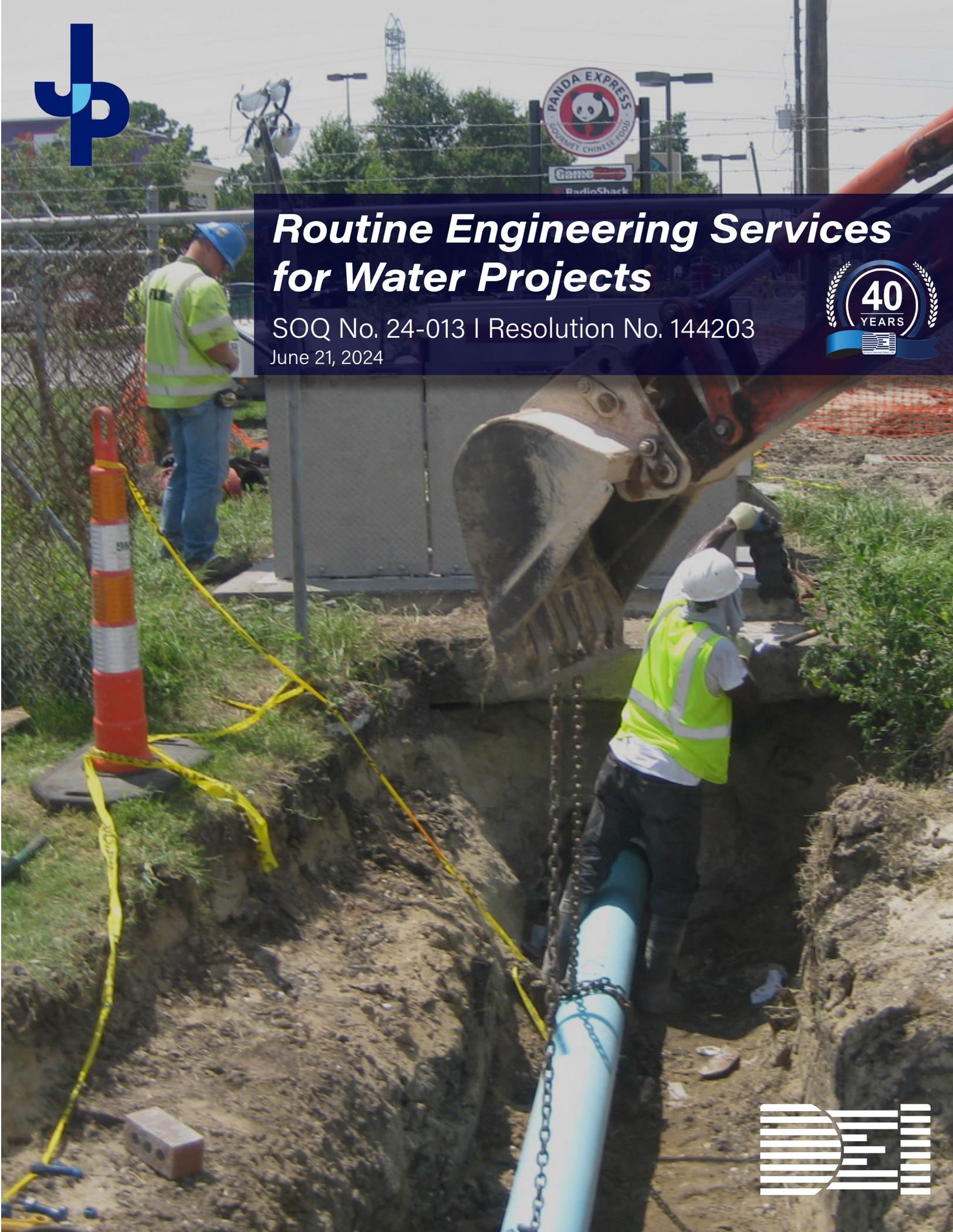
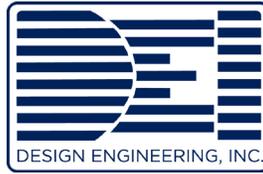




Routine Engineering Services for Water Projects

SOQ No. 24-013 | Resolution No. 144203
June 21, 2024





June 21, 2024

Jefferson Parish Council
c/o Shanna Folse, Purchasing Specialist II
Purchasing Department
General Government Building
200 Derbigny Street, Suite 4400
Gretna, Louisiana 70053

Re: Qualification Statement
Providing Routine Engineering Services
For Water Projects in Jefferson Parish
SOQ No. 24-103
Resolution No. 144203

Dear Ms. Folse:

In response to your Public Notice requesting qualification statements from engineering firms interested in providing routine engineering services for Water Projects in Jefferson Parish for an annual period, Design Engineering, Inc. is pleased to submit the enclosed TEC Professional Services Questionnaire for your consideration.

The principals and technical staff members of Design Engineering, Inc. (DEI) have years of experience in the design of major water system projects for Jefferson and Orleans Parishes.

Design Engineering, Inc. is a local firm with its office in Jefferson Parish. Accordingly, all civil engineering work will be designed and supervised by a firm whose staff has years of experience designing projects for Jefferson Parish and is familiar with their procedures and criteria. We would appreciate the opportunity to demonstrate these capabilities on these projects.

As you will observe from the resumes, the staff members of the firm are experienced in local and state design procedures. Through many local engineering projects, this firm has established an excellent working relationship with the Jefferson

Design Engineering, Inc.
3330 West Esplanade, Suite 205, Metairie, Louisiana 70002
(504) 836-2155 • Fax (504) 836-2159 • E-mail: deiengr@dei-engr.com

Parish Department of Public Works and all private utility companies in the area and will coordinate all work with these agencies.

With respect to our current workload, our firm has the staff and capabilities presently available to complete this project in the most expeditious manner possible.

Design Engineering, Inc. is a Louisiana firm, domiciled in Jefferson Parish for over 40 years and is in close proximity to the project sites.

We look forward to being of service to Jefferson Parish and respectfully submit this qualification statement for your review and hope you will consider our firm for this work.

With best regards, I remain

Sincerely,
Design Engineering, Inc.



Jim Martin, Ph.D., P.E.
President

TEC Professional Services Questionnaire

A. Project Name and Advertisement Resolution Number:

Routine Engineering Services for **Water Projects** in Jefferson Parish - Resolution No. 144203

B. Firm Name & Address where Project work will be performed:



Design Engineering, Inc.
3330 W. Esplanade Avenue, Suite 205
Metairie, Louisiana, 70002

C. Name, title and contact information of Principal, as defined in Section 2-926 of the Jefferson Parish Code of Ordinances, who is a registered, licensed architect, professional engineer, or surveyor in the State of Louisiana:

Jim Martin, Ph.D., P.E., President
(504) 836-2155
jmartin@dei-engr.com

D. Name and contact information of employee who is a registered and licensed architect, professional engineer, or surveyor in the State of Louisiana in the applicable discipline. A subcontractor may be substituted here only if the advertised Project requires more than one discipline.

Jim Martin, Ph.D., P.E., President
(504) 836-2155
jmartin@dei-engr.com

E. Please provide the number of employees whose primary function corresponds with each category:

<u>4</u> Administrative	<u> </u> Estimators	<u> </u> Specification Writers
<u> </u> Architects (Licensed)	<u> </u> Geologists	<u>2</u> Structural Engineers
<u> </u> Chemical Engineers	<u> </u> Geotechnical Engineers	<u> </u> Graduate Engineers
<u>4</u> Civil Engineers	<u> </u> Interior Designers	<u>1</u> Project Managers
<u>10</u> Construction Inspectors	<u> </u> Landscape Architects	<u>2</u> Clerical
<u> </u> Ecologists	<u> </u> Land Surveyor	<u> </u> Grant/Funding Specialist
<u> </u> Electrical Engineers	<u> </u> Mechanical Engineers	<u> </u> Sanitary Engineers
<u>4</u> Engineer Interns	<u> </u> Environmental Engineers	
<u> </u> Professional Land Surveyors		<u>27</u> TOTAL

F. Is this submittal by a JOINT-VENTURE? Please check: YES NO

If marked "No" skip to Section I. If marked "yes" complete Sections G-H.

TEC Professional Services Questionnaire

G. If submittal is by JOINT-VENTURE, list the firms participating and outline specific areas of responsibility (including administrative, technical, and financial) for each firm. Please attach additional pages if necessary.

1. N/A

2. N/A

H. Has this JOINT-VENTURE previously worked together? Please check:

YES NO N/A

I. List all subcontractors anticipated for this Project. Please note that all subcontractors must submit a fully completed copy of this questionnaire, applicable licenses, and any other information required by the advertisement. See Jefferson Parish Code of Ordinances, Sec. 2-928(a)(3). Please attach additional pages if necessary.

Name & Address:	Specialty:	Worked with Firm Before (Yes or No):
1. Eustis Engineering, L.L.C. 3011 28 th St. Metairie, LA 70002	Geotechnical Services	Yes
2.		
3.		

J. Please specify the total number of support personnel that may assist in the completion of this Project:

*1 personnel not listed in Section E (drafters) will also work on the project.

TEC Professional Services Questionnaire

K. List the professional in charge, key persons, specialists, and individual consultants anticipated for this Project and provide their relevant information below. If necessary, please attach additional documentation (i.e. resume) that demonstrates the employment history and experience of the Firm's key persons that may assist in the completion of this Project. Please attach additional pages if necessary.

PROFESSIONAL IN CHARGE OF PROJECT:

Name & Title:

Jim Martin, Ph.D., P.E., President

Project Assignment:

Professional In Charge/Principal

Name of Firm with which associated:

Design Engineering, Inc.

Years' experience with this Firm:

10

Education: Degree(s)/Year/Specialization:

Old Dominion University – Coastal Engineering Certificate, 2010
 Tulane University – Doctor of Philosophy, 2003
 Tulane University – Master of Science in Environmental Engineering, 2000
 University of Alabama – Summa Cum Laude, Bachelor of Science, Civil Engineering, 1998

Active registration: Year first registered/discipline:

2004, Civil Engineering, Louisiana License #31281

Other experience and qualifications relevant to the proposed Project:

LAKEFRONT UTILITY COMPLETION PROJECT, NEW ORLEANS: Mr. Martin was the Principal in Charge for the design, construction administration and resident inspection of 14 utility services that provide **water**, sewer, and electric services to the shelter houses along Lakeshore Drive. Included in the Utility Completion project was **1,900 LF of 8" HDPE water main**, 1,000 LF of 3" HDPE sewer force main, 300 LF of 6" gravity sewer main and three (3) sewage pump stations. Sewage from the shelter houses (flood side) is pumped by the lift stations over the levee to the Sewerage and Water Board system on the protected side. **Backflow preventers have been included for the waterline crossing per the requirements of the Sewerage and Water Board of New Orleans.** The lakefront levee is the primary flood protection system for New Orleans and is approximately 25 feet in height.

AUDUBON BLVD RECONSTRUCTION: Dr. Martin was responsible for overseeing and managing all personnel and contracts for the design of the reconstruction of Audubon Blvd in New Orleans. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line and water main utility replacement. This project also includes coordination with Batture Engineering for assisting in design.

W. ESPLANADE BRIDGES AT DUNCAN CANAL: Dr. Martin was responsible for overseeing and managing all personnel and contracts for the installation of a massive 2-cell box culvert that intersects with a separate large 2-cell box. Also, is responsible for all structural engineering on the project as well for these extremely large concrete structures (in excess of 13 feet tall and 80 feet wide).

WEST ESPLANADE AVENUE CANAL CROSSING: The canal was hydraulically modeled for the installation of two 96-inch Concrete Arch Pipes. DEI designed the drainage and project surface work design for the improvements to West Esplanade Boulevard which included installing a 573-foot by a 96-inch culvert, over 600 feet of roadway, an additional sidewalk, and a new signalized interchange. Dr. Martin was part of the team that provided hydraulic engineering, conceptual, preliminary, and final plans for the improvements to West Esplanade Boulevard.

TEC Professional Services Questionnaire

LAKESHORE DRIVE SHELTER NO. 3 REPLACEMENT PROJECT: This project includes the design of a 13,690 SF pile supported concrete slab and five (5) cast-in-place reinforced concrete canopy structures totaling 8,544 SF of covered area, separate men's and women's bathroom facilities, **new 3" water line, 6" water line relocation**, gas line relocation, 3" sewer force main to tie into the existing sewer system and the installation of a sewer lift station with electrical control panel. This project also includes the installation of all valves, **backflow preventers for the waterlines**, circuit setters, etc. per the manufacturer's recommendations.

STATE STREET DRIVE RECONSTRUCTION, ORLEANS PARISH: Dr. Martin is the Principal in Charge for the design of the reconstruction of State Street Drive in New Orleans. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line and **water main utility replacement**. This project also includes coordination with Batture Engineering for assisting in design.

MILNEBURG GROUP B RECONSTRUCTION, ORLEANS PARISH: Dr. Martin is the Principal in Charge for the construction administration of the reconstruction of the Milneburg Neighborhood in New Orleans. The roadway and utility improvements are located on various streets in the Milneburg Neighborhood Development. This project also includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line and **water main utility replacement**. This project is also in coordination with Hard Rock Construction throughout the construction of the project.

CITY OF GREYNA WATER MODEL, GREYNA, LA: Dr. Martin assembled a computational **Water Quality Model** of the City of Greyna to allow them to determine how to best employ their available resources. The model was developed within a CAD framework and was calibrated with data available from the City SCADA system as well as fire hydrant test data. This involved becoming involved with every aspect of the **City water system**, including water billing, facility operations, department of public works, engineering, and capital projects.

JEFFERSON PARISH UTILITY RELOCATION AT CAUSEWAY SOUTH SHORE: In order to facilitate the construction of a major hurricane protection feature, Dr. Martin led a team of engineers (contracted by Jefferson Parish) in designing relocation for all Parish utilities between the South shore and 6th Street in order to facilitate the construction of a major hurricane protection feature. This included large drainage lines, deep gravity sewer lines, several **HDD water lines**, as well as coordination with the privately owned utilities in the area (Entergy, AT&T, Cox, TW Telecom, etc.). Dr. Martin was also part of the team that designed and coordinated the construction of the T-wall and associated bridges.

CITY OF SHREVEPORT WATER MODEL, SHREVEPORT, LA: Dr. Martin was involved in every aspect of the City of Shreveport **Water Model Program**, including budgeting, approving and selling bonds, prioritizing projects, issuing contracts to consultants, managing consultants during design, reviewing plans during design, advertising for competitive bids, issuing contracts for construction, and managing construction projects through completion and closeout.

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
John Holtgreve, P.E. Executive Vice President
Project Assignment:
Chief Engineer
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
40
Education: Degree(s)/Year/Specialization:
MCE, 1975, Civil Engineering, Tulane University BS, 1970, Civil Engineering, Tulane University
Active registration: Year first registered/discipline:
1976, Civil Engineering, Louisiana License #16383
Other experience and qualifications relevant to the proposed Project:
<p>WATER MAIN IMPROVEMENTS (18"), JEFFERSON PARISH: Design of major water main connection between Crofton Road and Crestview Avenue at the New Orleans International Airport. Work includes 6000 linear feet of 18 inch force main, jacked and bored casing pipe, water main bridge crossing and installation of water main in the existing vehicular tunnel under the taxiway and runway.</p> <p>NORTHPARK - PHASES I AND II, COVINGTON, LOUISIANA: (150 acre industrial subdivision) This project included the design of roadways and subsurface drainage, 5000 LF of 8" and 12", water distribution and fire protection system, a 150,000 gallon water storage tank, 5000 LF of 8" gravity sewer line, and 1800 LF 8" diameter force mains, a 550 GPM sewage pumping station and 1.0 MGD package sewerage treatment plant.</p> <p>USACE LPV 111: This project consists of widening and raising approximately 5 miles of earthen levee and constructing 1700 LF of concrete T-walls. The earthen levee was constructed using the latest deep soil mixing technologies and is currently the largest deep mixing job proceeding in the country with a contract value of \$374 million. One of DEI's responsibilities was for the design of a 5.2 mile water distribution system that supplied water to twelve (12) deep soil mixing rigs along the project.</p> <p>LAKEFRONT UTILITY COMPLETION PROJECT, NEW ORLEANS: Mr. Holtgreve was the Project Manager for the design, construction administration and resident inspection of 14 utility services that provide water, sewer, and electric services to the shelter houses along Lakeshore Drive. Included in the Utility Completion project was 1,900 LF of 8" HDPE water main, 1,000 LF of 3" HDPE sewer force main, 300 LF of 6" gravity sewer main and three (3) sewage pump stations. Sewage from the shelter houses (flood side) is pumped by the lift stations over the levee to the Sewerage and Water Board system on the protected side. Backflow preventers have been included for the waterline crossing per the requirements of the Sewerage and Water Board of New Orleans. The lakefront levee is the primary flood protection system for New Orleans and is approximately 25 feet in height.</p> <p>LAKESHORE DRIVE SHELTER NO. 3 REPLACEMENT PROJECT: This project includes the design of a 13,690 SF pile supported concrete slab and five (5) cast-in-place reinforced concrete canopy structures totaling 8,544 SF of covered area, separate men's and women's bathroom facilities, new 3" water line, 6" water line relocation, gas line relocation, 3" sewer force main to tie into the existing sewer system and the installation of a sewer lift station with electrical control panel. This project also includes the installation of all valves, backflow preventers for the waterlines, circuit setters, etc. per the manufacturer's recommendations.</p>

TEC Professional Services Questionnaire

AUDUBON BOULEVARD, NEW ORLEANS: Project Manager for the design, construction administration and resident inspection for a 2,900 LF of new roadway. Included in the project for Audubon Boulevard, a divided roadway with raised median, is a new concrete roadway with concrete, or granite curb and gutter, 2,900 LF of subsurface drainage varying in size from 12" ø to 60" ø RCPA equivalent, 2900 LF of **8" water main** and 3000 LF of 8" sewer line, gas line and electric line relocation, **new water meter** and new sewer and water house connections.

