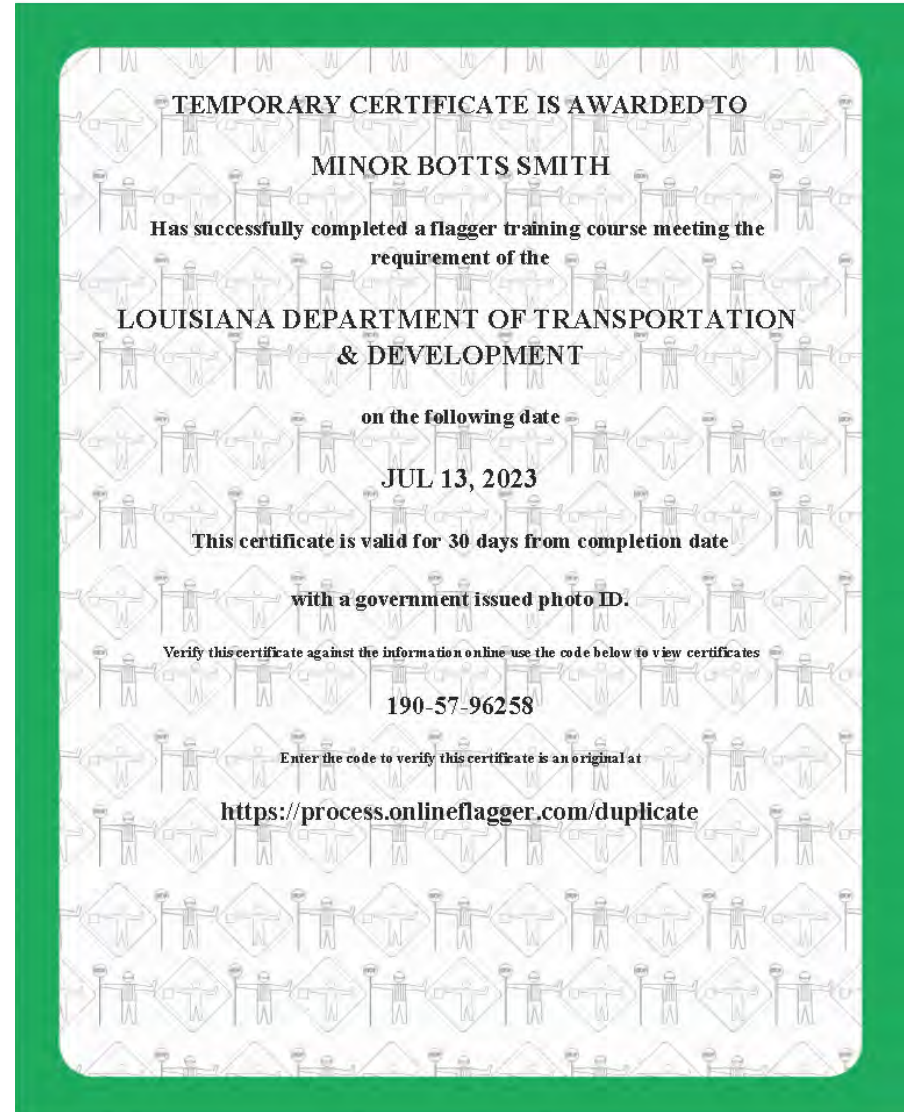
**ATSSA Traffic Control Supervisor Refresher Training – July 14, 2023: Botts Smith**

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Judy Brousseau at the above captioned address.

Best Regards,

Ken Naquin, LAGC Chief Executive Officer



20. Certifications/Licenses:

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

**Michael Baker International**

**Gary Icenogle, PE - Dispute Resolution**



**LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.**

606 North Street – Baton Rouge, LA 70802  
Phone: 225/344-0432 \* Fax: 225/344-0458  
www.lagc.org

March 16, 2021

To Whom It May Concern,

This is to verify that the below listed employee of Michael Baker International has successfully completed LADOTD required ATSSA Traffic Control Training.

**ATSSA Traffic Control Supervisor Refresher Training – February 10, 2021 – Gary D. Icenogle**

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Michael Demouy at the above captioned address.

Best Regards,

  
Michael Demouy – LAGC Manager



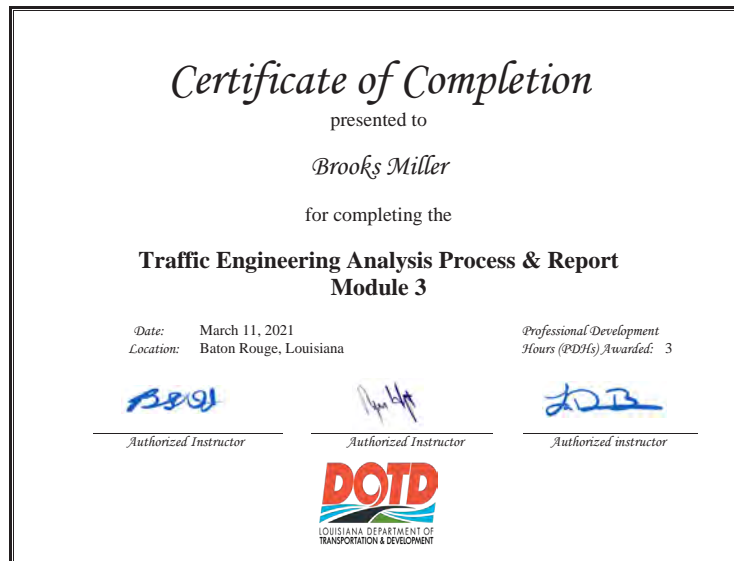
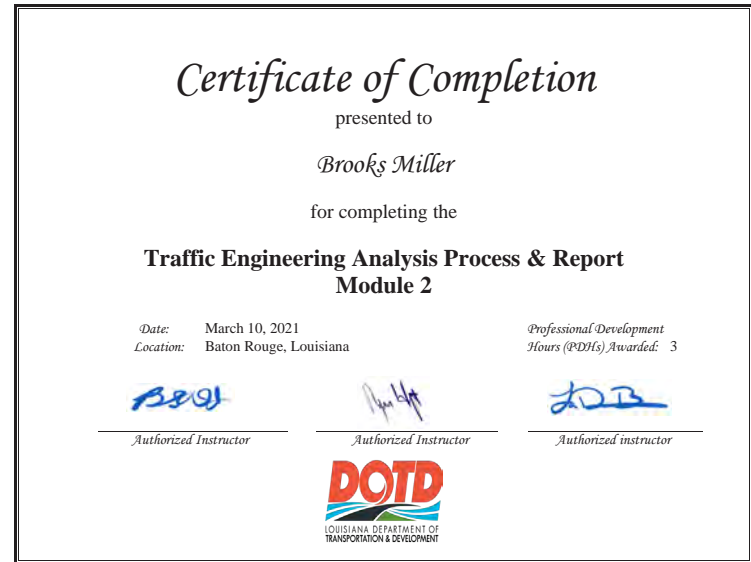
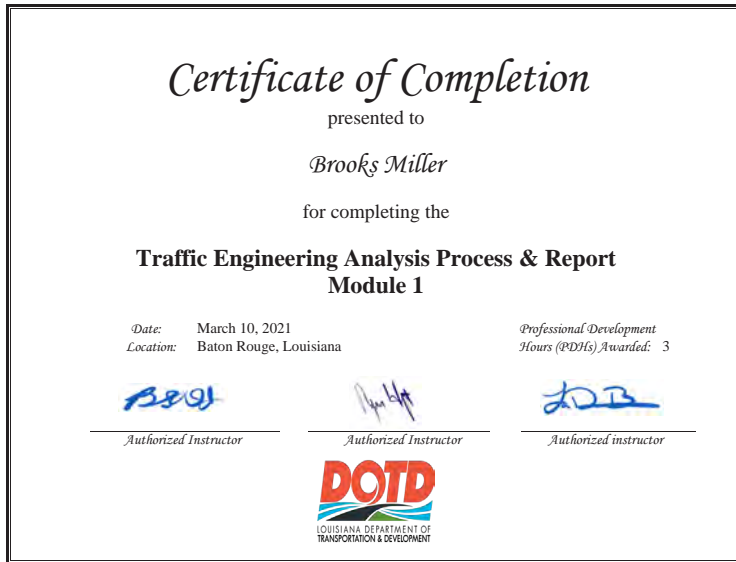