STATE STREET DRIVE RECONSTRUCTION, ORLEANS PARISH: Project Manager for the design of the reconstruction of State Street Drive in New Orleans. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line and **water main utility** replacement. This project also includes coordination with Batture Engineering for assisting in design.

MILNEBURG GROUP B RECONSTRUCTION, ORLEANS PARISH: Project Manager for the construction administration of the reconstruction of the Milneburg Neighborhood in New Orleans. The roadway and utility improvements are located on various streets in the Milneburg Neighborhood Development. This project also includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line and **water main utility** replacement. This project is also in coordination with Hard Rock Construction throughout the construction of the project.

NORTHBOUND MANHATTAN BLVD CONTINUOUS RIGHT TURN LANE, JEFFERSON PARISH: This project included construction of an additional asphaltic concrete lane of traffic to Northbound Manhattan Blvd. (Gretna Blvd. to Westbank Expressway (US 90B)) and a right turn only lane on US90B Frontage Road eastbound to Southbound Manhattan Blvd.; right-of-way requirements; **2000 LF of water main**, utility and drainage relocations. The project was constructed using the plans designed by DEI and DEI personnel provided construction contract administration and construction engineering and resident inspection services. The project construction continued for 7 days a week for approximately 244 days. DEI also provided services to assist the contractor in working weekends and nights as necessary to accommodate up to six (6) crews working 24 hour schedules.

AIRLINE DRIVE DRAINAGE CROSSING (ST. PETER'S DITCH): Mr. Holtgreve oversaw the design and construction of 365 feet of major drainage improvements adjacent to and across Airline Drive. Included in the work was the design of large drainage junction boxes, micro-tunneling or hand tunneling large diameter drain lines across Airline Drive, reinforced concrete box culverts, and transition structures. DEI provided hydraulic analysis of the drainage system across Airline Drive.

ROBERT E. LEE BOULEVARD, PARIS AVE. TO PRATT DRIVE: Mr. Holtgreve was responsible for overseeing the design and construction administration of the reconstruction of 4,500 LF of existing Robert E. Lee Blvd. including major subsurface drainage improvements from 15" ø to 60" ø of reinforced concrete pipe and utility relocations. Design Engineering, Inc. provided full construction management services for the LADOTD and the City of New Orleans. The entire construction contract administration and construction engineering and inspection for this project was managed through LADOTD Site Manager Program.

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Taylor Hebert, P.E. Civil Engineer
Project Assignment:
Civil Engineer
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
1
Education: Degree(s)/Year/Specialization:
BS, 2016, Civil Engineering, Minor in Spanish, University of Georgia
Active registration: Year first registered/discipline:
2020, Civil Engineering, Louisiana License No. 44720
Other experience and qualifications relevant to the proposed Project:
<p>WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.): Mr. Hebert is responsible for the preparation of preliminary design plans, final design plans, specifications, and bid documents for the widening of Causeway Blvd. (Airline Drive to West Napoleon Avenue). This project consists of widening the existing 4 lane divided highway to 6 lane divided highway which includes removing and replacing curb and gutter as needed for the newly widened roadway section replacing existing signals with mast arm supports and foundations; new pedestrian crosswalks with countdown signals; mill and overly remaining asphalt roadway form completely new continuous wearing surface; new lane striping, turn lane arrows, reflectorized raised pavement markers, and pedestrian cross work striping.</p> <p>CAREY ST. PAVEMENT REHABILITATION: Mr. Hebert assisted in the construction administration of the reconstruction of 3,500 linear feet of residential concrete panel roadway on Carey St. from Old Spanish Trail to Front Street, located in the City of Slidell. Responsibilities include construction management, document control, and meeting coordination. The project involves grading, Class II base course installation, Portland Cement Concrete Pavement (PCCP), and associated work. The project included extensive roadway and utility improvements, such as drainage structures, pavement replacement, and utility upgrades.</p> <p>RELOCATION OF EAST ST. BERNARD HIGHWAY AND ASSOCIATED UTILITIES FOR THE LIT: Mr. Hebert serves as a civil engineer on the \$1.8 billion Port of New Orleans LIT project. Located in Violet, St Bernard Parish, the project involves relocating East St. Bernard Highway, constructing a new bridge, and addressing utility relocation across 400 acres. Responsibilities include detailed reviews of project information, participating in design and constructability review meetings, and ensuring the project adheres to high standards and specifications.</p> <p>POWER BLVD. MEDIAN IMPROVEMENTS (WEST ESPLANADE AVE. - VINTAGE DR.): Mr. Hebert assisted with the construction administration and inspection of approximately 4,800 LF of a bike/pedestrian path along the median area of Power Blvd. between West Esplanade Ave. and Vintage Drive. The project includes clearing and grubbing, grading, drainage structures, pavement patching, class ii base course, precast concrete piles, lighting, concrete walks, landscaping, pedestrian bridge, and related work.</p> <p>GRAFTON DRIVE PAVEMENT REHABILITATION: Mr. Hebert assisted in the construction administration of the reconstruction of the reconstruction of Grafton Drive from Cardinal Drive to E. Pinewood Drive, located in the City of Slidell. Responsibilities include construction management, document control, and meeting coordination. This project includes the removal of curbs, concrete pavement, grading, Class II base course, Portland cement concrete pavement, and related work. The scope of work also entails addressing issues related to traffic maintenance, joint sealing, and curb ramp improvements to enhance the overall safety and accessibility of Grafton Drive.</p>

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Brady Pechon, PE Civil Engineer
Project Assignment:
Civil Engineer
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
4
Education: Degree(s)/Year/Specialization:
BS, 2016, Civil Engineering, Louisiana State University
Active registration: Year first registered/discipline:
2024, Civil Engineering, Louisiana License No. 48579
Other experience and qualifications relevant to the proposed Project:
<p>AUDUBON BLVD RECONSTRUCTION, ORLEANS PARISH: As an Engineering Intern, Mr. Pechon is currently assisting the project engineer in the design of the reconstruction of Audubon Blvd in New Orleans. Responsibilities include cost estimating, design, and drafting. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project also includes coordination with Batture Engineering for assisting in design.</p> <p>STATE STREET DRIVE RECONSTRUCTION, ORLEANS PARISH: As an Engineering Intern, Mr. Pechon is currently assisting the project engineer in the design of the reconstruction of State Street Drive in New Orleans. Responsibilities include cost estimating, design, and drafting. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project also includes coordination with Batture Engineering for assisting in design.</p> <p>MILNEBURG GROUP B RECONSTRUCTION, ORLEANS PARISH: Mr. Pechon assisted the project engineer in the construction administration of the reconstruction of the Milneburg Neighborhood in New Orleans. Responsibilities include construction management, document control, and meeting coordination. The roadway and utility improvements are located on various streets in the Milneburg Neighborhood Development. This project also includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project is also in coordination with Hard Rock Construction throughout the construction of the project.</p> <p>WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.): Mr. Pechon assisted the project engineer with design, performed drafting, and assembled plans and specifications. This project includes expanding a mile-long road from four lanes to six, replacing the drainage system, striping, and traffic signalization.</p> <p>GRAFTON DRIVE PAVEMENT REHABILITATION: Mr. Pechon assisted in the construction administration for the reconstruction of Grafton Drive from Cardinal Drive to E. Pinewood Drive, located in the City of Slidell. This project includes the removal of curbs, concrete pavement, grading, Class II base course, Portland cement concrete pavement, and related work. The scope of work also entails addressing issues related to traffic maintenance, joint sealing, and curb ramp improvements to enhance the overall safety and accessibility of Grafton Drive.</p>

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Collin Gillen, PE Civil Engineer
Project Assignment:
Civil Engineer
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
4
Education: Degree(s)/Year/Specialization:
BS, 2020 Civil Engineering, Louisiana State University
Active registration: Year first registered/discipline:
2020, Civil Engineering, Louisiana License #49017
Other experience and qualifications relevant to the proposed Project:
<p>STATE STREET DR. (CLAIBORNE AVE. TO FONTAINEBLEAU DR.): Mr. Gillen assisted the project engineer in the design of the reconstruction of State Street Drive in New Orleans. Responsibilities include reviewing plans for water and sewer line connections. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project also includes coordination with Batture Engineering to assist in design.</p> <p>CANAL BLVD. (R.E. LEE-AMETHYST): Mr. Gillen assisted with the reconstruction of an existing four-lane divided boulevard. This project involved grading, drainage structures, milling asphalt pavement, pavement patching, Class II base course, scarifying and compacting the roadbed, asphalt concrete pavement, Portland Cement Concrete Pavement, cofferdams, stormwater pumping station, pavement striping, signs, legends, and symbols. Mr. Gillen's responsibilities on this project included responding to RFIs, conducting periodic site visits, considering and negotiating change orders, performing substantial completion inspections, and quickly responding to limit the effects of often encountered unforeseen site conditions. The entire construction contract administration and construction engineering and inspection for this project were managed through the LADOTD SiteManager Program.</p> <p>WESTWOOD DRIVE (WESTBANK EXPRESSWAY - LAPALCO): Mr. Gillen performed inspection oversight, quality assurance, and construction administration for the construction of 0.648 miles of roadway, which included 20,516 SY of Portland Cement Concrete Pavement with barrier curb, mountable curb and gutter. This project included Class II base course, drainage pipes and structures, sanitary sewer and related work, and tie-in to the existing Westbank Expressway on the north end and Lapalco Blvd. on the south end. Pavement striping, signs, legends and symbols were also included.</p> <p>MAGAZINE ST. (LEAKE AVE TO EAST DR): Mr. Gillen is assisted the project engineer in the construction administration of the reconstruction of Magazine Street, between the intersections of Leake Avenue and East Drive, located in the Audubon Neighborhood area of New Orleans. Responsibilities include construction management, document control, and meeting coordination. This project also includes full reconstruction and full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project is also in coordination with Hard Rock Construction throughout the construction of the project.</p> <p>POWER BLVD. MEDIAN IMPROVEMENTS (WEST ESPLANADE AVE. - VINTAGE DR.): Mr. Gillen performed inspection oversight, quality assurance, and construction administration for the creation of a bike/pedestrian path along the median are of Power Blvd. between West Esplanade Ave. and Vintage Drive. The project included concrete paving, excavation, drainage, bridge construction, lighting, landscaping, striping, and the installation of amenities such as drinking water fountains.</p>

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Jay Rafferty Construction Manager
Project Assignment:
Construction Manager
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
4
Education: Degree(s)/Year/Specialization:
BS, 1997, Industrial Technology, Southeastern University
Active registration: Year first registered/discipline:
N/A
Other experience and qualifications relevant to the proposed Project:
<p>LAKE PONTCHARTRAIN CAUSEWAY SOUTHBOUND BRIDGE RAIL IMPROVEMENTS: This project entailed replacing the safety railing on both sides of the southbound Causeway Bridge to eliminate accidents involving cars falling into Lake Pontchartrain. As lead inspector, Mr. Rafferty coordinated all other DEI inspectors assigned to this project, inspected work being done on the project, wrote daily reports, and submitted remediation lists to construction subcontractors.</p> <p>AMES BLVD. (WESTBANK EXPRESSWAY - HAPPY ST.): Mr. Rafferty provided resident inspection for 0.39 miles of roadway which included asphalt paving inspection, estimate generation, material sampling, submittal review, and project close-out of Ames Boulevard from the Westbank Expressway to Happy Street. Mr. Rafferty's responsibilities for this project were to ensure that the resident inspector prepared daily reports, inspected the progress of the work to ensure that the Contractor complied with the requirements of the plans and specifications, and attended all the progress meetings.</p> <p>WESTWOOD DRIVE (WESTBANK EXPRESSWAY - LAPALCO): Mr. Rafferty was responsible for preparing daily reports, inspecting the progress of the work to ensure that the contractor complied with the requirements of the plans and specifications, and attending all project meetings for the construction of 0.648 miles of roadway. This construction includes 20,516 square yards of Portland Cement Concrete Pavement with barrier curb, mountable curb, and gutter, including Class II base course, drainage pipes and structures, sanitary sewer and related work, and tie-in to the existing Westbank Expressway on the north end and Lapalco Blvd. on the south end. Pavement striping, signs, legends, and symbols are also included. DEI is responsible for the construction, engineering, and inspection of this project, which includes maintaining all construction field records, making daily entries in the project diary to indicate the contractor's personnel and equipment being utilized on the project, the work being accepted, the acceptability of traffic control, and the charging of contract time through Site Manager.</p> <p>CAUSEWAY BLVD. OVERPASS AT AIRLINE DRIVE: Mr. Rafferty provided resident inspection for the rehabilitation of Ramps 6, 7, and the overpass of Causeway Blvd Overpass at Airline Drive. The resident inspection included observation of construction activities for structure jacking, span movement, reinforced concrete riser construction, girder strengthening, bridge deck joint sealing, epoxy-urethane overlay, and bridge drainage rehabilitation. Mr. Rafferty's responsibilities for this project were to ensure that the resident inspectors were preparing daily reports, inspecting the progress of the work to ensure that the Contractor complies with the requirements of the plans and specifications, and attending all the progress meetings. He was also overseeing the resident inspector's writing of his daily diary items of work performed for the day and the comparison of quantities installed with the Contractor.</p>

TEC Professional Services Questionnaire

LAKE PONTCHARTRAIN AND VICINITY 106 CITRUS LAKE FLOODWALL: Mr. Rafferty was the Construction Project Manager/Project Coordinator for this project. Mr. Rafferty's responsibilities consisted of managing, scheduling, and coordinating field activities for fifty (50) plus employees. He was also the QC Manager Representative for the US Army Corp of Engineers for this project. His responsibilities included interviewing, training, drug screening, background checking, hiring, and termination of field personnel.

ST. ANDREWS ST. WHARF EROSION MITIGATION PROJECT: Mr. Rafferty was responsible for preparing daily reports, inspecting the progress of the work to ensure that the contractor complied with the requirements of the plans and specifications, and attending all project meetings. This project encompassed the construction of an approximately 1600-foot-long and 50-foot-deep steel sheet pile wall with a reinforced concrete pile cap along the roadway side of the St. Andrew Street Wharf and associated roadway construction.

AIRLINE PARK BLVD. (CAMPHOR-W NAPOLEON): Mr. Rafferty provided resident inspection for the construction of 0.390 miles of roadway which includes grading, drainage structures, milling asphalt pavement, pavement patching, class ii base course, scarifying and compacting roadbed, asphalt concrete pavement, Portland Cement Concrete Pavement, cofferdams, storm water pumping station, and related work on Airline Park Boulevard from north of its intersection with Camphor St. to its junction with W. Napoleon Ave. Mr. Rafferty's responsibilities for this project were to ensure that the resident inspector is preparing daily reports, inspecting the progress of the work to ensure that the Contractor complies with the requirements of the plans and specifications, and attending all the progress meetings. He also oversaw that the resident inspector is writing in his daily diary items of work performed for the day and the comparison of quantities installed with the Contractor. The entire construction contract administration and construction engineering and inspection for this project are managed through LaDOTD SiteManager.

CANAL BLVD. (R.E. LEE-AMETHYST): Mr. Rafferty provided resident inspection for the reconstruction of an existing four-lane divided boulevard. The project scope included grading, drainage structures, asphalt pavement milling, pavement patching, Class II base course, scarification and compaction of the roadbed, asphalt concrete pavement, Portland Cement Concrete Pavement, cofferdams, stormwater pumping station, pavement striping, signs, legends, and symbols. Mr. Rafferty's responsibilities for this project were to ensure that the resident inspector is preparing daily reports, inspecting the progress of the work to ensure that the Contractor complies with the requirements of the plans and specifications, and attending all the progress meetings. He also oversaw that the resident inspector is writing in his daily diary items of work performed for the day and the comparison of quantities installed with the Contractor. The entire construction contract administration and construction engineering and inspection for this project are managed through LaDOTD SiteManager.

POWER BLVD. MEDIAN IMPROVEMENTS (WEST ESPLANADE AVE. - VINTAGE DR.): Mr. Rafferty provided resident inspection for the creation of a bike/pedestrian path along the median area of Power Blvd. between West Esplanade Ave. and Vintage Drive. The project includes concrete paving, excavation, drainage, bridge construction, lighting, landscaping, striping, and the installation of amenities such as drinking water fountains. Mr. Rafferty's responsibilities for this project were to ensure that the resident inspector prepared daily reports, inspected the progress of the work to ensure that the Contractor complied with the requirements of the plans and specifications, and attended all the progress meetings.