20. Certifications/Licenses:

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

**Michael Baker International**

**Brooks Miller, PE, PTOE - Roadway Design Reviews (Traffic/MOT)**

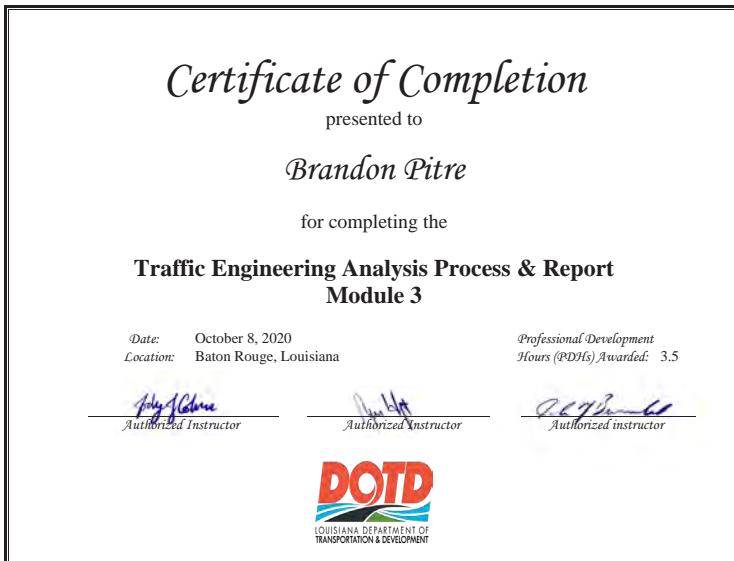
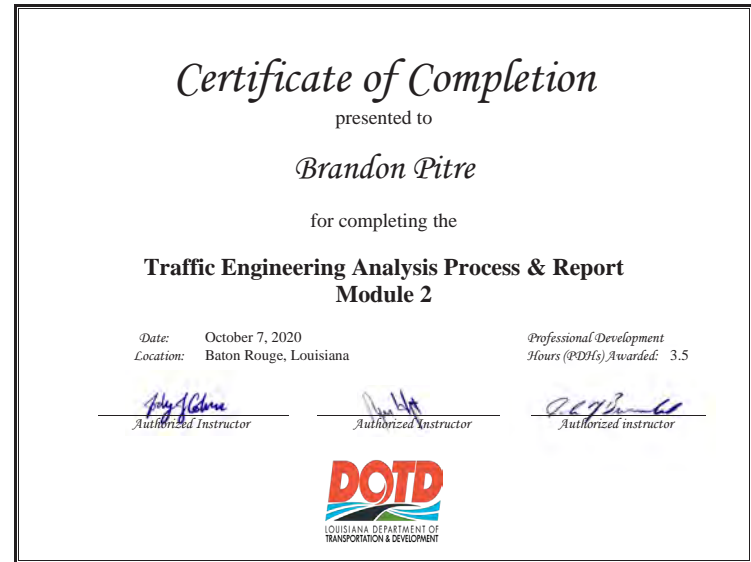
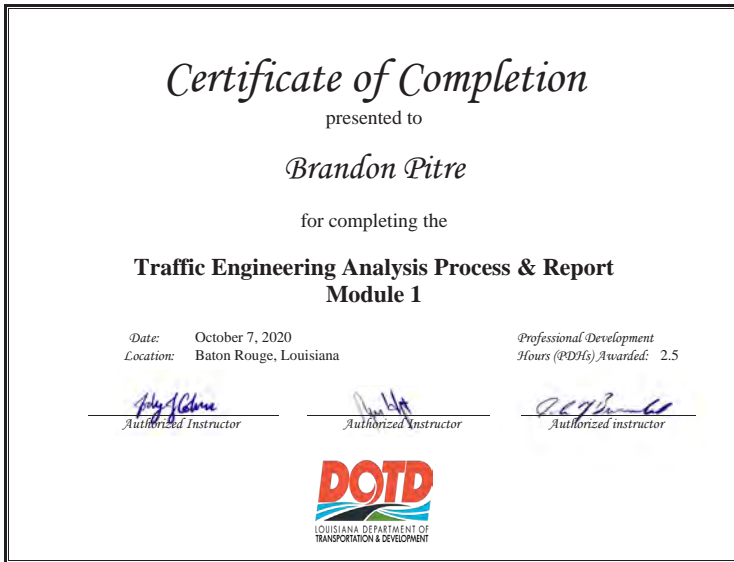


20. Certifications/Licenses:

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

**Michael Baker International**

**Brandon Pitre, PE - Lead - Roadway Design Reviews (Local Roads)**



## 20. Certifications/Licenses:

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

### Michael Baker International

#### Brandon Pitre, PE (contd.) - Lead - Roadway Design Reviews (Local Roads)

##### Pitre, Brandon

**From:** info@ite.org  
**Sent:** Monday, December 19, 2022 11:24 AM  
**To:** Pitre, Brandon  
**Subject:** EXTERNAL: TPCB Renewal Approval Notice

### Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0060 • www.tpcb.org

Brandon T. Pitre, RSP1:

We want to congratulate you and thank you for renewing your certification as a RSP1. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

1. Your certification is renewed through 12/9/2025.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a RSP1. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary [PDHs/CMs](#).
4. Just a reminder that you can use the free [Record-keeping System](#) if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits.  
<https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>

We thank you for your continuing support of the Certification Program and wish you the best of luck in the coming years.

Sincerely,

Deborah Snyder, P.E., PTOE  
Chair, Transportation Professional Certification Board



Dear Certified Flagger:

Enclosed, please find your card signifying you as a Certified ATSSA Flagger. This card should be carried and presented to employers while performing work on our roadways. Please be aware that the card is not valid without a Photo I.D.

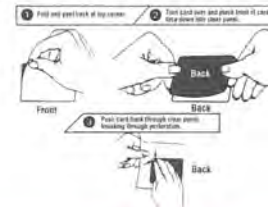
American Traffic Safety Services Association (ATSSA) commends you on your decision to become an ATSSA Certified Flagger. This distinction reflects that you have been trained by the "Leader in Roadway Safety" and also entitles you to be listed on our National Flagger Database. Please review your state requirements for expiration of your flagger card. Also, please inform us of any changes in name or address so we may keep our records up to date.

Once again, ATSSA thanks you for your dedication to ensuring that our work zones are safe and that lives will be saved with proper training. Please visit our website at [www.atssa.com](http://www.atssa.com) for additional training courses or for any of our products created for use in a work zone.

Sincerely,

  
Director of Training

Laminating the front of your card with Dual Laminate:



American Traffic Safety Services Association  
15 Riverside Parkway, Suite 100 • Fredericksburg, VA 22406-1077  
Office: 540-368-1701 • Toll-Free: 800-272-8772 • Fax: 540-368-1717  
[www.atssa.com](http://www.atssa.com)

20. Certifications/Licenses:

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

**Michael Baker International**

**David Dauzat - Lead - Certified Structures Inspector**



**Lead Abatement/Sand  
Blasting/Steel Girder Paint  
Inspection Training |  
DOTD District 8 |  
Completion 2011**

**20. Certifications/Licenses:**

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

**Michael Baker International**

**Terry Butler** - Lead - Certified Roadway Inspector



**TERRY W BUTLER**  
ASC-WZF-23-5095

0.4 CEUs



**Program Manager: Charles Hunt**



**Work Zone Flagger**

This Flagger Training program includes requirements and procedures to direct pedestrian & vehicular traffic in compliance with the National Manual of Uniform Traffic Control Devices and The Department of Transportation

Completion Date: 03/12/2023  
Expiration Date: 03/12/2026



20. Certifications/Licenses:

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

**Michael Baker International**

**Terry Butler** - Lead - Certified Roadway Inspector



20. Certifications/Licenses:

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

**Michael Baker International**

**Amos Smith** - Certified Roadway Inspector

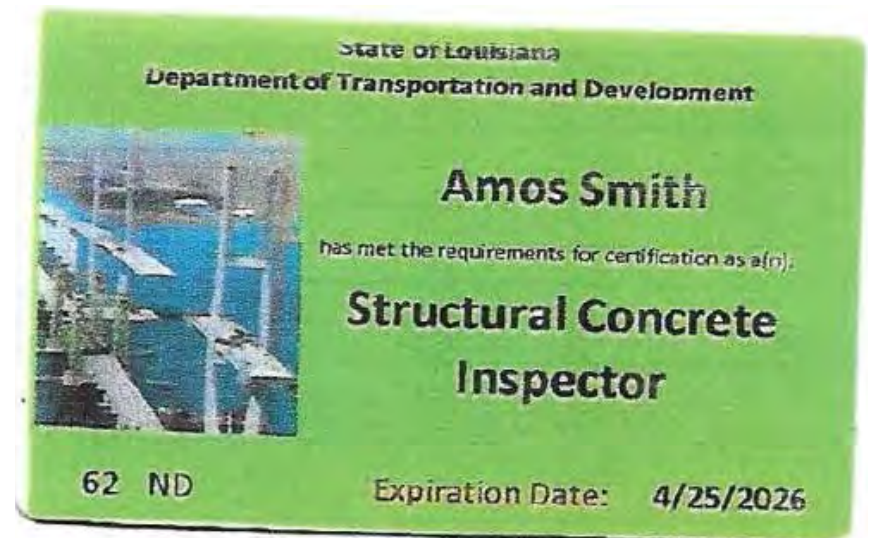
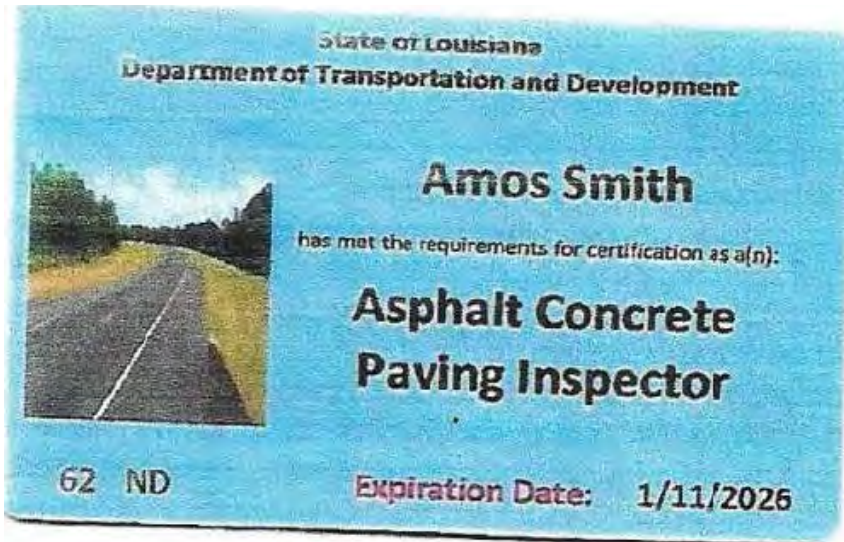