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Jeff Puissegur Inspector
Project Assignment:
Resident Inspector
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
12
Education: Degree(s)/Year/Specialization:
Tulane University: Bachelor of Arts, Major in Business Management, Minor in Arts & Business Certifications: LaDOTD Embankment and Base Course Inspector, ATSSA Work Zone Traffic Control Technician, Supervisor, and Flagger
Active registration: Year first registered/discipline:
N/A
Other experience and qualifications relevant to the proposed Project:
<p>GRAFTON DRIVE PAVEMENT REHABILITATION: Mr. Puissegur was the Resident Inspector for this roadway reconstruction project consisting of the removal of curbs, concrete pavement, grading, Class II base course, Portland cement concrete pavement, and related work. The scope of work also entails addressing issues related to traffic maintenance, joint sealing, and curb ramp improvements to enhance the overall safety and accessibility of Grafton Drive. Mr. Puissegur prepared daily reports, inspected the progress of the work to ensure that the Contractor complied with the requirements of the plans and specifications, and attended all the progress meetings. Further, Mr. Puissegur wrote in his daily diary items of work performed for the day and the comparison of quantities installed with the Contractor. The entire construction contract administration and construction engineering and inspection for this project is managed through LaDOTD SiteManager.</p> <p>MAGAZINE ST. (LEAKE AVE TO EAST DR): Mr. Puissegur was the Resident Inspector for this roadway rehabilitation project consisting of the removal of existing pavement, excavation/embankment, base course, PCC paving, drainage structures, concrete curb, sidewalks & handicap ramps, water & sewer lines, pavement markings, and related work. Mr. Puissegur prepared daily reports, inspected the progress of the work to ensure that the Contractor complied with the requirements of the plans and specifications, and attended all the progress meetings. Further, Mr. Puissegur wrote in his daily diary items of work performed for the day and the comparison of quantities installed with the Contractor. The entire construction contract administration and construction engineering and inspection for this project is managed through LaDOTD SiteManager.</p> <p>AIRLINE DRIVE DRAINAGE CROSSING (ST. PETER'S DITCH): Mr. Puissegur was responsible for the quality assurance in the construction of 365 feet of drainage improvements adjacent to and across Airline Drive, including the construction of large drainage junction boxes, micro-tunneling or hand tunneling large diameter drain line across Airline Drive, reinforced concrete box culverts and transition structures. Mr. Puissegur prepared daily reports through LaDOTD SiteManager, inspected the progress of the work to ensure that the contractor complied with the requirements of the plans and specifications, and attended all project meetings.</p> <p>AIRLINE PARK BLVD. (CAMPBOR-W NAPOLEON): Mr. Puissegur prepared daily reports which were recorded through LADOTD Site Manager, inspected the progress of the work to ensure that the Contractor complies with the requirements of the plans and specifications and attends all the progress meetings. Further, Mr. Puissegur wrote in his daily diary items of work performed for the day and the comparison of quantities</p>

TEC Professional Services Questionnaire

installed with the Contractor. This project included the construction of 0.390 miles of roadway which includes grading, drainage structures, milling asphalt pavement, pavement patching, class ii base course, scarifying and compacting roadbed, asphalt concrete pavement, Portland Cement Concrete Pavement, cofferdams, storm water pumping station, and related work on Airline Park Boulevard from north of its intersection with Camphor St. to its junction with W. Napoleon Ave.

LAKE FOREST BLVD. EASTOVER BLVD. TO I-510: Mr. Puissegur prepared daily reports which were recorded through LADOTD Site Manager, inspected the progress of the work to ensure that the Contractor complies with the requirements of the plans and specifications and attends all the progress meetings. Further, Mr. Puissegur wrote in his daily diary items of work performed for the day and the comparison of quantities installed with the Contractor. This project included the construction of approximately 638 LF of Portland Cement Concrete Pavement with barrier curb, barrier rails and retaining wall, including drainage pipes and structures and tie-in to the existing Westbound concrete pavement at Lake Forest Boulevard. Also, approximately 624 LF of the existing Eastbound asphaltic concrete pavement on Lake Forest Boulevard was removed by milling and overlaid with 2" asphaltic concrete wearing course, to develop a 2.5% cross slope. Pavement striping, sign and legends and symbols were included.

JEFFERSON PARISH SUBMERGED ROADWAY PROGRAM: Mr. Puissegur prepared daily reports through LaDOTD SiteManager, inspected the progress of the work to ensure that the contractor complied with the requirements of the plans and specifications, and attended all project meetings. This project included damage evaluation due to Hurricane Katrina and roadway reconstruction of eighty-five (85) concrete streets and eight (8) miles of asphalt roadway repair within Council District 3. Design Engineering's responsibilities included Site Evaluations, Preliminary Plans, Final Plans, Construction Administration, and Resident Inspection. During site evaluations, DEI noted settlement and surface condition and verified the degree and severity of damage described in FEMA Project Work Sheets. Considerations during the design phase were tree root impacts on the existing roadway, addition and/or repair of sidewalks, driveways and handicap ramps, and adjustment of all drainage structures within the roadway limits.

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Wayne Lemoine Inspector
Project Assignment:
Resident Inspector
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
4
Education: Degree(s)/Year/Specialization:
Certifications: LaDOTD Structural Concrete Inspector, Basic Bridge Safety Inspector's Training, Bridge Inspection Update, Nondestructive Evaluation of Bridge Conditions, Bridge Inspector, Movable Bridge Inspection Training Course, ATSSA Flagger, ATSSA Traffic Control Supervisor, Prager Gear Seminar, Pump and Seal School, Stream Stability and Scour at Highway Bridges for Bridge Inspectors, Hazwoper, Industrial Hydraulics, Deleading of Industrial Structures, Inspection of Fracture Critical Bridge Members
Active registration: Year first registered/discipline:
N/A
Other experience and qualifications relevant to the proposed Project:
<p>SOUTHBOUND CAUSEWAY SAFETY RAIL IMPROVEMENTS (CE&I): Mr. Lemoine performed inspections for the improvement of the existing bridge railing system to MASH Test Level 4, the repair of damaged concrete railing, replacement of impact attenuators, relocation of signs and supports, modification of call boxes, installation of pavement markings, and installation of access platforms. Construction administration included the organization of progress meetings, review of submittals (e.g., Construction Schedules, RFIs, Plan Changes, and Materials), and processing of partial pay estimates. Resident inspection included the observation of construction activities (e.g., 48 miles of bridge rail fabrication and installation, 138,000 epoxied anchor rods, and repair of damaged concrete rail), production of daily reports, review of TTC installation/removal, and review of on-site safety.</p> <p>LA 70 MISSISSIPPI RIVER BRIDGE, PHASE II CE&I, PAINTING INSPECTION, AND ENVIRONMENTAL MONITORING, ST. JAMES PARISH, LA: Mr. Lemoine performed structural steel inspection, traffic control inspection, structural concrete repair inspection, and contract administration for the LA 70 Bridge over the Mississippi River. He coordinated the painting and environmental operations with SiteManager Reports and Daily Work Reports. This project included strengthening steel members, repairing end dams and roadway joints, and painting the steel approaches.</p> <p>SUNSHINE BRIDGE, DONALDSONVILLE, LA: Mr. Lemoine performed inspections on repairs to the expansion joints on the Sunshine Bridge. Mr. Lemoine also inspected the placement of epoxy in the roadway repair. He was responsible for preparing the daily report and attending all project meetings. Mr. Lemoine also reviewed and processed Contractors' invoices.</p> <p>REPAIRS & REPLACEMENT OF THE 9-MILE TURNAROUND SPANS ON LAKE PONTCHARTRAIN CAUSEWAY, ST. TAMMANY AND JEFFERSON PARISHES, LA.: Mr. Lemoine served as the inspector for pile driving and structural concrete placement. He maintained all the SiteManager records and performed sampling and testing for concrete placements on the decks. The project cost \$2M.</p> <p>CAUSEWAY BRIDGE, METAIRIE, LA: Mr. Lemoine held the position of Senior Bridge Inspector and Coordinator with the Greater New Orleans Expressway Commission. He inspected the installation of the dynamic boards at</p>

TEC Professional Services Questionnaire

the Causeway bridge. Additionally, he inspected the reconstruction of the electrical system of the North Toll Plaza Building and the reconstruction of the exit road and parking lot at the North Toll Plaza.

LOUISIANA TIMED PROGRAM (LTM), STATEWIDE, LA.: Mr. Lemoine was the lead inspector assigned to the Huey P. Long Bridge widening project. He managed and inspected the widening of the current bridge to include three 11-foot travel lanes in each direction, along with inside and outside shoulders. Instead of adding pier foundations for the main river bridge, the construction plans called for the widening of pier shafts above the existing caisson foundations and the addition of two new parallel trusses to accommodate the widened roadway along the main bridge. For the approaches, new parallel structures were built to accommodate the new roadways. The construction cost \$5.2B.

MR. LEMOINE WAS THE MAINTENANCE AND INSPECTION SUPERVISOR FOR THE FOLLOWING:

- Bayou Sarah Swing Bridge
- Judge Perez Bridge
- Claiborne Avenue Bridge (Judge Seeber Bridge)
- Danziger Bridge
- US 11 North Draw
- Chef Menteur Pass
- Houma Navigation Bridge
- Bayou Dularge Bridge
- Raceland Vertical Lift Bridge
- Kerner Swing Bridge
- Kraemer Vertical Lift Bridge
- La 24 Company Canal Bridge
- LaRose Vertical Lift Bridge
- Lockport Swing Bridge
- Bayou Black Bridge
- LA-661 Bayou LaCarpe Bridge
- Bayou La Loutre Bridge

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Gary Conerly Inspector
Project Assignment:
Resident Inspector
Name of Firm with which associated:
Design Engineering, Inc.
Years' experience with this Firm:
1
Education: Degree(s)/Year/Specialization:
Certifications: LaDOTD Structural Concrete Inspector, Troxler Nuclear Gauge Safety Certification, Toxler Hazmat Certification, ACI Concrete Strength Testing Technician, ACI Concrete Field-Testing Technician – Grade I, ATSSA National Flagger Certification.
Active registration: Year first registered/discipline:
N/A
Other experience and qualifications relevant to the proposed Project:
<p>POWER BLVD. MEDIAN IMPROVEMENTS (WEST ESPLANADE AVE. – VINTAGE DR.): Mr. Conerly is currently performing inspections for approximately 4,800 LF of the creation of a bike/pedestrian path along the median area of Power Blvd. between West Esplanade Ave. and Vintage Drive. The project includes clearing and grubbing, grading, drainage structures, pavement patching, class ii base course, precast concrete piles, lighting, concrete walks, landscaping, pedestrian bridge, and related work. Mr. Conerly prepares daily reports, which are recorded through the LADOTD site manager system, inspects the progress of the work to ensure that the contractor complies with the requirements of the plans and specifications, and attends all the progress meetings. Mr. Conerly writes in his daily diary items of work performed for the day and the comparison of quantities installed with the contractor.</p> <p>MACARTHUR DRIVE INTERCHANGE COMPLETION: Mr. Conerly served as the resident inspector for the Macarthur interchange project, overseeing critical aspects of construction. Mr. Conerly's role focused on concrete maturity, density, and strength inspections. His responsibilities included monitoring the demolition, pile installations, and coordination with geotechnical engineers. Mr. Conerly's expertise contributed significantly to ensuring the project's compliance with LADTOD and FHWA requirements.</p> <p>HUEY P. LONG BRIDGE: Mr. Conerly oversaw the inspection of the Huey P. Long Bridge widening project, executed in multiple phases. The project transformed the two-lane bridge into three 11-foot travel lanes in each direction, with inner and outer shoulders. The construction plans avoided additional pier foundations for the main bridge, opting for the widening of pier shafts above existing caisson foundations. Two new parallel trusses were added to support the expanded roadway on the main bridge, while new parallel structures were built for the approaches. Mr. Conerly prepared daily reports, recorded through the project management system, ensuring compliance with plans and specifications. His daily diary documented work progress, including a detailed comparison of installed quantities with contractual specifications.</p> <p>SEVERN AVENUE: VETERANS - W. ESPLANADE: Mr. Conerly provided resident inspection for the removal and replacement of roadway, sidewalks, ADA ramps, pedestrian crosswalks, and the installation of cross signals of Severn Ave. As part of the statewide transportation improvement program (STIP), the project aimed to enhance pedestrian safety in response to increased traffic. Mr. Conerly conducted concrete inspections, soil testing, compaction testing, and vibration monitoring. Mr. Conerly inspected the progress of the work to ensure that the contractor complied with the requirements of the plans and specifications.</p>

TEC Professional Services Questionnaire

LOUIS ARMSTRONG INTERNATIONAL AIRPORT: Mr. Conerly provided resident inspection for the \$1 billion MSY Airport project. The project included constructing a new terminal, parking facilities, and a third concourse dedicated to international flights. Managing an on-site facility. Mr. Conerly's responsibilities include concrete, steel, strength, and pile inspections, ensuring strict adherence to project specifications and plans. Mr. Conerly prepared daily reports, recorded through the project management system, ensuring compliance with plans and specifications. His daily diary documented work progress, including a detailed comparison of installed quantities with contractual specifications.

THIBODAUX REGIONAL CANCER CENTER: Mr. Conerly served as the resident inspector for the Thibodaux Regional Cancer Center, a significant \$35 million project featuring a five-story building spanning nearly 100,000 square feet. This facility expansion aimed to accommodate the growth of the hospital's cancer program. Mr. Conerly supervised various aspects, including geo-lab and field activities, concrete inspections, pile inspections, and vibration monitoring, ensuring the project's compliance with specifications.

NEW ORLEANS YOUTH STUDY AND JUVENILE JUSTICE CENTER: Mr. Conerly provided resident inspection for the replacement of the 54-year-old youth study center. This \$35 million New Orleans Juvenile Justice Center project includes 40 beds, courtrooms, offices, medical spaces, classrooms, and social service areas. Mr. Conerly's responsibilities included pile, concrete, steel, and density inspections, ensuring strict adherence to project specifications and plans.

LAKE LERY MARSH CREATION & RIM RESTORATION: Mr. Conerly provided resident inspection for the creation of 177 acres of marsh, nourishment of an additional 209 acres, and the construction of a protective embankment along Lake Leary's northwestern shoreline. Mr. Conerly's responsibilities included managing geotechnical engineering, overseeing soil borings, and ensuring strict adherence to project specifications and plans.

TEC Professional Services Questionnaire

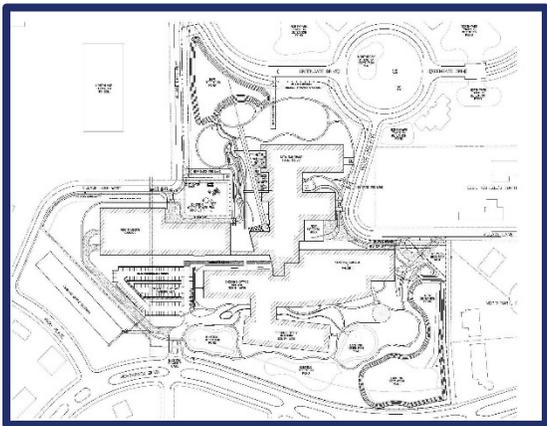
L. Work by Firm or Joint-Venture members which best illustrates current qualifications relevant to this Project. Please include any and all work performed for Jefferson Parish. Please attach additional pages if necessary.