20. Certifications/Licenses:

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

**Michael Baker International**

**Amos Smith** - Certified Roadway Inspector





20. Certifications/Licenses:

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

**Michael Baker International**

**Nathaniel Ray - Certified Structures Inspector**



20. Certifications/Licenses:

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

**Michael Baker International**

**Nathaniel Ray** - Certified Structures Inspector



20. Certifications/Licenses:

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

**Terracon**



20. Certifications/Licenses:

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

**Terracon**

**Chris Pysher** - Inspection Support - Certified Inspector

AMERICAN CONCRETE INSTITUTE

*This is to certify that*

**CHRISTOPHER PYSHER**

*has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an*

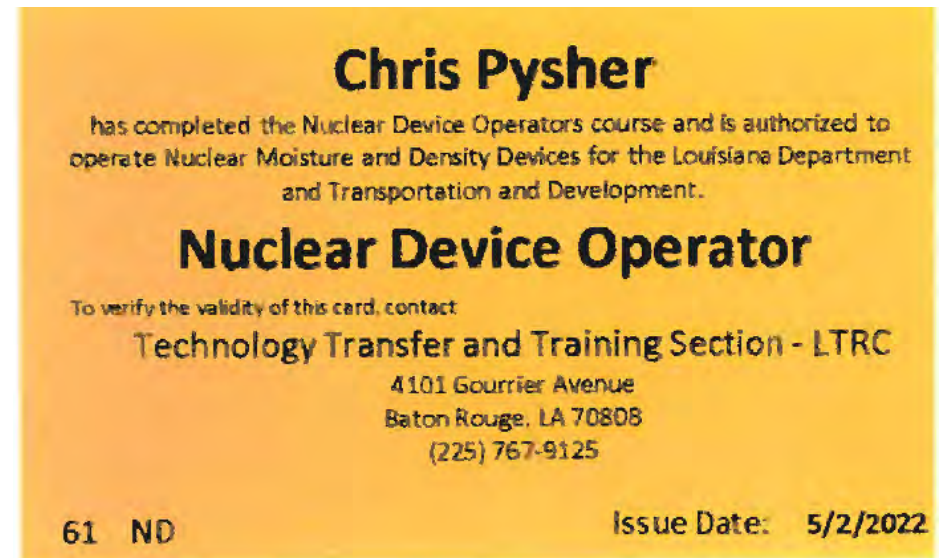
**ACI Concrete Field Testing Technician – Grade I**

Certified Date: 06/11/2022 Expires: 06/10/2027

Examiner of Record: Mr Mark A Cheek

*John W. M. [Signature]*  
ACI Managing Director of Certification

*This Authenticity of this certification can be verified at [www.ACIcertification.org/verify](http://www.ACIcertification.org/verify)*



20. Certifications/Licenses:

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

**Terracon**

**Bruce Scott** - Drainage / Earthwork Inspections

AMERICAN CONCRETE INSTITUTE

*This is to certify that*

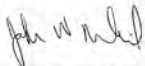
**BRUCE R SCOTT**

*has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an*

**ACI Concrete Field Testing Technician - Grade I**

Certified Date: 05/18/2019 Expires: 05/18/2024

Examiner of Record: Mark A Cheek

  
ACI Managing Director of Certification

*The Authenticity of this certification can be verified at [www.ACICertification.org/verify](http://www.ACICertification.org/verify)*

**Terracon**

**CERTIFICATE OF COMPLETION**  
ATI Portable Nuclear Moisture Density  
Gauge Training 101 Certification


Presented to


**Bruce  
Scott**

23-FEB-2022

Course offered by:

**ATI**  
American Technical Institute, LLC

  
The course subject matter covers radiation basics, gauge safety, NRC regulations, gauge usage and USDOT 49 CFR 172. Course meets the NRC requirements and is accepted by the Radiological Department of NV.