PROJECT NO. 1

Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Water Main Improvements – 18-inch Water Main Connector from Crofton Road to Crestview Avenue at NOIA. Jefferson Parish, Louisiana</p> <p>Salvador Maffei, Jr Jefferson Parish, Department of Water 1221 Elmwood Boulevard Harahan, Louisiana 70123 (504) 838-4363</p>	<p>Design Engineering, Inc. was selected by Jefferson Parish to perform engineering related services for the construction of a water main connection between the existing water main on East Access Road and the existing water main on Crestview Avenue. Basic services include civil and mechanical engineering, topographic surveying, and other related services required for the preparation of plans, specifications and contract documents, estimates, and periodic engineering supervision during construction as may be required by the Jefferson Parish Department of Water.</p> <p>This project includes the design of major water main connection between East Access Road across New Orleans International Airport to Crestview Avenue at the New Orleans International Airport. Work included 6,000 linear feet of 18-inch force main, jacked and bored casing pipe, water main bridge crossing and installation of water main in the existing vehicular tunnel under the taxiway and runway. All work was in accordance with FAA requirements.</p>	
 		
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2001	\$1,200,000.00	\$1,200,000.00

TEC Professional Services Questionnaire

PROJECT NO. 2		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Chevron Facility at Northpark, Phases I and II Covington, Louisiana</p> <p>Chevron Corporation (HOK Architects) Houston, Texas (214) 231-5851</p>	<p>Phase I of this project included the design and construction administration for the site preparation, site development, and infrastructure for a new Chevron facility, located in the Northpark commercial development in Covington, Louisiana. The site included two multi-story office buildings with support facilities, including a five-story parking garage. The civil design of this project included the analysis of the existing water system and the development and coordination of new site distribution system that met the needs of the new facility, including distribution piping, valves, a reduced pressure backflow preventer and a compound water metering installation.</p> <p>Phase II of this project included the schematic design and the design development of plans and specifications for the site preparation of an adjacent 10-acre site for the expansion of the current Chevron facility at Northpark. This project included two additional multi-level office buildings with support facilities and additional five story parking garage. Phase II design is similar to the Phase I, including the analysis and development of the domestic water distribution system and the fire protection water distribution system, including the sizing and selection of a reduced pressure backflow preventer for the domestic water system and a double check detector assembly for the fire protection water system.</p> <p>Approximately 2,000 LF of 6" and 8" water line including reduced pressure backflow preventers, a double check detector assembly for fire flow, and compound meter installation.</p> <p>Services provided by Design Engineering, Inc. included:</p> <ul style="list-style-type: none"> ✓ Preparation of final plans and specifications ✓ Construction administration 	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2013	\$3,735,000.00	\$3,735,000.00



TEC Professional Services Questionnaire

PROJECT NO. 3		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility	
<p>Lakefront Utility Completion Project New Orleans, LA</p> <p>Cornelia Ullmann Non-Flood Protection Asset Management Authority 6514 Spanish Fort Blvd. New Orleans, LA 70124 (504) 355-5990</p>	<p>This was the essential project that replaced the electrical, water, and sewerage systems serving Lakeshore Drive and the seawall. Under contract by the Orleans Levee District's Non-Flood Authority and USACE, DEI provided the following services:</p> <ul style="list-style-type: none"> • Determined and negotiated with the USACE the final height of the utility crossings. DEI subcontracted Eustis Engineering Services to provide the scope of services for the geotechnical analysis. • DEI used the seawall location and design to demonstrate hydraulics of the wave water run-up and therefore the final height and setback allowable, a major issue. • DEI negotiated the Cooperative Reimbursement Agreement for the benefit of the Orleans Levee District. The negotiation of the final design required 12 months to complete. • DEI also negotiated with Entergy and the New Orleans Sewerage and Water Board. • Based on the USACE's approved plan, the SLFPA-E provided a permit to construct the utilities. • Designed the Electrical System to connect to and serve the Seawall Safety Light Plan. • Designed the system to provide a separate metering system for the Seawall Safety Lights for the SLFPA-E. • The utility crossing removed and reconstructed over the levee required 9 crossings with systems to feed four shelters and all of the 5.2 miles of 349 lights on Lakeshore Drive in Reach 1B, 2, 3, 4 and 5 and the Mardi Gras Fountain. • Negotiated the Cooperative Reimbursement Agreement for the replacement of Shelter No. 3 removed from the Reach 2 area for construction of the levees. • DEI provided all of the planning, preliminary & final plans and specifications and bidding as professional services pursuant to approval of the USACE, SLFPA-E and the NFPAMA. • DEI provided the design to construct the project pursuant to the HSDRRS of the USACE. • Backflow preventers were included for the waterline crossings per the requirement of the New Orleans Sewerage and Water Board. • DEI also provided design services for Shelter No. 3 along with all landscaping required for both projects. • DEI negotiated the cost including professional services of the utility relocation and relocation of Shelter No. 3 with USACE using federal funds instead of local sponsor funds. <p>The utility crossing for Reach 1B is complete and available for connection to the Seawall project. The project cost of the utility crossing was approximately \$2.0 million.</p>	
		
		
		
Completion Date (Actual or estimated)	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2014	\$1,459,000.00	\$1,459,000.00

TEC Professional Services Questionnaire

PROJECT NO. 4		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Northbound Manhattan Boulevard Continuous Right Turn Lane Jefferson Parish, Louisiana</p> <p>Mr. Juan Gutierrez (504) 736-6512 1221 Elmwood Park, Suite 802 Jefferson, LA 70123</p>	<p>Design Engineering, Inc. was responsible for the Construction Contract Administration and Construction Engineering and Inspection Services and the Feasibility Study, Preliminary and Final Plans for this project. This project included construction of an additional asphaltic concrete northbound lane for Manhattan Boulevard (Gretna Boulevard to West Bank Expressway) with a concrete combination curb and gutter, subsurface drainage, replacement of existing gravity sewer line, relocation of existing 2000 LF of water line and sewer force main, and removal and replacement of exiting concrete walks and drives under heavy traffic conditions and electrical services. The project also involved acquisition of substantial properties. We also overlaid a portion of Gretna Blvd. and all driveways.</p> <p>The objective of this project was to design and construct an additional asphaltic concrete lane to reduce traffic congestion along the Manhattan Boulevard – US Hwy 90 Business Frontage Road south side intersection between Gretna Blvd. and the West Bank Expressway. The project also required acquisition of property, traffic management and an expedited seven (7) day and night work schedule, in addition to design and construction engineering and inspection services. This project was approximately 5,500 LF on Manhattan Boulevard.</p> <p><u>Design Phase:</u> The design phase included the design of an additional lane of vehicular traffic to the Northbound Manhattan Boulevard from Gretna Boulevard to US Highway 90 Business (South Side). This lane was added to the property side of the existing roadway a distance of approximately 5,500 LF. The added lane begins at Gretna Boulevard and ends as a right turn lane at US Hwy 90 B Eastbound (West Bank Expressway) in order to reduce traffic congestion on Northbound Manhattan Boulevard.</p> <p><u>Construction Phase:</u> DEI was responsible for the construction contract administration and construction engineering and inspection services and the design on the replacement and/or relocation of underground utilities, drainage, and subsurface drainage under the additional lane, while having the existing two (2) traffic lanes open at all times except when work was scheduled at night where a lane could be closed between 10:00pm to 6:00am. The project construction continued for 7 days a week for approximately 244 days. Also included in this project is the placement of new 12" sub-base, 12" base course and 12" asphaltic concrete and new driveways. DEI coordinated with the contractor to make sure that the businesses and vehicular traffic had the least interruption possible when working on the new driveways, traffic signalization, laying of the asphaltic concrete (at night) and pavement striping (at night).</p> <p>Manhattan is a heavy traffic main corridor for the West Bank of Jefferson Parish. Our firm worked closely with local and state authorities, as well as business owners, to ensure the least disruption possible for the traveling public and business. We provided services to assist the contractor in working weekends, nights, and as necessary to accommodate up to six (6) crews working 24 hour schedules. We understand the need to be completely flexible with the work schedule at this location. And DEI is prepared to work the schedule provided by the LADOTD.</p> <p>The project was completed "32" days ahead of the substantial completion date scheduled and on budget. This project concluded on November 1, 2012 successfully with our current staff expending a significant effort to successfully construct the project on his very highly trafficked roadway.</p>	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2012	\$3,800,000.00	\$3,800,000.00



TEC Professional Services Questionnaire

PROJECT NO. 5		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Audubon Boulevard (Willow – South Claiborne) DPW Proj. No. 2005-A01 New Orleans, Louisiana</p> <p>Marvin Thompson City of New Orleans, Dept. of Public Works Room 6W03, City Hall New Orleans, LA (504) 658-8047</p>	<p>Design Engineering, Inc. is responsible for providing all services required for preparation of preliminary design plans, final plans, specifications, and bid documents for the reconstruction of Audubon Boulevard (Willow Street – South Claiborne Avenue). DEI is also responsible for the following design features: roadway pavement complete with curbs; a base for the roadway pavement; subsurface drainage; 8" water main, and sanitary sewer installation, modifications, adjustments and repair as required; adjustments as required at driveways, at intersecting streets, and at project termini. Final grades must be compatible with adjacent properties and ensure a positive flow of water towards catch basins. Installation of ramps for the handicapped at intersections (including medians) shall be included.</p> <p>Specifically, this project includes the design, construction administration, and resident inspection for a 2,900 LF of new roadway. Included in the project for Audubon Boulevard, a divided roadway with raised median is a new concrete roadway with concrete, or granite curb and gutter, 2,900 LF of subsurface drainage varying in size from 12" ø to 60" ø RCPA equivalent, 2900 LF of 8" water main and 3000 LF of 8" sewer line, gas line and electric line relocation, new water meter and new sewer and water house connections.</p>	
<div style="display: flex; flex-direction: column; gap: 10px;">   </div>		
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2012	\$4,000,000.00	\$4,000,000.00

TEC Professional Services Questionnaire

PROJECT NO. 6		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>New Orleans East Back Levee, Reach LPV 111 (USACE), New Orleans, LA</p> <p>US Army Corps of Engineers 7400 Leake Avenue New Orleans, LA (504) 862-2201</p>	<p>New Orleans East Back Levee, Reach LPV 111 (USACE), New Orleans, LA.: The project consists of widening and raising approximately 5 miles of earthen levee and constructing 1700 linear feet of concrete T-walls. The earthen levee was constructed using the latest deep soil mixing technologies and is currently the largest deep mixing job proceeding in the country with a contract value of \$374 M.</p> <p>Design Engineering, Inc. was responsible for the design of a 5.2 mile water distribution system that supplied water to twelve (12) deep soil mixing rigs along the project, the design of twelve (12) concrete shallow mat foundations that supported two (2) forty five (45) vertical cement silos at each location, the design of approximately 6 miles of temporary access roads that held up to a trip frequency of 800 trucks a day, the design of an electrical distribution system that provided project lights as well as power to the twelve (12) deep soil mixing rigs and the design of timber mat bridges that allowed transportation over six (6) main gas lines within the project.</p>	
 		
Completion Date (Actual or estimated):	Estimated Cost:	
2011	Entire Project:	Work for which Firm was Responsible:
	\$10,000,000.00	\$10,000,000.00

TEC Professional Services Questionnaire

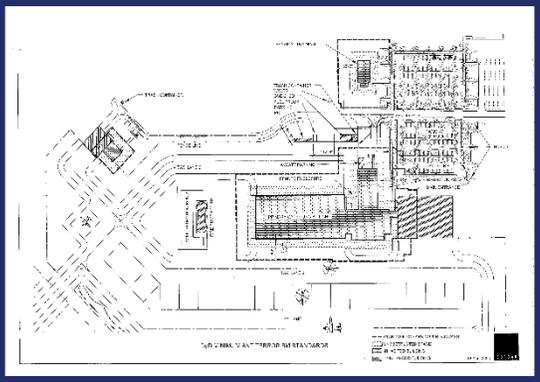
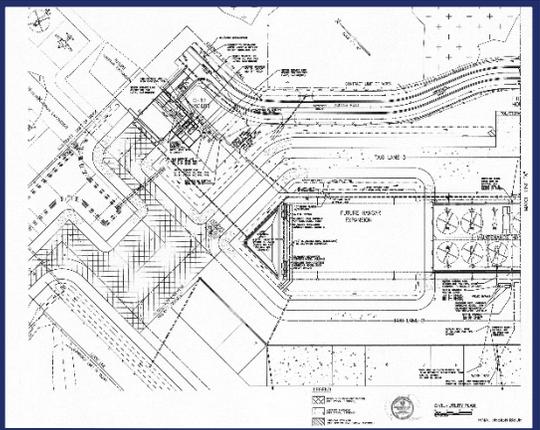
PROJECT NO. 7		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Robert E. Lee Blvd. (Wickfield Dr. to Elysian Fields Ave.) New Orleans, Louisiana</p> <p>Marvin Thompson City of New Orleans, Dept. of Public Works Room 6W03, City Hall New Orleans, LA (504) 658-8047</p>	<p>Design Engineering, Inc. was under contract with the City of New Orleans and the Louisiana Department of Transportation and Development to provide the design, construction management and construction inspection services for the referenced project. The project construction period was 385 calendar days, and the value of the construction contract was \$7,246,000. On-site project representative services were provided for construction of grading, drainage structures and drain lines, Class II Base Course, Portland Cement Concrete pavement, Superpave asphaltic concrete pavement, water distribution system, traffic signal relocations, placing pavement markings, landscaping (tree removals and replacement) and relocated work.</p> <p>Construction Management performed by our office and site personnel included:</p> <ol style="list-style-type: none"> 1. Scheduling and attending the preconstruction meeting. 2. Conducting the meeting and maintaining minutes of the meeting. 3. Maintaining all construction field records; make daily entries in the project diary to indicate the Consultant's personnel and equipment being utilized on the project, the work being accepted, the acceptability of traffic control, and the charging of contract time. 4. Coordinating with the City Engineer/Representative for all relocations/adjustments of utility facilities for the construction of work site. 5. Inspecting the Contractor's construction operations (daily) to ensure that all work was performed in accordance with the specified plans and specifications. 6. Kept clear and concise records of the contractual operations, prepare monthly pay estimates, and made monthly progress reports in conformance with the DOTD's requirements. 7. Prepared final estimate packages, including Form 2059 – "Summary of Test Results" in conformance with the DOTD's requirements. 8. Reviewed all form work drawings and submit to the DOTD for further handling, review, and distribution. 9. Coordinated construction activities between engineer, owner, DOTD, and FHWA. Follow DOTD procedures for reporting and documentation of pay request. 10. Participated in conferences, visited job site, and participate in inspections by DOTD representative. 11. Prepared and submit as-built plans with the final estimates. 12. Prepared field change authorizations 13. Prepared plan changes and change orders. <p>Monitored and documented construction claims and provided recommendation on disposition of claims.</p>	
	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2009	\$9,000,000.00	\$9,000,000.00

TEC Professional Services Questionnaire

PROJECT NO. 8		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Robert E. Lee Blvd. (Pratt Dr. to Paris Ave.) New Orleans, Louisiana</p> <p>Marvin Thompson City of New Orleans, Dept. of Public Works Room 6W03, City Hall New Orleans, LA (504) 658-8047</p>	<p>Design Engineering, Inc. was under contract with the City of New Orleans and the Louisiana Department of Transportation and Development to provide preliminary and final design, construction management and construction inspection services for the referenced project. The project construction period was 110 calendar days and the value of the construction contract was \$2,858,845.00. On-site project representative services were provided for construction of grading, drainage structures and drain lines, sewer lines, asphalt patching, Class II Base Course, Portland Cement Concrete pavement, Superpave asphaltic concrete pavement, water distribution system, traffic signal relocations, placing pavement markings, landscaping (tree removals and replacement) and relocated work. The entire construction administration for this project was managed through LADOTD's Site Manager (i.e., change orders, daily reports, generating monthly estimates and pay.</p> <p>Construction Management performed by office and site personnel included:</p> <ol style="list-style-type: none"> 1. Scheduled and attended the preconstruction meeting. 2. Conducted the meeting and maintained minutes of the meeting. 3. Maintained all construction field records; made daily entries in the project diary to indicate the Consultant's personnel and equipment being utilized on the project, the work being accepted, the acceptability of traffic control, and the charging of contract time. All of these activities were managed through LADOTD's Site Manager Program; Critical Path Scheduling; Primavera P6 Software. 4. Coordinate with the City Engineer/Representative for all relocations/adjustments of utility facilities for the construction of work site. 5. Inspect the Contractor's construction operations (daily) to ensure that all work is performed in accordance with the specified plans and specifications. 6. Keep clear and concise records of the contractual operations, prepare monthly pay estimates, and make monthly progress reports in conformance with the DOTD's requirements. 7. Prepare final estimate packages, including Form 2059 – "Summary of Test Results" in conformance with the DOTD's requirements. 8. Review all form work drawings and submit to the DOTD for further handling, review, and distribution. 9. Coordinate construction activities between engineer, owner, DOTD and FHWA. Follow DOTD procedures for reporting and documentation of pay request. 10. Participated in conferences, visited job site, and participate in inspectors by DOTD representative. 11. Prepare and submit as-built plans with the final estimates. 12. Prepare field change authorizations 13. Prepare plan changes and change orders. <p>Monitor and document construction claims and provide recommendation on disposition of claims.</p>	
	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2010	\$3,000,000.00	\$3,000,000.00

TEC Professional Services Questionnaire

PROJECT NO. 9

PROJECT NO. 9					
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:				
<p>Louisiana National Guard Army Aviation Support Facility #1 And Multi-Unit Readiness Center, Hammond, LA</p> <p>Dean Duplantier Louisiana National Guard Hammond, LA (504) 865-0630</p>	<p>Design Engineering, Inc. (DEI) was selected to perform engineering services for the Site Development of the Louisiana National Guard Army Aviation Support Facility #1 and the National Guard Multi-Unit Readiness Center located on land adjacent to the Northshore Municipal Airport in Hammond, Louisiana. The AASF is a 163,987 SF structure consisting of Maintenance and Unheated Storage Hangars/Administration and Allied Shops Building. Basic services included civil and utility engineering, topographic surveying and other related services required for the preparation of plans, specifications and contract documents, estimates and periodic engineering supervision during construction as required.</p> <p>DEI was responsible for the design of the following project elements: site development of approximately 60 acres, including the storm water drainage design and analysis of the new and existing subsurface and open ditch drainage system, design of 1,800 linear feet of sewer system with manholes and oil/water separators for various buildings, connection to an existing sewer system, a 4,200 linear feet concrete roadway with open ditches and subsurface drainage, a 50 acre concrete paved aircraft parking ramp with taxi lanes, 10,750 linear feet of subsurface drainage (18" ø to 54"ø), 1,450 linear feet of 8" potable water line, 960 linear feet of 10" fire water line, collection system and lined storage pond for fire protection system run-off, 1.16 acre asphalt parking lot, for routing off site drainage through the site, and sizing of drainage detention and retention ponds for a 96 acre drainage area.</p> <p>Multi-Unit Readiness Center project consisted of a total of 112,526 SF of enclosed buildings. Basic services included civil and utility engineering, topographic surveying and other related services required for the preparation of plans, specifications and contract documents, and estimates and periodic engineering supervision during construction as required.</p> <p>DEI was responsible for the design of the following project elements: site development of approximately 23 acres, including the design of a new 1,724 linear feet of sewer system with manholes and oil/water separators for various buildings, connection to an existing sewer system, 4.94 acre concrete parking lot, 3,943 linear foot subsurface drainage (12" ø to 36" ø), 1.16 acre asphalt parking lot, 2,076 linear feet of 8" potable water line, 185 linear feet of fire water line, routing off-site drainage through the site and sizing drainage detention ponds for 26.4 acre drainage area.</p> <p>DEI was responsible for this design project. DEI provided the design services for all of the project except surveying and geotechnical services which were done by sub-consultant under contract to Design Engineering, Inc.</p>				
					
					
Completion Date (Actual or estimated):	Estimated Cost:				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">Entire Project:</th> <th style="width: 50%;">Work for which Firm was Responsible:</th> </tr> <tr> <td style="text-align: center;">\$420,000.00</td> <td style="text-align: center;">\$420,000.00</td> </tr> </table>	Entire Project:	Work for which Firm was Responsible:	\$420,000.00	\$420,000.00
Entire Project:	Work for which Firm was Responsible:				
\$420,000.00	\$420,000.00				
2010					

TEC Professional Services Questionnaire

PROJECT NO. 10		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
<p>Lakeshore Drive Shelter No. 3 Replacement Project New Orleans, LA</p> <p>Mr. Louis Capo Lakefront Management Authority 6001 Stars & Stripes Blvd. Suite 233 New Orleans, LA 70126</p>	<p>Design Engineering is responsible for the documentation of existing conditions and program development; site investigations, research plans of previous facility, code research, permit agencies, meeting with levee board personnel and others to define program; developing concepts and plans, schematic plans, three (3) design concepts, site utilities (water, electrical, drainage & sewer), civil/site and access improvements (sidewalk, handicap ramps, parking, excavation and embankment), landscape plans, and preliminary foundation plans; coordinating with architect, landscape architect and electrical engineer; and preparing preliminary construction cost estimates.</p> <p>The work includes a 13,690 square foot pile supported concrete slab and five (5) cast-in-place reinforced concrete canopy structures totaling 8,544 SF of covered area. There are separate men's and women's bathroom facilities, concrete sidewalk, site area lighting, new 3" water line, 6" water line relocation, gas line relocation, and a 3" sewer force main to tie into the existing sewer system west of Franklin Avenue. The work also includes the installation of a sewer lift station with electrical control panel, relocation of light standards with new foundations, grading site to drain to exiting drainage structures, and cleaning and flushing existing subsurface drainage lines and structures.</p>	
<div style="display: flex; justify-content: space-around;">   </div>		
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:
2016	\$1,400,000.00	\$1,400,000.00

TEC Professional Services Questionnaire

M. List all prior and/or on-going litigation between Firm and Jefferson Parish. Please attach additional pages if necessary.		
Parties:		Status/Result of Case:
Plaintiff:	Defendant:	
1. None		
2.		
3.		
4.		

N. Use this space to provide any additional information or description of resources supporting Firm’s qualifications for the proposed project.



Design Engineering, Inc. (DEI) has been engaged in the engineering business in Jefferson Parish for over 40 years. During these 40 years, DEI has focused much of its efforts in designing and constructing numerous large and complex **water** projects. DEI has worked successfully with Jefferson Parish and other local agencies on a variety of **water projects**. DEI is well-versed in the challenges and complications of the project and has the technical expertise to produce successfully for Jefferson Parish.

MINIMUM REQUIREMENTS FOR SELECTION

1. One principal who is a professional engineer who shall be registered as such in Louisiana.

Design Engineering, Inc. has several personnel that meet this requirement. For the sake of brevity, we have included only Dr. Martin. Jim Martin, Ph.D., P.E. has over 20 years of design and management experience with Civil Engineering Water projects and is a Registered Professional Engineer in the State of Louisiana.

2. A professional in charge of the project who is a professional engineer who shall be registered as such in Louisiana with a minimum of five (5) years experience in the disciplines involved.

Design Engineering, Inc. has several personnel that meet this requirement. For the sake of brevity, we have included only Mr. Holtgreve. **John Holtgreve, P.E.** has over 50 years of design and management experience with Civil Engineering Water projects and is a Registered Professional Engineer in the State of Louisiana with

TEC Professional Services Questionnaire

vast experience in roadway design, highway design, drainage improvements, **water** and sewer systems, flood control projects, underground utilities, and bridge design projects.

3. One employee who is a professional engineer registered as such in Louisiana in the field or fields of expertise required for the project (A sub-consultant may meet the requirement only if the advertised project involves more than one discipline.)

Design Engineering, Inc. (DEI) has six (6) full-time professional engineers registered in the State of Louisiana with over 135 years of combined experience in water design. DEI will make available as many as all six (6) professional engineers for this project.

EVALUATION CRITERIA

1) PROFESSIONAL TRAINING AND EXPERIENCE (35 POINTS):

Design Engineering, Inc. (DEI) has extensive local project experience and specialized engineering and design experience for **water** projects. DEI presently has on staff the technical, supervisory, and administrative personnel to provide professional engineering services related to **water projects** and can assure the expeditious handling of the work.

For many years the DEI staff has executed design and construction administration of key projects throughout Jefferson Parish with complete success. DEI has exceptional technical capabilities proven in design of projects related to **water**, sewer, and drainage. The personnel of DEI are prepared to address the challenging issues of cost and time that face the Jefferson Parish Department of Public Works.



Utility Completion Project

Because of our extensive background with public agencies, federal agencies, and FEMA, we have developed a solutions-oriented management approach that can be applied to the most complex issues. DEI is a low-risk provider to Jefferson Parish and presents an opportunity for the parish to achieve its goal associated with these **water projects** in a timely manner and within budget.

We have pointed out some of our significant projects to which we have provided important design. Our engineering and management staff has designed and constructed all of the projects presented. We list some of the personnel below who have been significantly involved in the process.

Jim Martin, Ph.D., P.E., is President of Design Engineering, Inc. and has over 20 years of experience in Design and Construction of Civil Engineering projects throughout the State of Louisiana. . From the very beginning of his career, **water** projects have been an emphasis. (Please note the projects in his resume contained herein.) Dr. Martin holds an undergraduate degree in Civil Engineering from the University of Alabama, a Masters from Tulane University in Environmental Engineering, and a Doctorate from Tulane (primarily based on fluids research). Dr. Martin is a registered Professional Engineer in Louisiana, Mississippi, Alabama, and Georgia and is Past President of the New Orleans Chapters of American Consulting Engineers Council/Louisiana and the American Society of Civil Engineers.

John W. Holtgreve, P.E. is Executive Vice President of Design Engineering, Inc. and will serve as *Project Manager* for DEI and as a *Civil Engineer* for this project. Mr. Holtgreve has over 50 years of professional consulting engineering experience and has worked as Project Manager and Principal-in-Charge for numerous civil and structural engineering projects including drainage improvements, **water** and sewer systems, flood control projects, roadway design, highway design, underground utilities, and bridge design projects. (Please note the projects in his resume contained herein.) Mr. Holtgreve holds a BS and a MS in Civil Engineering from Tulane University and is a Registered Professional Engineer in the State of Louisiana. Mr. Holtgreve's past professional experience include: American Society of Civil Engineering (Past State Board Member), American Consulting Engineers Council/Louisiana (Past President and Board Member), American Consulting Engineers Council

TEC Professional Services Questionnaire

(National Director), Society of American Military Engineers, American Concrete Institute, American Public Works Association.

Taylor Hebert, P.E., brings over 7 years of professional engineering experience to his role as Civil Engineer for this project. With a Bachelor of Science in Civil Engineering from the University of Georgia, Mr. Hebert is a licensed Professional Civil Engineer in the state of Louisiana. He has extensive experience in designing and managing a variety of civil projects, including hurricane and flood protection, drainage improvements, **water** and sewer systems, and roadway improvements. Additionally, Mr. Hebert is certified in the ATSSA Traffic Control Technician, and ATSSA Traffic Control Supervisor and Flagger Course as required by the LADOTD.

Brady Pechon, P.E., has 6 years of professional engineering experience and will serve as a Civil Engineer for this project. Holding a Bachelor of Science in Civil Engineering from Louisiana State University, Mr. Pechon is a licensed Professional Civil Engineer in the state of Louisiana. His expertise includes drainage improvements, **water** and sewer systems, roadway, site, and quantity calculations, along with adept handling of complex permitting issues concerning Railroad Rights-of-way. Additionally, Mr. Pechon is certified in the ATSSA Traffic Control Technician and ATSSA Traffic Control Supervisor and Flagger Course, ensuring compliance with essential regulations.

Collin Gillen, P.E., brings 4 years of professional engineering experience and will serve as a Civil Engineer for this project. Mr. Gillen holds a Bachelor of Science in Civil Engineering from Louisiana State University and is a licensed Professional Civil Engineer. His expertise in the field of civil engineering has been invaluable in the design and construction of several multi-million-dollar projects, including bridges, roads, drainage improvements, **water** and sewer systems. He is certified in the ATSSA Traffic Control Technician, and ATSSA Traffic Control Supervisor and Flagger Course as required by the LADOTD.

2) SIZE OF FIRM (10 POINTS):

Unlike at larger firms, DEI utilizes its most senior professionals and executives as actual engineers, rather than exclusively as executives or "rainmakers." Engineers with 40 years' experience simply do not perform the engineering work on a hands-on basis at other firms. All of DEI's engineers in this submittal will participate in the intimate details of the engineering required for this project. Conversely, smaller firms simply do not have the depth and breadth of experience, nor the technical resources, that DEI has. Simply put, **DEI combines the experience and technical resources of a large firm with the attention to detail and customer service of a small firm.** DEI presently has on staff sufficient technical, supervisory, and administrative personnel to provide the required services and can assure the successful completion of this project.

3) CAPACITY FOR TIMELY COMPLETION OF NEWLY ASSIGNED WORK (20 POINTS):

The designs of several water projects have been recently completed or are near completion. Therefore, we have a large engineering team available to jump on this project. This project can be easily absorbed by the firm, as we have substantial reserve production capacity to meet any reasonable project scheduling.

4) PAST PERFORMANCE ON PARISH CONTRACTS (10 POINTS):

Design Engineering, Inc. has successfully designed and performed construction administration for various types of water, roadways, flood control, sewer, and drainage projects for Jefferson Parish.

The Wilker Neal at Airline Drive construction project was completed on time and without a single change order. The Veterans Boulevard Widening, Roosevelt to Williams project was completed on time as well in a difficult traffic situation and with no complaints from adjacent property owners during or after construction.

The Manhattan Blvd. Widening was successfully completed amid some of the highest levels of traffic anywhere in the Parish.

Design Engineering, Inc. has designed and administered the construction contracts for award winning projects. DEI received a Certificate of Exceptional Performance from the USACE for work that included,

TEC Professional Services Questionnaire

among others, pump station design. The Lakefront Airport Bridge (East Approach) has won several awards including Best Project of the Year in the State of Louisiana by the ACI Louisiana Chapter. The project also received awards from the Precast/Prestressed Concrete Institute including Best Project of the Year in Louisiana and second overall for the Southern Region.

DEI was awarded the ACI Louisiana Award for Best Project of 2012, Best Public Works Project of 2012, and the Award for Sustainability for its work on the Planters Pumping Station Frontal Protection Project (located in Jefferson Parish). Most recently, DEI won the ACI Louisiana Award of Excellence and Best Public Improvement Project for its work on the Lakefront Seawall Area Erosion Control Project in 2014.

Other successful projects that DEI has designed and performed construction administration include the Lakefront Airport Bridge (West Approach), the Lakeshore Drive Bridge at London Avenue Canal and the Lakeshore Drive at Orleans Avenue Canal.

- Our firm has completed each task assigned in a timely manner.
- We have remained within budget.
- We have been singled out on numerous occasions for local and regional awards.

5) LOCATION OF OFFICE (15 POINTS):

Design Engineering, Inc. maintains its office in Jefferson Parish at 3330 West Esplanade Avenue, Suite 205, Metairie, Louisiana and has done so for 40 years.

Our Firm knows the territory.

- We are headquartered in Jefferson Parish and have outstanding geographic proximity to serve Jefferson Parish under this assignment.
- We have worked with all facets of federal, state, and local governments as well as local communities and private industry in excess of 40 years as individuals and in excess of 38 years as a firm.
- All of our proposed project personnel work in Jefferson Parish (and most of them live here as well).
- We can and will provide responsive services to Jefferson Parish as demanded for this project.

6) ADVERSARIAL LEGAL PROCEEDINGS (15 POINTS):

Design Engineering, Inc. is not now, nor has it ever been, involved in any adversarial legal proceedings between the Parish and any related parties.

7) PRIOR SUCCESSFUL COMPLETION OF PROJECTS OF THE TYPE AND NATURE OF THE ENGINEERING SERVICES (5 POINTS):

Design Engineering, Inc. has completed a number of successful projects throughout the Greater New Orleans Area.



Manhattan Blvd. Widening

TEC Professional Services Questionnaire

1. Water Main Improvements – 18-inch Waterline Loop (Crofton to Crestview), Kenner, LA.
2. Chevron Facility at Northpark, Phases I and II Covington, Louisiana
3. 12" Waterline from Helis Drive to Modern Farms Road, South Kenner, Louisiana
4. Lakefront Utility Completion Project New Orleans, LA
5. Northbound Manhattan Boulevard Continuous Right Turn Lane, Jefferson Parish
6. New Orleans East Back Levee, Reach LPV 111 (USACE), New Orleans, LA
7. Robert E. Lee Blvd. (Wickfield Dr. to Elysian Fields Ave.) New Orleans, Louisiana
8. Robert E. Lee Blvd. (Pratt Dr. to Paris Ave.) New Orleans, Louisiana
9. Louisiana National Guard Army Aviation Support Facility #1 And Multi-Unit Readiness Center, Hammond, LA
10. Lakeshore Drive Shelter No. 3 Replacement Project.
11. Veterans Boulevard Widening, Roosevelt to Williams – addition of one lane in each direction and left-turn and U-turn lanes



18" Waterline Loop from Crofton to Crestview

Closing Statement:

We are extremely interested in this solicitation.

Design Engineering, Inc. has extensive experience in the design of drainage improvement projects in Jefferson Parish and throughout the New Orleans Metropolitan Area.

Design Engineering, Inc. has the capacity to easily absorb this project assignment.

Please give us your serious consideration.

TEC Professional Services Questionnaire

AWARDS

- Award of **Excellence** in Historic Preservation from The La Landmarks Society for The Mary Beth Hotel, 310 S. Rampart St.(2024)
- **Overall Best Concrete** Project in Louisiana from ACI Louisiana Chapter for Causeway Blvd. Overpass at Airline Dr. (2023)
- Award of **Excellence** from ACI Louisiana Chapter for Causeway Blvd. Overpass at Airline Dr. (2023)
- Award of **Excellence** in Historic Preservation from The La Landmarks Society for 315 Girod/Ironworks Building Project (2023)
- Award of **Excellence** from the ACI, Louisiana Chapter for Seawall Erosion Control Paving (2022)
- Award for the **Best Place to Work** from the City Business (2022)
- Award of **Merit** from the ACI, Louisiana Chapter for St. Andrew Street Wharf Erosion Mitigation (2022)
- Award for the **Top Engineering Firm** from the City Business (2021)
- Award for the **Top Engineering Firm** from the City Business (2020)
- Award of **Excellence** in Construction and Real Estate from City Business (2019)
- Award of **Excellence** in Historic Preservation from The La Landmarks Society for 419 Carondelet Project (2019)
- Award of **Excellence** in Historic Preservation from The La Landmarks Society for 822 Howard Project (2017)
- **Overall Best Concrete** Project in Louisiana from ACI Louisiana Chapter for MacArthur Interchange Completion Project –Phase 1B (2016)
- Award of **Excellence** from ACI Louisiana Chapter for MacArthur Interchange Completion Project – Phase 1B (2016)
- Award of **Excellence** from the ACI, Louisiana Chapter for the **OLD** Seawall Erosion Control Paving Project – Reach 1B (2014)
- **Most Improvement to the Public Award** from the ACI, Louisiana Chapter for the **OLD** Seawall Erosion Control Paving Project – Reach 1B (2014)
- **Overall Best Project** in Louisiana from the ACI, Louisiana Chapter for Planter's Pump Station Frontal Protection (2012)
- Award for **Concrete Sustainability** from the ACI, Louisiana Chapter for Planter's Pump Station Frontal Protection (2012)
- Award of **Excellence** from the ACI, Louisiana Chapter for Planter's Pump Station Frontal Protection (2012)
- **USACE – New Orleans District Certificate of Appreciation**, for Exceptional Achievement in support of the Mississippi Valley Division's New Orleans District and the Execution of the Hurricane and Storm Damage Risk Reduction System (2012)
- **Exceptional Project Rate**, for LPV 106, US Army Corps of Engineers Hurricane Protection Office (2012)
- Award of **Merit** from ACI for the **OLD** Plaza Area Paving at Stepped Seawall on Lakeshore (2007)
- Award of **Excellence** from ACI for the **OLD** Lakeshore Drive – London Avenue Canal Bridge Replacement (2004)
- Award of **Merit** from ACI for the **OLD** Retaining Wall Restoration at the New Orleans Lakefront Airport (2002)
- **Creative Design Utilizing Precast and Prestressed Concrete** from PCI for the **OLD** East Approach to Stars and Stripes Boulevard (1999)
- Concrete Project Award from G.S.P.C.A. for **Best Project** for the **OLD** Stars and Stripes Boulevard East and West Approach (1997-98)
- **Best Project of the Year** in Louisiana award from ACI, Louisiana Chapter for the **OLD** East Approach to Stars and Stripes Boulevard (1997)
- Award of **Excellence** from the ACI, Louisiana Chapter for the **OLD** East Approach to Stars and Stripes

TEC Professional Services Questionnaire



**BEST OVERALL CONCRETE PROJECT & AWARD OF EXCELLENCE
MACARTHUR INTERCHANGE COMPLETION PROJECT – PHASE 1B**



**OVERALL BEST PROJECT, AWARD OF CONCRETE SUSTAINABILITY & AWARD OF EXCELLENCE
PLANTER'S PUMP STATION FRONTAL PROTECTION**



**AWARD OF EXCELLENCE & AWARD FOR BEST PROJECT
EAST AND WEST APPROACH TO STARS AND STRIPES BLVD.**

REFERENCES

(1) Anthony Evett
Chief of Infrastructure
Port of New Orleans
New Orleans, LA
(504) 528-3309

(2) Nelson Capote
West Bank Area Engineer
LaDOTD – District 02
Jefferson, LA
(504) 736-6400

(3) Carlton Dufrechou
General Manager
GNOEC
Metairie, LA
(504) 835-3118

O. To the best of my knowledge, the foregoing is an accurate statement of facts.

Signature: _____  _____ **Print Name: Jim Martin, Ph.D., P.E.**

Title: President _____ **Date: June 21, 2024**

TEC Professional Services Questionnaire

A. Project Name and Advertisement Resolution Number:

SOQ 24-013, Resolution No. 144203
 Routine Engineering Services for Water Projects in Jefferson Parish

B. Firm Name & Address:

Eustis Engineering L.L.C.