  
Signatures of Licensee's RSO  
(Verification of closed book test & hands on training)

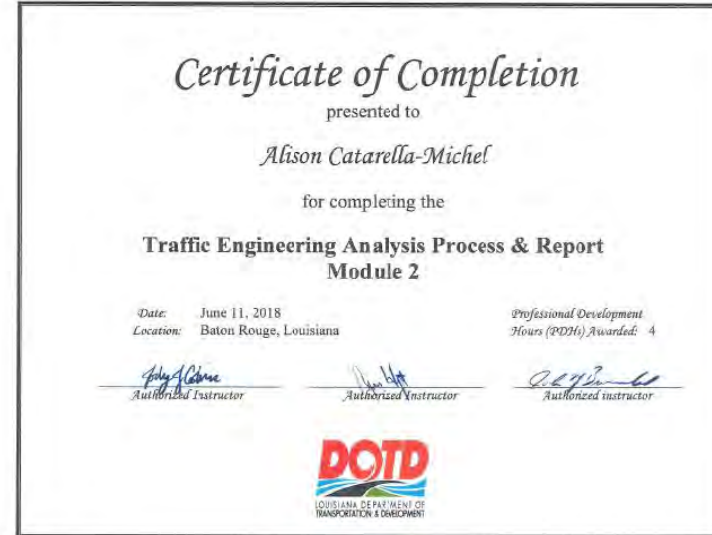
  
John K. Prosenau, Chief People Officer

20. Certifications/Licenses:

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

**Urban Systems**

**Alison Catarella Michel** - Lead - Roadway Design Reviews (Traffic/MOT)

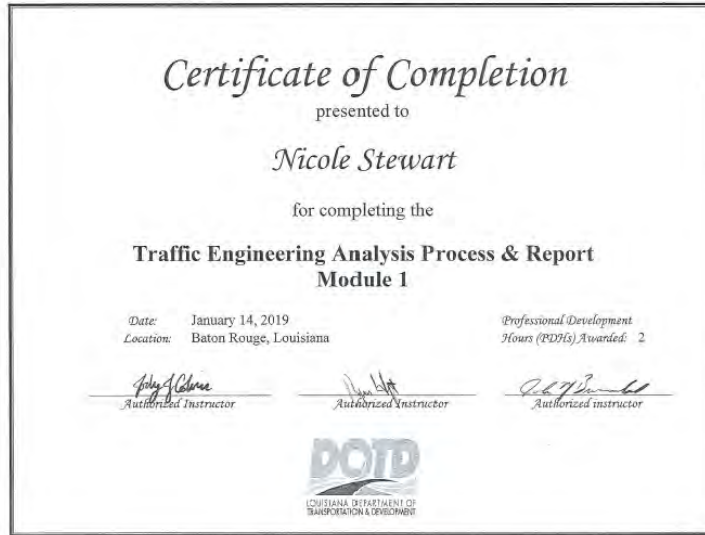


20. Certifications/Licenses:

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

**Urban Systems**

**Nicole Stewart** - Roadway Design Reviews (Traffic/MOT)



20. Certifications/Licenses:

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

**Sigma Consulting Group**

**David Hill** - Drainage / Earthwork Inspections

State of Louisiana  
Department of Transportation and Development



**David H. Hill**  
has met the requirements for certification as a(n):  
**Asphalt Concrete  
Paving Inspector**