3011 28th Street, Metairie, Louisiana 70002

C. Name, title and contact information of Principal, as defined in Section 2-926 of the Jefferson Parish Code of Ordinances, who is a registered, licensed architect, professional engineer, or surveyor in the State of Louisiana:

Gwendolyn P. Sanders, P.E. / President / 504-834-0157 / gsanders@eustiseng.com

D. Name and contact information of employee who is a registered and licensed architect, professional engineer, or surveyor in the State of Louisiana in the applicable discipline. A subcontractor may be substituted here only if the advertised Project requires more than one discipline.

Gwendolyn P. Sanders, P.E. / President / 504-834-0157 / gsanders@eustiseng.com

E. Please provide the number of employees whose primary function corresponds with each category:

<u> 7 </u> Administrative	<u> </u> Estimators	<u> </u> Specification Writers
<u> </u> Architects (Licensed)	<u> 2 </u> Geologists	<u> </u> Structural Engineers
<u> </u> Chemical Engineers	<u> 17 </u> Geotechnical Engineers	<u> 3 </u> Graduate Engineers
<u> </u> Civil Engineers	<u> </u> Interior Designers	<u> </u> Project Managers
<u> </u> Construction Inspectors	<u> </u> Landscape Architects	<u> 11 </u> Clerical
<u> </u> Ecologists	<u> </u> Land Surveyor	<u> </u> Grant/Funding Specialist
<u> </u> Electrical Engineers	<u> </u> Mechanical Engineers	<u> </u> Sanitary Engineers
<u> 5 </u> Engineer Intern	<u> </u> Environmental Engineers	<u> 47 </u> Other
<u> </u> Professional Land Surveyors		<u> 92 </u> TOTAL

F. Is this submittal is a JOINT-VENTURE? Please check: YES NO

If marked "No," skip to Section I. If marked "Yes," complete Sections G-H.

TEC Professional Services Questionnaire

G. If submittal is by JOINT-VENTURE, list the firms participating and outline specific areas of responsibility (including administrative, technical, and financial) for each firm. Please attach additional pages if necessary.

1. Not applicable.

2.

H Has this JOINT-VENTURE previously worked together: Please check:

YES NO

I. List all subcontractors anticipated for this Project. Please note that all subcontractors must submit a fully completed copy of this questionnaire, applicable licenses, and any other information required by the advertisement. See Jefferson Parish Code of Ordinances, Sec. 2-928(a)(3). Please attach additional pages if necessary.

Name & Address:	Specialty:	Worked with Firm Before (Yes or No):
1. Not Applicable.		
2.		
3.		

J. Please specify the total number of support personnel that may assist in the completion of this Project:

We estimate **16** individuals will be needed to complete the geotechnical services associated with projects under this advertisement. This includes a three-member drill crew as well as laboratory, clerical, and engineering staff. More employees can be added, as necessary, to complete any project.

TEC Professional Services Questionnaire

K. List the professional in charge, key persons, specialists, and individual consultants anticipated for this Project and provide their relevant information below. If necessary, please attach additional documentation (i.e., resume) that demonstrates the employment history and experience of the Firm's key persons that may assist in the completion of this Project. Please attach additional pages if necessary.

PROFESSIONAL IN CHARGE OF PROJECT:

Name & Title:

Gwendolyn P. Sanders, P.E. / President and Project Principal

Project Assignment:

Project Principal / Limited Liability Corporation Member

Name of Firm with which Associated:

Eustis Engineering L.L.C.

Years' Experience with This Firm:

31

Education: Degree(s)/Year/Specialization:

Master of Science / 1992 / Civil Engineering

Bachelor of Science / 1990 / Civil Engineering

Active Registration: Year First Registered/Discipline:

Louisiana: 1997 / Civil Engineering

Mississippi: 2003 / Engineering

Texas: 2020 / Civil Engineering

Other Experience and Qualifications Relevant to the Proposed Project:

Mrs. Sanders began her professional career with Eustis Engineering in 1993. Over the past 31 years, she has worked her way up through the ranks of the engineering department including Associate Engineer, Project Engineer, Project Manager, and Engineering Manager. She has been on Eustis Engineering's Board of Directors since 1997. In 2020, Mrs. Sanders became Eustis Engineering's first woman president after previously serving as a Vice President and Executive Vice President. As President, she is responsible for day-to-day business operations including quality, safety, marketing, and long-term strategic growth. She also actively participates in the engineering design and review processes.

Considering her experience with Eustis Engineering, a leading Gulf Coast geotechnical firm, Mrs. Sanders has extensive experience in soft soils and working on projects in coastal Louisiana. She has been directly and indirectly involved in numerous projects throughout the Gulf Coast area, particularly in the Greater New Orleans area. Mrs. Sanders has been involved in and managed every aspect of a geotechnical engineering project, namely developing appropriate scopes of work for projects, planning and coordinating field investigations, assigning laboratory testing, performing geotechnical engineering analyses, preparing detailed reports with engineering analyses and recommendations, reviewing reports prepared by other professionals, and consulting with clients. Much of her work experience has dealt with identifying soil properties, developing criteria for design of foundations, and determining an appropriate foundation to support the structure under consideration.

In 2017, Mrs. Sanders served as program advisor for the Deep Foundations Institute's 42nd annual conference. She has twice been named one of the 50 Women of the Year by New Orleans CityBusiness, first in 2017 and again in 2021. She is currently serving as an associate member of the ASCE Standards Committee for the Design of Foundations. She has a keen eye for detail and is a stickler for quality. Her work ethic, combined with her communication skills, translates to Mrs. Sanders' ability to deliver successful geotechnical engineering projects to her clients.

Over the years, Mrs. Sanders has been involved with more than 2,800 projects in some capacity, including the following contained within this submittal:

K. List the professional in charge, key persons, specialists, and individual consultants anticipated for this Project and provide their relevant information below. If necessary, please attach additional documentation (i.e., resume) that demonstrates the employment history and experience of the Firm's key persons that may assist in the completion of this Project. Please attach additional pages if necessary.

PROFESSIONAL IN CHARGE OF PROJECT:

Name & Title:

Gwendolyn P. Sanders, P.E. / President and Project Principal

- **Jefferson Parish – Department of Public Works**, Proposed Pump Station, West Esplanade at the 17th Street Canal, Jefferson Parish, Louisiana, Eustis Engineering Project No. 24427
- **Jefferson Parish** – Veterans Boulevard, Pump Stations, Jefferson Parish, Louisiana, Eustis Engineering Project Nos. 23396.00, .01, & 24426
- **Jefferson Parish** – Design and Construction of Improvements to Causeway Boulevard and West Esplanade Avenue, North and South Sewer Pump Stations, Metairie, Louisiana, Eustis Engineering Project No. 22448

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Benjamin M. Cody, P.E. / Principal Engineer
Project Assignment:
Project Manager
Name of Firm with which Associated:
Eustis Engineering L.L.C.
Years' Experience with This Firm:
21
Education: Degree(s)/Year/Specialization:
Master of Science / 1999 / Civil Engineering Bachelor of Science / 1996 / Civil Engineering
Active Registration: Year First Registered/Discipline:
Louisiana: 2002 / Civil Engineering Mississippi: 2007 / Engineering Texas: 2014 / Civil Engineering Florida: 2001 / Engineering Alabama: 2003 / Engineering Arkansas: 2014 / Engineering
Other Experience and Qualifications Relevant to the Proposed Project:
<p>From 1993 to 1994, Mr. Benjamin M. Cody first worked with Eustis Engineering as a part-time laboratory soil technician while obtaining his undergraduate degree. After leaving Eustis Engineering in 1994, Mr. Cody worked as an engineering technician with the Sewerage & Water Board of New Orleans and as a student laboratory coordinator at Tulane University's Department of Civil Engineering. Mr. Cody also assisted in teaching the introductory soil mechanics laboratory sessions. For more than a year, he then worked as a graduate research assistant at Tulane University while pursuing his Master's degree. At that time, he was responsible for the design, construction, and implementation of bench scale testing system in contaminated soil remediation.</p> <p>From 1998 until 2001, Mr. Cody worked for engineering firms in Florida. He performed such duties as soil evaluation and engineering recommendations for projects of varying sizes including multi-story structures, bridges, and roadways. He performed Phase I environmental site assessments as well as geotechnical sensor installation.</p> <p>In 2001, he returned to the New Orleans area and to Eustis Engineering as a Project Engineer. He now serves as a Principal Engineer with the firm. Since his return, Mr. Cody has performed a wide variety of engineering services including geotechnical project management, engineering design, engineering during construction, and dynamic pile testing. Private sector projects have varied from small private or commercial structures to multi-story high-rise structures, storage tanks, and other industrial facilities. Public projects have included roads and bridges, port facilities, government buildings and facilities, schools, and hurricane protection system improvements.</p> <p>Some of Mr. Cody's project experience, shown in this submittal, includes the following:</p> <ul style="list-style-type: none">• Jefferson Parish – Department of Public Works, Proposed Pump Station, West Esplanade at the 17th Street Canal, Jefferson Parish, Louisiana, Eustis Engineering Project No. 24427• Jefferson Parish – Veterans Boulevard, Pump Stations, Jefferson Parish, Louisiana, Eustis Engineering Project Nos. 23396.00, .01, & 24426• Jefferson Parish – Jung and Falcone Lift Station Upgrades (K-11-3), New Sanitary Sewer Lift Station, Marrero, Louisiana, Eustis Engineering Project No. 23819

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:

Name & Title:

Benjamin M. Cody, P.E. / Principal Engineer

- **City of Kenner** – Sewer Capital Improvement Program, Sewage Pumping Station Upgrade, 31st Street and Jasper Street Lift Station, Jefferson Parish, Louisiana, Eustis Engineering Project Nos. 21834 & 22559
- **Jefferson Parish** – Proposed Lift Station, Melody Drive and West Esplanade Avenue, Metairie, Louisiana, Eustis Engineering Project No. 24782

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
James J. Hance, P.E. / Senior Project Manager and Vice President (Finance)
Project Assignment:
Senior Project Manager / Limited Liability Corporation Member
Name of Firm with which Associated:
Eustis Engineering L.L.C.
Years' Experience with This Firm:
20
Education: Degree(s)/Year/Specialization:
Master of Business Administration / 2011 / Business Administration Master of Science / 2003 / Civil Engineering (Geotechnical) Bachelor of Science / 1998 / Civil Engineering
Active Registration: Year First Registered/Discipline:
Louisiana: 2004 / Civil Engineering Mississippi: 2012 / Engineering Texas: 2010 / Civil Engineering
Other Experience and Qualifications Relevant to the Proposed Project:
<p>For 3 years, Mr. Hance was a Staff Engineer and Assistant Project Manager on numerous design and construction phase projects in the Washington D.C. metropolitan area. His duties included management of field technicians who performed concrete, asphalt, and soils testing as well as foundation construction observations of spread footings, mats, drilled shafts, augercast piles, driven steel H-piles, tiebacks, and underpinning piers.</p> <p>After relocating to Austin, Texas, to eventually pursue graduate studies in engineering, Mr. Hance acted as an assistant project engineer for several design phase projects. These projects involved retention and stream bank stabilization applications. The types of systems designed included mechanically stabilized earth (MSE), single and multi-tiered walls and slopes utilizing geogrid reinforcement, and the use of geosynthetic materials in engineering applications such as erosion control solutions for open channel flow conditions.</p> <p>Mr. Hance was a graduate research assistant at the University of Texas at Austin where he published his Master's thesis in association with a Master of Science in Civil Engineering degree: <i>Assessment of Seafloor Slope Stability Based on a Database of Published Submarine Slope Failures</i>.</p> <p>Mr. Hance has spent the past 20 years with Eustis Engineering and has worked on many projects for Jefferson Parish. During his tenure at Eustis Engineering, he has earned four promotions: Project Engineer (July 2004), Project Manager (November 2007), Vice President (August 2011), and Chief Financial Officer (August 2012). Mr. Hance manages geotechnical services associated with commercial, industrial, environmental, and civil works projects. His responsibilities include managing a wide variety of design and construction phase projects (public and private sectors), management of staff engineers and development of their skill assets, developing scopes of work and appropriate fees for new projects with clients, participating in business development and marketing ventures, and negotiating contracts.</p> <p>Some of his experience relative to this submittal includes the following:</p> <ul style="list-style-type: none">• Jefferson Parish – Jung and Falcone Lift Station Upgrades (K-11-3), New Sanitary Sewer Lift Station, Marrero, Louisiana, Eustis Engineering Project No. 23819• Jefferson Parish – Proposed Lift Station, Melody Drive and West Esplanade Avenue, Metairie, Louisiana, Eustis Engineering Project No. 24782

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Sean G. Walsh, P.E. / Engineering Manager and Vice President (Engineering)
Project Assignment:
Project Manager
Name of Firm with which Associated:
Eustis Engineering L.L.C.
Years' Experience with This Firm:
11
Education: Degree(s)/Year/Specialization:
Master of Science / 2010 / Civil Engineering Bachelor of Science / 2007 / Civil Engineering
Active Registration: Year First Registered/Discipline:
Louisiana: 2013 / Civil Engineering
Other Experience and Qualifications Relevant to the Proposed Project:
<p>For his first 5 years after graduation, Mr. Sean G. Walsh was a Project Engineer on numerous projects in New York and the New Orleans metropolitan area where he gained experience in civil, geotechnical, and geo-environmental engineering projects for a variety of public and private clients.</p> <p>Since joining Eustis Engineering in 2012 as a Project Engineer, Mr. Walsh has been responsible for developing and managing engineering package preparations (e.g., engineering design and analysis, reporting, developing construction and permit drawings, contract specifications, cost estimates, and design reporting) for a diverse range of design and analysis projects, including deep foundations, excavation support systems, utility foundations, slope stabilization, solid waste closure systems, levee inspection/safety, and seepage modeling.</p> <p>Mr. Walsh was promoted to Project Manager in 2017, Engineering Manager in 2019, and Vice President in 2020. Mr. Walsh is also a graduate of the 2017 New Orleans Regional Leadership Institute (NORLI), a 1-year training program designed to help shape community leaders.</p> <p>During his employment with Eustis Engineering, Mr. Walsh has provided engineering services on more than 650 projects. Mr. Walsh has risen to the level of Vice President and Engineering Manager, in which he is responsible for personnel resource allocation, the overall engineering schedule, and execution of engineering services. Mr. Walsh also functions as a mentor to the engineering staff.</p> <p>A large portion of Mr. Walsh's experience, before and after joining Eustis Engineering, involved development of design and construction recommendations associated with flood protection systems in southeastern Louisiana. Mr. Walsh has served as the project engineer and project manager responsible for the development and implementation of geotechnical exploration programs; development of soil testing laboratory programs; and interpretation of the results to evaluate strength, compressibility, and general soil characterization. Mr. Walsh used these data for geotechnical designs comprising pile capacity curves; bearing capacity analyses; cantilever retaining analyses; anchored retaining wall analyses; temporary retaining structure design; time-settlement projections for earthen levees with lift schedules; soil pressure profiles; structural and earthen levee under seepage analyses; levee and bank stability by Spencer's Method of Slices and Method of Planes; reinforced embankment design; stability analyses of flood protection walls (e.g., T-walls, I-walls, L-walls, and braced 'A-Frame' walls); downdrag and settlement analyses; settlement induced bending moments (SIBM) in foundation piles; piping analyses; uplift analyses; heave analyses; three-dimensional modeling of fill and structural load placements for predictions of time-rate settlements of</p>

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:

Name & Title:

Sean G. Walsh, P.E. / Engineering Manager and Vice President (Engineering)

foundation systems; and numerical modeling of soil-structure interaction (SSI) of flood protection structures by the finite element method (FEM).

Mr. Walsh has also worked on many local government projects in towns and cities including New Orleans, Golden Meadow, and Kentwood; numerous projects in Jefferson, Orleans, St. Bernard, St. Charles, and Plaquemines Parishes; several Port Commissions (e.g., Baton Rouge, New Orleans, South Louisiana); the Sewerage & Water Board of New Orleans; etc.

Regardless of the types of projects engineered for these agencies, his responsibilities have remained the same, namely defining the project philosophy; developing and maintaining the schedule; providing status reports to clients; controlling expenditures; overseeing project personnel; and reviewing the project design for compliance with engineering principles, company standards, and client requirements. He is hands-on in coordinating activities concerned with technical developments and in resolving engineering design/test problems.