61 ND      **Expiration Date: 9/20/2025**

State of Louisiana  
Department of Transportation and Development



**David Hill**  
has met the requirements for certification as a(n):  
**Embankment and Base  
Course Inspector**

61 ND      **Expiration Date: 9/20/2025**

State of Louisiana  
Department of Transportation and Development



**David Hill**  
has met the requirements for certification as a(n):  
**PCC Paving Inspector**

61 ND      **Expiration Date: 9/14/2025**

State of Louisiana  
Department of Transportation and Development



**David H. Hill**  
has met the requirements for certification as a(n):  
**Structural Concrete  
Inspector**

61 ND      **Expiration Date: 9/14/2025**

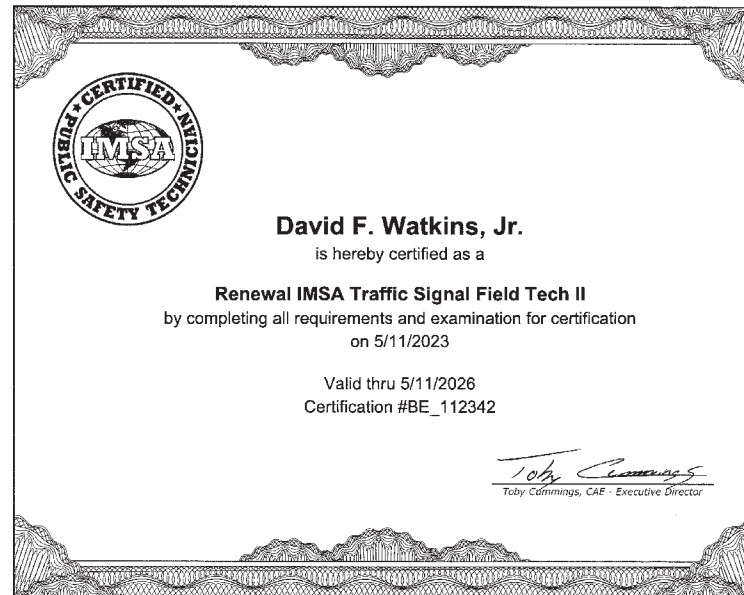


20. Certifications/Licenses:

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

**Vectura Consulting Services**

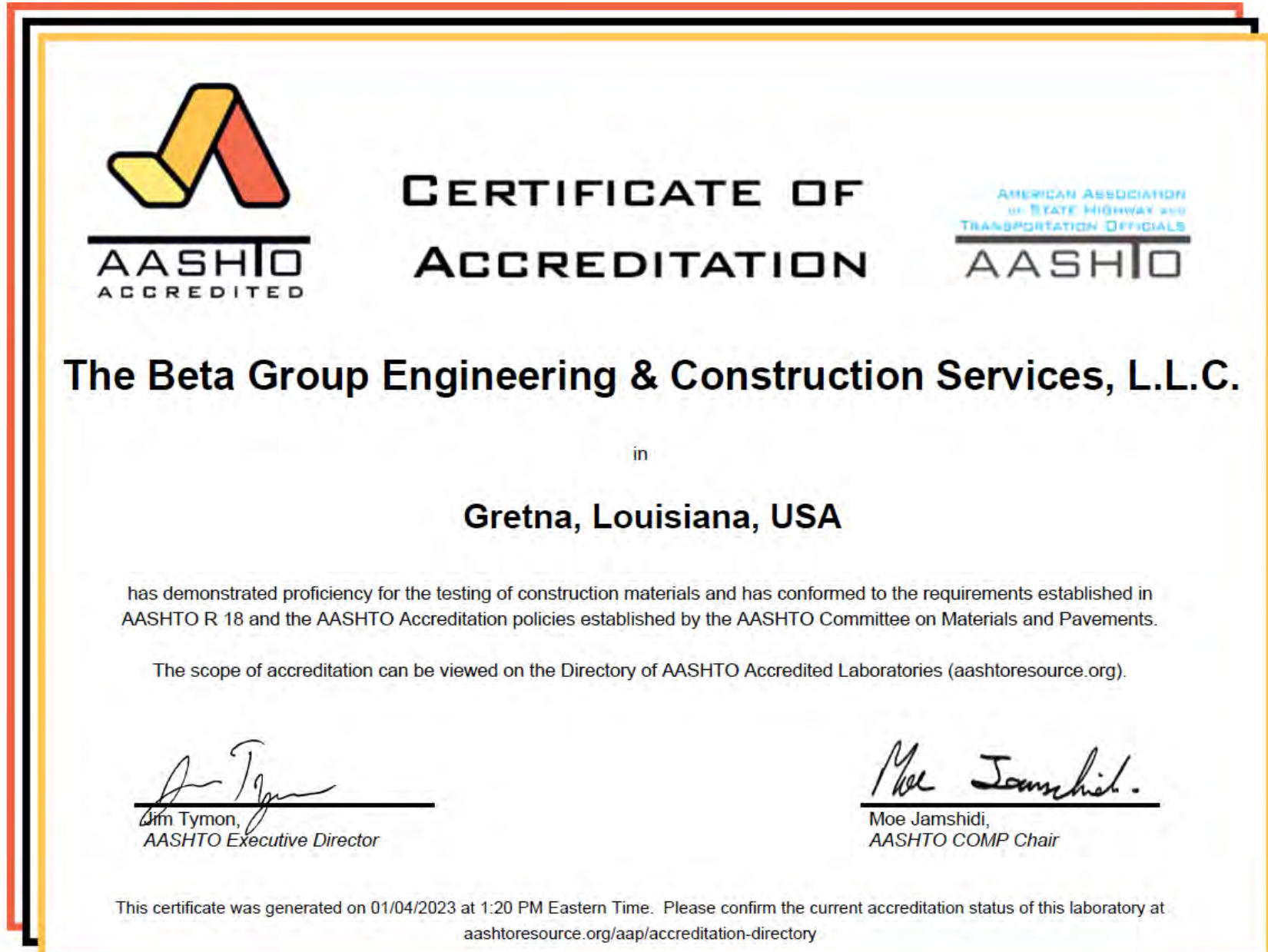
**David Watkins** - Certified ITS Inspector