Mr. Walsh's skills over the past 16 years in the industry have developed exponentially with the variety of projects that have crossed his desk. Regarding this submittal, Mr. Walsh has been directly involved with the following projects:

- **Jefferson Parish** – Jung and Falcone Lift Station Upgrades (K-11-3), New Sanitary Sewer Lift Station, Marrero, Louisiana, Eustis Engineering Project No. 23819
- **Lafourche Parish Government** – Butch Hill Pump Station, Lafourche Parish, Louisiana, Eustis Engineering Project No. 24723

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Lawrence W. Rome, C.E.T. / Operations Manager and Vice President (Operations)
Project Assignment:
Operations Manager / Limited Liability Corporation Member
Name of Firm with which Associated:
Eustis Engineering L.L.C.
Years' Experience with This Firm:
Education: Degree(s)/Year/Specialization:
Associate of Applied Sciences / 1998 / Safety
Active Registration: Year First Registered/Discipline:
N/A
Other Experience and Qualifications Relevant to the Proposed Project:
Accreditations / Affiliations / Certifications American Society of Certified Engineering Technicians Confined Space Entry Certification Greater New Orleans Industrial Education Council Safety Training Medic First Aid and CPR Course 2015 HAZMAT Certification, 49 CFR 172, Subpart H, Nuclear Gauges International Code Council: Soils Special Inspector National Institute for Certification in Engineering Technologies: Level I: Construction Materials Testing, Asphalt Level II: Construction Materials Testing, Concrete Level IV: Construction Materials Testing, Soils Level II: Geotechnical Engineering Technology, Construction Level III: Geotechnical Engineering Technology, Generalist Level IV: Geotechnical Engineering Technology, Exploration Level IV: Geotechnical Engineering Technology, Laboratory Level III: Transportation Engineering Technology, Highway Materials 10-Hour OSHA Training Transportation Workers Identification Card (TWIC) Registered Well Driller for the States of Louisiana and Mississippi Professional Experience After joining Eustis Engineering in 1994, Mr. Rome has worked in several departments throughout our firm. He began as a laboratory technician, performing simple testing such as grain size analyses, Atterberg liquid and plastic limits, and unconfined compression shear. Mr. Rome has become involved in more complex testing procedures such as permeability and consolidation tests. His capabilities have expanded to include lime stabilization studies, California Bearing Ratio tests, hysteresis, direct shear tests, swelling pressure and percent swell tests, consolidated undrained triaxial shear tests, relative density tests, and compaction tests.

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:

Name & Title:

Lawrence W. Rome, C.E.T. / Operations Manager and Vice President (Operations)

Mr. Rome is thoroughly familiar with the performance of the following types of testing.

- Atterberg limits
- Consolidated drained triaxial shear tests
- Consolidation tests
- Direct simple shear
- Hydrometer
- Moisture content of soil and rock
- Particle size analysis of soils and aggregates
- Pocket penetrometer
- Settlement column testing of dredged materials
- Soil constants
- Standard and modified compaction
- Torvane shear tests
- Unconsolidated undrained triaxial shear tests
- Unit weight
- Moisture density relationships of soil-cement mixtures
- Molded sand triaxial test using Mississippi Department of Transportation specifications
- U.S. Army Corps of Engineers' New Orleans District Classification System
- CBR of laboratory compacted soils
- Consolidated undrained triaxial shear tests
- Direct shear
- Flexible wall permeability test
- Miniature vane shear
- Organic content
- Percent finer than No. 200 sieve
- Relative density tests
- Sieve analyses
- Specific gravity of soils
- Swell pressure tests
- Unconfined compressive strength of soil
- Unified Soil Classification System
- Visual classification of soils

In early 1998, Mr. Rome joined the Drilling Department as a soil technician, while assisting the drilling crew as a wrenchman. In November 1998, Mr. Rome became a driller for Eustis Engineering. In this capacity, he performed sampling operations using 3-in. diameter Shelby tubes and 5-in. diameter Corps of Engineers' fixed piston sampling. He is also quite familiar with splitspoon, pitcher, Osterberg, Denison, and hollow stem auger sampling operations. He is competent in the installation of piezometers, monitoring wells, inclinometers, and pore pressure transducers. Mr. Rome has drilled to depths in excess of 300 feet utilizing 5-in. fixed piston samplers and in excess of 400 feet for 3-in. diameter Shelby tube sampling. Mr. Rome has drilled from various types of equipment including pontoons, cargo buggies, shallow draft elevating boats, barges, and pull boats using CME, Diedrich, and Failing drill rigs. Mr. Rome has also served as a Quality Assurance/Quality Control inspector for drilling operations for FFEB JV. This included ensuring as many as 22 drill crews were performing sampling operations in strict compliance with USACE specifications.

In the early 2000s, Mr. Rome attended the University of Missouri at Rolla for Advanced Soil Mechanics training. In 2005, he began serving as Operations Manager overseeing the laboratory department's daily objectives, reviewing calculations, and developing new skills in laboratory personnel, as well as other duties. In the drilling department, he oversees up to five drilling crews which involves ordering parts, looking at prospective sites, making crew schedules, lining up subcontract equipment, and ensuring the highest quality samples are obtained by drill crews and subcontractors. Mr. Rome also serves as a driller or soil technician when his experience is required or to train new employees.

In 2013, Mr. Rome added the CMT Department under his operational duties in addition to his operational duties within the lab and drilling departments. Mr. Rome works closely with the operations supervisor for CMT, overseeing the department's daily objectives, reviewing reports, reviewing invoices, addressing staffing needs, as well as other duties.

Mr. Rome has direct involvement with the following projects related to this submittal:

- **Jefferson Parish** – Jung and Falcone Lift Station Upgrades (K-11-3), New Sanitary Sewer Lift Station, Marrero, Louisiana, Eustis Engineering Project No. 23819

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:

Name & Title:

Lawrence W. Rome, C.E.T. / Operations Manager and Vice President (Operations)

- **Lafourche Parish Water District No. 1** – Sugar Ridge Wastewater Treatment Facility, Proposed Structures, Dogwood Drive, Lafourche Parish, Louisiana, Eustis Engineering Project No. 24757
- **Jefferson Parish** – Maplewood Drive and Paillet Street, Drainage Improvements, Jefferson Parish, Louisiana, Eustis Engineering Project No. 22942

PROJECT NO. 01

Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p align="center"> Jefferson Parish Department of Public Works Proposed Pump Station West Esplanade at the 17th Street Canal Jefferson Parish, Louisiana Eustis Engineering Project No. 24427 </p> <p align="center"> Contact Information: Jefferson Parish Through ECM Consultants, Inc. Suite 200 1301 Clearview Parkway Metairie, Louisiana 70001 Sunina Shrestha, P.E. @ 504-885-4080 </p>	<p>Jefferson Parish proposed a pump station at the intersection of the 17th Street Canal and West Esplanade Avenue in Metairie, Louisiana. The pump station would be built on the west bank of the canal.</p> <p>The pump station was planned to have approximate dimensions of 50' x 36' with a sump depth of approximately 18 feet. A new 78" x 122" arch-shaped reinforced concrete pipe would feed collected drainage water to the pump station. A new generator pad with approximate plan dimensions of 16' x 37' would be located southwest of the pump station.</p> <p>Discharge pipes, 32 inches in diameter, would be installed from the pump station, extending over the levee and floodwall to discharge stormwater from the pump station into the 17th Street Canal. The discharge pipes were to be pile-supported on the land and flood sides of the levee and floodwall.</p> <p>Eustis Engineering performed engineering analyses based on data obtained from previous subsurface explorations at the site supplemented by those in the project area.</p> <p>The scope of service for this project included compiling and updating geotechnical analyses from previous reports that were still applicable to the pump station plans. These previous analyses included deep-seated global stability analyses, seepage potential evaluation, and estimates of pile load capacities for various types and sizes of piles.</p> <p>We performed supplemental deep-seated global stability analyses to provide an alternative analysis as part of the Safety Assurance Review (SAR) required by the U.S. Army Corps of Engineers for the construction permit application. We also furnished supporting documentation for temporary retaining structure design as well as seepage and heave analyses. Finally, we generated recommendations for general site preparation and foundation construction procedures.</p>	
<p align="center">Completion Date (Actual or Estimated)</p>	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
<p align="center">09/2021 (A)</p>	<p align="center">Unknown</p>	<p align="center">\$25,500</p>

PROJECT NO. 02

Project Name, Location, and Owner's Contact Information:

Nature of Firm's Responsibility:

**Jefferson Parish
Veterans Boulevard
Drainage Pump Stations
Jefferson Parish, Louisiana
Eustis Engineering Project Nos.
22024, 22631, 23396.00-.01, and 24426.00-.01**

Contact Information:
Jefferson Parish Through
ECM Consultants, Inc.
Suite 200
1301 Clearview Parkway
Metairie, Louisiana 70001
Sunina Shrestha, P.E. @ 504-885-4080

Two new drainage pump stations are proposed on the north and south sides of Veterans Memorial Boulevard at the 17th Street Canal. Each of these pump stations will discharge into the 17th Street Canal. Due to a planned bike path along the hurricane protection floodwall, these discharge pipes will need to penetrate the flood protection. As a result, plans called for the replacement of portions of the existing West 17th Street Canal I-walls (which cannot be penetrated and still comply with the U.S. Army Corps of Engineers' [USACE] guidelines) with T-walls. Both pump stations would require demolition of approximately 20 feet of existing concrete I-wall for installation of the new T-wall in order to accommodate a discharge pipe through each wall. Access gates will also be provided as part of the floodwall modifications. For additional data at the site, Eustis Engineering L.L.C. used soil boring and laboratory test data contained in our own files from prior explorations as well as data obtained through a Freedom of Information of Act request to the USACE.

Due to the modifications to the flood protection, a safety assurance review (SAR) was conducted by an independent reviewer. The SAR included a review of the plans and specifications as well as design reports and calculations. Comments from the SAR were incorporated into the permit package submitted to the review agencies. The project plans have civil, structural, mechanical, and electrical components. Engineering analyses for the evaluation of the proposed T-wall to support the construction permit application and the SAR followed the USACE's Hurricane and Storm Damage Risk Reduction System Design Guidelines, dated June 2012. Global and local stability analyses were performed to evaluate the design and construction of the T-wall, including temporary flood protection (TFP) and temporary retaining structures (TRS). Stability analyses were also performed to address construction dewatering requirements for the pump station excavation with respect to the existing and proposed flood protection.

Our work to support the design included estimates of allowable axial pile load capacity for piles supporting the T-wall foundations as well as the pump station and discharge pipes. We also performed analyses to evaluate the potential for seepage and heave during and after construction for the proposed features. New generator pads were located adjacent to each pump station to house controls outside the new intake excavation.

Eustis Engineering is currently performing Engineering During Construction (EDC) services as required by the SAR. To date, we have responded to contractor requests for information (RFIs) and have performed submittal reviews. The EDC submittal reviews include the test pile program (TPP) plan, TRS and TFP methods, and sequences

PROJECT NO. 02

PROJECT NO. 02		
Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
	proposed by the contractor. We evaluated the results of the TPP to confirm the design pile capacity as well as installation criteria. We will review the results of geotechnical instrumentation to monitor the excavation and dewatering, including piezometers and inclinometers.	
Completion Date (Actual or Estimated)	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
04/2025 (E)	Unknown	\$109,826 (to date)

PROJECT NO. 03

PROJECT NO. 03		
Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p>Jefferson Parish Maplewood Drive and Paillet Street Drainage Improvements Jefferson Parish, Louisiana Eustis Engineering Project No. 22942</p> <p>Contact Information: Jefferson Parish Through Burk-Kleinpeter, Inc. 4176 Canal Street New Orleans, Louisiana 70119 Henry M. Picard, III, P.E. @ 504-486-5901</p>	<p>After completing the geotechnical exploration and design for the project in 2011, Eustis Engineering was asked to provide construction materials testing services associated with the Maplewood Drive and Paillet Street drainage improvements project in Harvey, Louisiana. The project's general scope included the installation of subsurface drainage and street resurfacing along Maplewood Drive and the surrounding area. Our services included:</p> <ul style="list-style-type: none"> • the performance of soil mechanics laboratory tests on various materials to be used for bedding, backfill, and roadway base materials to confirm they comply with project specifications; • in-place density tests on these same materials to determine their compaction complied with the project specifications; • inspection of the placement of concrete for slope paving, junction boxes, roadway paving, and various foundations; • more than 80 sets of concrete cylinders were subjected to compressive strength testing at 7 days and 28 days; • the inspection of more than 1,300 tons of asphalt both at the plant and in the field along with asphalt coring after placement; and • vibration monitoring services during construction. <p>Our technicians recorded more than 8,200 hours for the project. Our engineers reviewed daily reports for compliance with our quality control manual and program.</p>	
	Completion Date (Actual or Estimated)	Estimated Cost:
11/2017 (A)	Entire Project:	Work for Which Firm Was Responsible:
	Unknown	\$363,600

PROJECT NO. 04

Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p align="center"> Jefferson Parish Jung and Falcone Lift Station Upgrades (K-11-3) New Sanitary Sewer Lift Station Marrero, Louisiana Eustis Engineering Project No. 23819 </p> <p align="center"> Contact Information: Jefferson Parish Through Principal Engineering, Inc. Suite 19 1011 North Causeway Boulevard Mandeville, Louisiana 70471 Jeneva Hinojosa, E.I. @ 985-624-5001 </p>	<p>The new lift station was to consist of a fiberglass wet well and fiberglass valve pit. The wet well was to be approximately 6 feet in diameter and 18 feet in depth. The valve pit was to be approximately 6 feet in diameter and 8 feet in depth. Site improvements were to include a gravity sewer line installed approximately 12 feet below grade and a force main approximately 4 feet below grade.</p> <p>Our field investigation included the drilling of one soil boring to a depth of 80 feet below the existing ground surface using one of our truck-mounted rigs. Once in our laboratory, samples selected by our engineering staff were subjected to soil mechanics laboratory tests including visual classification, natural water content, unit weight, unconfined compression shear, and one-point unconsolidated undrained triaxial compression shear.</p> <p>Using these data, our staff performed engineering analyses and developed recommendations for the project documented in a report including:</p> <ul style="list-style-type: none"> • recommendations for site preparation encompassing temporary and permanent drainage, dewatering and pressure relief of excavations, and ways to limit lateral movement; • methods for excavation, base preparation, and bedding associated with the sanitary gravity sewer line, wet well, and valve box; • estimates of lateral earthen pressures; • recommendations for material placement and compaction of backfill for the force main and sanitary sewer line; • allowable soil bearing value recommendations for the wet well and valve box; • allowable pile load capacities, in compression and tension, for treated ASTM D25 quality timber piles; and • settlement estimates for both ground-supported and pile-supported project features. 	
<p align="center">Completion Date (Actual or Estimated)</p>	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
<p align="center">06/2018 (A)</p>	<p align="center">Unknown</p>	<p align="center">\$4,900</p>

PROJECT NO. 05

**Project Name, Location, and
Owner's Contact Information:**

Nature of Firm's Responsibility:

**Jefferson Parish
Westbank Projects
Instrumentation Installation and Monitoring
Lapalco Boulevard Overpass
at Bayou Segnette
Westwego, Louisiana
Eustis Engineering Project No. 23937**

Contact Information:

Jefferson Parish Office of Public Works
Suite 904
1221 Elmwood Boulevard
Jefferson, Louisiana 70123
Miles Bingham @ 504-736-8753

Eustis Engineering performed a site visit and developed a plan for instrumentation installation and monitoring of relative movements of the Lapalco Boulevard Overpass bridge structures at Bayou Segnette in Westwego, Louisiana. We were contracted to install six crackmeters, three tiltmeters, and three temperature sensors on the Lapalco Boulevard Overpass. These instrumentation installations occurred on Bents 4, 24, and 34.

The crackmeters were installed at the determined bents. They measured displacements to the nearest 0.0375 millimeter. A set of crackmeters were installed at each bent, one to measure displacement in the direction of traffic and one to measure displacement perpendicular to traffic.

Tiltmeters were installed on the faces of the supporting pedestals with inclination measured to the .001 of a degree and oriented to measure uniaxially in the vertical direction perpendicular to traffic. Eustis Engineering measured inclination of the bridge pedestals utilizing a digital level with a precision to the .01 of a degree. These measurements were taken to establish the initial orientation of the tiltmeters. Measurements were taken of inclination in the transverse and longitudinal directions to relate to the structure at the end of the monitoring period. In addition, we conducted a survey to measure relative elevation differences between the tops of pile caps for comparison to the as-built plans. Finally, we conducted traditional survey readings to estimate the movement of the bridge abutments.

In an attempt to isolate temperature-related movements of the bridge from traffic-related movements, Eustis Engineering also installed a temperature sensor at each bent in the area exposed to the greatest amount of sunlight. This approach showed variation in temperature as compared to the bridge structure.

Finally, Eustis Engineering conducted a level survey of pile caps relative to each other, where available. Some pile caps were inaccessible due to excessive vegetation or water above the pile caps. These measurements were related to two independent temporary benchmarks taken on each side of the bridge structure (east and west) and on the south side of the bridge.

Review of existing and gathered data revealed approximately 3 feet of ground subsidence occurred since the bridge was completed. Survey data from Eustis Engineering showed the pile caps towards the center of the bridge span were between 2 and 3 feet higher in elevation than the pile caps near the approaches.