20. Certifications/Licenses:

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

**The Beta Group**



20. Certifications/Licenses:

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

**The Beta Group**

**Steve McCann - Quality Audits**

**AMERICAN CONCRETE INSTITUTE**

*This is to certify that*

**STEVE J MCCANN JR**

*has demonstrated knowledge and ability by successfully completing the ACI Certification requirements and is hereby recognized as an*

**ACI Concrete Strength Testing Technician**

Certified Date: 11/13/2021 Expires: 11/12/2026

Examiner of Record: Mr Mark A Cheek

*John W. M...  
ACI Managing Director of Certification*

*The Authenticity of this certification can be verified at [www.ACICertification.org/verify](http://www.ACICertification.org/verify)*



**20. Certifications/Licenses:**

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

**The Beta Group**

**Mariana Cure** - Inspection Support



SECTION 21

# QA/QC PLAN



Per the Advertisement, no response is required for this section at this stage in the procurement process.

## 21. QA/QC Plan

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

Per page 5 of the advertisement, a QA/QC plan is not required for this proposal.

# SUB-CONSULTANT INFORMATION



## 22. Sub-consultant information:

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

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
<b>WSP USA Inc.</b>	One American Place, 301 Main St., Suite 2200 Baton Rouge, LA 70801	Max Nassar, Senior Vice President Max.Nassar@wsp.com	225-218-3584
<b>SIGMA Consulting Group Southeast, Inc.</b>	10305 Airline Highway Baton Rouge, LA 70816	Miles Williams, President mwilliams@sigmacg.com	225-298-0800
<b>HDR Engineering, Inc.</b>	5750 Johnston Street, Suite 105 Lafayette, LA 70503-5334	Wesley "Wes" Jacobs, PE, Hydraulic Structural Program Lead wesleyjacobs@hdrinc.com	225-465-6361
<b>Half Associates, Inc.</b>	401 Market Street, Suite 650 Shreveport, Louisiana 71101	Ryan Smith, PE, CMQ/OE, LGPP, Construction Services Practice Leader rSmith@halff.com	214.346.6210
<b>Urban Systems Associates Inc. DBA Urban Systems, Inc.</b> 	2000 Tulane Avenue, Suite 200 New Orleans, LA 70112	Alison Catarella Michel, President / Transportation Engineer acmichel@urbansystems.com	504-569-3958
<b>Terracon Consultants, Inc.</b>	2822 O'Neal Lane, Bldg. B Baton Rouge, LA 70816	Lynne Roussel McMillen, PE, Office Manager Lynne.roussel@terracon.com	225-239-2632
<b>The Beta Group Engineering and Construction Services, LLC</b> 	1428 ½ Claire Avenue Gretna, LA 70053	Murray White, President mwhite@betagroupgc.com	504-227-2273
<b>Atlas Technical Consultants, LLC</b>	8440 Jefferson Highway, Suite 400, Baton Rouge, LA 70809	Kara Moree, CFM kara.moree@oneatlas.com	225-369-6587
<b>Vectura Consulting Services, LLC</b> 	4467 Bluebonnet Blvd., Suite A Baton Rouge, LA 70809-9639	Sheelagh Brin Ferlito bferlito@vecturacs.com	225-223-6685

### EXPERIENCED, TRUSTED SUBCONSULTANTS

To provide LADOTD with additional depth of staff and proven expertise delivering OV and CE&I services for major bridge projects, Michael Baker has assembled a team of experienced specialty subconsultants. We have worked with the majority of these firms before and can attest to the high quality of their projects, their depth of staff, and their commitment to DOTD's success.



# LOCATION



Per the Advertisement's evaluation criteria, no response is required for this section at this stage in the procurement process.

**23. Location:**

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

Not applicable.

**Michael Baker**

**I N T E R N A T I O N A L**

*We Make a Difference*

**MICHAEL BAKER INTERNATIONAL**

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