Instrumentation data showed that movements with respect to time were very slight (less than 1.5 millimeters) over the six-month

PROJECT NO. 05

PROJECT NO. 05		
Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
	monitoring period. The movements also appeared to be strongly correlated with fluctuations in temperature. While there were some minor fluctuations, the crackmeters and tiltmeters generally moved with respect to temperature and to less extent, the height of Bayou Segnette.	
Completion Date (Actual or Estimated)	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
10/2019 (A)	Unknown	\$22,900

PROJECT NO. 06

Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p align="center"> Jefferson Parish Design and Construction of Improvements to Causeway Boulevard and West Esplanade Avenue North and South Sewer Pump Stations Metairie, Louisiana Eustis Engineering Project No. 22448 </p> <p align="center"> Contact Information: Jefferson Parish Through ECM Consultants, Inc. 4409 Utica Street Suite 200 Metairie, Louisiana 70006 Chris Maniscalco @ 504-885-4080 </p>	<p>Jefferson Parish planned to make improvements to the existing north and south sewer pump stations near the intersection of Causeway Boulevard and West Esplanade Avenue. Horizontal directional drilling technology would be used to install the proposed 8- and 12-in. diameter sewer pipes. The ground surface at the site was at approximate el -5. Soil bearing values were requested for the lift station planned at approximate el -22, a valve box at el -10, and manholes at approximate el -20. Recommendations for a sheetpile cofferdam were requested where the directional drilling would terminate at the Causeway Boulevard/West Esplanade intersection.</p> <p>One of Eustis Engineering's in-house drill crews traversed the short distance to the site to perform the field exploration developed by our engineering team. Three soil borings were made for the project to depths of 25, 50, and 75 feet below the existing ground surface considering the component feature depths and locations. Boring location coordinates were obtained using a handheld GPS unit. Samples of the subsoils retained from our drilling operations were transported to our accredited Metairie laboratory for testing. Once in our laboratory, classification, index, and strength tests were performed on the undisturbed samples to inform the soil design parameter selection.</p> <p>We developed geotechnical engineering recommendations for lateral earth pressures; bedding material and compaction requirements including the use of geotextiles as a material separator; and structural fill (material, placement and compaction recommendations) when used as backfill between the side walls of the buried structure and the temporary sheetpile cofferdam. Our design analyses resulted in estimates of allowable soil bearing values for the lift station and valve box mat foundations as well as estimates of settlement and differential settlement for these features. We also addressed the use of a temporary retaining structure; excavation, dewatering, and groundwater control operations; and ways to minimize lateral movement and settlement of the adjacent ground surface.</p>	
<p align="center">Completion Date (Actual or Estimated)</p>	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
<p align="center">02/2015 (A)</p>	<p align="center">Unknown</p>	<p align="center">\$7,200</p>

PROJECT NO. 07

Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p align="center"> Jefferson Parish Proposed Lift Station Melody Drive and West Esplanade Avenue Metairie, Louisiana Eustis Engineering Project No. 24782 </p> <p align="center"> Contact Information: Jefferson Parish Through ECM Consultants, Inc. 1301 Clearview Parkway Suite 200 Metairie, Louisiana 70006 Sunina Shrestha P.E. @ 504-885-4080 </p>	<p>A new lift station was proposed to be constructed at the intersection of Melody Drive and West Esplanade Avenue in Metairie, Louisiana, just east of the existing lift stations. The structure's wet well and valve pit would have a 2-ft (thick) base slab extending 2 feet beyond all sides. Two options regarding the wet well size and dimensions were being considered. A new pile-supported sewer force main aerial canal crossing was also proposed.</p> <p>Eustis Engineering's subsurface exploration comprised one undisturbed sample type soil test boring to a depth of 70 feet below the existing ground surface using a truck-mounted rotary-type drill rig. Due to the existing site features and overhead and underground utilities, our crew coordinated closely with the designer and representatives of Jefferson Parish to select the boring location. After completion of the field work, the samples were transported to our certified Metairie laboratory for testing. Soil mechanics laboratory tests consisted of visual classification, natural water content, unit weight, unconfined compression shear, unconsolidated undrained triaxial compression shear, and Atterberg liquid and plastic limits tests. These test results were utilized to develop soil design parameters for the geotechnical analyses.</p> <p>We made recommendations for both shallow (mat/slab) and deep (driven pile) foundation design, installation, and materials.</p> <p>Engineering analyses included settlement and lateral earthen pressures (at-rest, active, and passive). For mat foundations, we calculated allowable soil bearing values, net applied pressure intensity, estimated settlement, and uplift pressure. For pile foundations, we calculated allowable pile load capacities in compression and tension and estimated settlement. We also provided recommendations for pile materials, size, and installation methods.</p>	
<p align="center">Completion Date (Actual or Estimated)</p>	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
<p align="center">05/2022 (A)</p>	<p align="center">Unknown</p>	<p align="center">\$6,160</p>

PROJECT NO. 08		
Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p style="text-align: center;">City of Kenner Sewer Capital Improvement Program Sewage Pumping Station Upgrade 31st Street and Jasper Street Lift Station Kenner, Louisiana Eustis Engineering Project Nos. 21834 and 22559</p> <p style="text-align: center;">Contact Information: City of Kenner Department of Public Works Through Design Engineering, Inc. Suite 205 3330 West Esplanade Avenue Metairie, Louisiana 70002 John Holtgreve @ 504-836-2155</p>	<p>Construction was to consist of a new wet well 20 to 25 feet below the existing ground surface, a valve pit 6 to 8 feet below the existing ground surface, and an electrical panel at the ground surface. The wet well and valve pit would each have a 12' x 12' pad. The electrical panel would have a 2' x 5' pad. Both shallow foundation systems and treated timber piles were being considered for support of the project features.</p> <p>Eustis Engineering conducted one undisturbed soil test boring at the site. The boring was drilled to a depth of 80 feet below the existing ground surface to provide sufficient information for the evaluation of piles and sheetpiles. Our laboratory technicians performed tests on samples obtained from the boring at the direction of our engineers in order to evaluate the physical properties of the various substrata.</p> <p>Engineering analyses, based on the soil boring and laboratory test results, were made to determine recommendations regarding site preparation and drainage, pipe bedding, estimates of allowable soil bearing values, estimates of allowable load capacities for timber piles, estimates of settlement, a temporary restraining system, and foundation construction procedures as well as recommendations for rigid and flexible pavements. Eustis Engineering also provided construction materials testing services for this project. Those services included:</p> <ul style="list-style-type: none"> • soil mechanics laboratory tests including moisture content, Atterberg limits, mechanical analysis, and standard Proctor; • inplace density tests on sand, limestone, and crushed concrete for use as structural backfill, bedding, and base course; • visual and physical inspection of more than 1,620 feet of timber piles; • pile logging during installation; • performance of vibration monitoring during pile installation; • review of asphalt and concrete mix designs intended for use on the project; • visual and physical inspection of concrete placed for the lift station slab, seal slab, foundation slab, skid foundation, tank bottom, manhole, electrical pad, sidewalk, and roadway; • compressive strength tests on concrete cylinders made during the above inspection; and • the coring and inspection of asphalt. <p>Our engineers performed quality reviews of these inspection reports prior to issuing the results.</p>	
	Completion Date (Actual or Estimated)	Estimated Cost:
	Entire Project:	Work for Which Firm Was Responsible:
04/2015 (A)	Unknown	\$19,300

PROJECT NO. 09

Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p align="center"> Lafourche Parish Water District No. 1 Sugar Ridge Wastewater Treatment Facility Proposed Structures Dogwood Drive Lafourche Parish, Louisiana Eustis Engineering Project No. 24757 </p> <p align="center"> Contact Information: Lafourche Parish Water District No. 1 Through 21 Design Group, Inc. Suite 301 1351 Jefferson Street Washington, Missouri 63090 Jeremy Lay @ 636-432-5029 </p>	<p>A Moving Bed Biofilm Reactor (MBBR) and Clarifier are proposed for construction at the Sugar Ridge Wastewater Treatment Facility in Lafourche Parish, Louisiana. Shallow and deep foundations are currently under consideration. Eustis Engineering conducted a geotechnical exploration to assess the subsoil suitability to the intended project features.</p> <p>Based on review of the furnished information and knowledge of the area geology, Eustis Engineering recommended drilling two soil borings for this project. One boring was drilled to a depth of 70 feet and the other extended to a depth of 50 feet.</p> <p>Borings were drilled at the approximate center of each proposed structure's footprint using a truck mounted drill rig; undisturbed samples of cohesive or semi-cohesive subsoils were obtained at close intervals or changes in stratum using a 3-in. diameter thinwall Shelby tube sampler. Laboratory tests were performed to evaluate the subsoil characteristics, shear strength, and relative compressibility of the subsoils encountered.</p> <p>The geotechnical engineering design report of our findings and recommendations included:</p> <ul style="list-style-type: none"> • a boring location plan; • individual logs of the borings; • a summary of the laboratory test data; • a discussion of the subsoil and groundwater conditions; • recommendations for site preparation and drainage; • recommendations for placement and compaction of fill material; • estimates of allowable soil bearing values for mat foundations constructed at grade and at a depth of 9 feet below grade; • an evaluation of uplift pressures on the below grade features; • estimates of allowable vertical load capacities for various embedments of driven timber piles installed at grade or below grade; • recommendations for pile installation and testing methods; • estimates of settlement due to fill placement and structural loads; and • general construction recommendations. 	
<p align="center">Completion Date (Actual or Estimated)</p> <p align="center">04/2022 (A)</p>	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
	<p align="center">Unknown</p>	<p align="center">\$7,975</p>

PROJECT NO. 10

Project Name, Location, and Owner's Contact Information:	Nature of Firm's Responsibility:	
<p align="center"> Lafourche Parish Government Butch Hill Pump Station Lafourche Parish, Louisiana Eustis Engineering Project No. 24723 </p> <p align="center"> Contact Information: Lafourche Parish Government Through GIS Engineering, L.L.C. Suite 600 935 Gravier Street New Orleans, Louisiana 70112 Augustin Rega, P.E. @ 504-364-4784 </p>	<p>The Lafourche Parish Government wishes to increase capacity at the existing Butch Hill Pump Station. This involves the removal of the existing station to introduce the new station. An existing vehicular bridge spanning the existing discharge pipes will be replaced during the construction of the new station. The intake canal may also be increased in width to provide greater flow into the new station. The new pump station may be located east of the existing pump station to allow for continued use of the old pump station during construction. This will require excavation and realignment of the intake drainage canal to support the updated design layout.</p> <p>Eustis Engineering L.L.C. performed a geotechnical exploration to support our engineering design recommendations associated with this project. We performed one soil boring to a depth of 150 feet and three cone penetration tests (CPTs) to depths of 150 feet.</p> <p>Soils mechanics laboratory tests performed on samples from the boring included natural water content, unconfined compression shear, unconsolidated undrained triaxial compression shear, and Atterberg liquid limits and plastic limits determinations. The test assignments were directed by our engineers to aid in the development of the soil design parameters.</p> <p>Eustis Engineering developed comprehensive draft and final geotechnical design reports for the project. Engineering analyses included estimates of lateral earthen pressure coefficients, local stability analyses of the pump station headwall and intake walls, and deep-seated stability analyses of the pump station and intake walls. For support of the pump station components, bridge, and other ancillary features, we provided estimates of allowable pile load capacity for various types and sizes of timber piles; square, precast concrete piles; and steel pipe piles for average grades at el 0 beyond the limits of the pump station and at el -21 beneath the structure. We evaluated seepage and heave beneath and around the pump station. Our geotechnical design report included estimates of allowable soil bearing values for the future equipment pad; estimates of settlement for foundation piles for both the pump station and the future discharge pipe foundations; estimates of subgrade moduli; and estimates of p-y, t-z, and Q-z soil values. We performed deep seated stability analyses of the drainage canal side slopes and slope stabilization needed to reroute the conveyance channels as part of the new pump station location.</p>	
<p align="center">Completion Date (Actual or Estimated)</p>	Estimated Cost:	
	Entire Project:	Work for Which Firm Was Responsible:
06/2022 (A)	Unknown	\$48,500

TEC Professional Services Questionnaire

M. List all prior and/or on-going litigation between Firm and Jefferson Parish. Please attach additional pages if necessary.

Parties:		Status/Result of Case:
Plaintiff:	Defendant:	
1. None at this time.		
2.		
3.		
4.		

N. Use this space to provide any additional information or description of resources supporting Firm’s qualifications for the proposed project.

When Eustis Engineering L.L.C. opened its first office in Vicksburg, Mississippi, in 1946, it housed its entire operation in less than 500 square feet of space. *Seventy-eight years later*, our personnel and equipment occupy 40,000+ square feet of space in five locations.

Eustis Engineering is the third oldest, continually operating geotechnical firm in the United States. From a single two-man office to approximately 115 individuals in five offices, the firm has grown to house accounting, administrative, quality control, safety, drilling, engineering, laboratory, and construction materials testing departments. These departments work together to provide our clients with the quality work desired in a cost efficient and timely manner.

Eustis Engineering is headquartered in Metairie, Louisiana, in the heart of Jefferson Parish’s East Bank. We also operate branch offices in Baton Rouge and Lafayette, Louisiana, Gulfport, Mississippi, and Houston, Texas. Our offices and staff collaborate seamlessly using Microsoft Teams and other virtual platforms.

Eustis Engineering’s services encompass many disciplines including the performance of:

- subsurface exploration (drilling of soil borings, cone penetration testing, downhole vane, and Geoprobe®);
- soil mechanics laboratory tests;
- field instrumentation and monitoring;
- non-destructive testing of piles and shafts including dynamic pile testing, crosshole sonic logging, single-hole sonic logging, low strain pile integrity testing, and thermal integrity profiling;
- geotechnical engineering design;
- special inspections; and
- construction quality control and materials testing services.

Eustis Engineering L.L.C. Important Numbers	
Item	Number
Unique Entity Identifier (UEI)	R83MG9NLTMS4
CAGE Code	4MOP2
Firm License - Louisiana	EF.0003558
Firm License - Mississippi	2078
Firm Registration – Texas	13895

Eustis Engineering has worked on over 850 geotechnical and construction materials testing projects for Jefferson Parish Government entities, many of which focused on water facilities and infrastructure. We have also worked on over 4,000 projects of all types throughout the east and west banks of Jefferson Parish alone, not considering similar projects in the surrounding parishes. This work history gives our engineering staff

unparalleled familiarity with the foundation conditions in the Gulf Coast and the challenges that may arise for projects associated with this contract.

ENGINEERING SERVICES

Eustis Engineering has geotechnical engineering capabilities to fulfill the requirements of nearly any project. As evidenced by the included write-ups in this package, our experience with various water, sewer and drainage infrastructure projects is varied and extensive.

We have developed pile capacity and bearing capacity analyses for projects throughout Jefferson Parish and the coastal areas of the United States. Eustis Engineering’s evaluation of piles includes estimates of vertical capacity for groups. We also perform lateral analyses of individual piles and pile groups using LPILE® and GROUP® software. Our evaluation of bearing capacity considers the excavation depth, base preparation and utility diameter.

We evaluate local and deep-seated global stability of canals, waterway slopes and embankments as well as excavation shoring and sheeting. We provide assessments of heave, seepage and erosion control measures. We evaluate floodwalls, including I-walls, L-walls, T-walls and gates.

We perform settlement studies including estimates of settlement and time-rate of settlement with and without wick drains to enhance consolidation. These settlement studies include estimates and recommendations for lift construction affecting a gain-in-strength of foundation soils associated with subsoil consolidation. Preload/surcharge operations are also a component of our settlement evaluations.

In our practice, Eustis Engineering has developed methodologies associated with the estimates of negative skin friction on pile foundations. The methods are the current state of practice. The extension of these methods is an evaluation of settlement induced bending moments. Eustis Engineering is also utilizing a numerical model program, SIGMA/W, in association with the rigorous settlement program Settle3.

Engineering Staffing

Our engineering staff has 20 master’s degrees in Civil Engineering, Engineering, Engineering Management, Geology, and Business Administration. Participation in post-Bachelor of Science curricula, as well as continuing education and professional registration that emphasizes engineering management and technical issues, is very important to Eustis Engineering. Our engineers also regularly present at technical conferences. We encourage and fund our staff for these activities and programs.

Employee	Education	Experience	
		Years with Eustis Engineering	Total Years
Professional Engineers (P.E.)			
Benjamin M. Cody	M.S. / Civil Engineering	22	26
Brian A. Deschamp	B.A. / Business Administration	12	12
	M.S. / Civil Engineering – Geotechnical		

P. Tennant Duckworth	M.S. / Civil Engineering	3	3
James J. Hance	M.S. / Civil Engineering	20	24
	M.B.A. / Business Administration		
Chad L. Held	M.S. / Civil Engineering	33	33
Matthew K. Morales	B.S. / Civil Engineering	15	15
Tomas K. Morales	B.S. / Civil Engineering	10	10
Travis R. Richards	M.S. / Engineering	17	24
	M.S. / Engineering Management		
	Coastal Engineering Certificate		
Chad D. Roe	M.S. / Civil Engineering	1	11
Gwendolyn P. Sanders	M.S. / Engineering	31	31
Sanjay S. Shahji	M.S. / Civil Engineering	1	18
Shaun R. Simon	M.S. / Civil Engineering	24	24
Alice E. Stark	M.S. / Civil and Environmental Engineering	<1	8
Patrick A. Thurmond	M.S. / Engineering Management	9	9
	M.S. / Civil Engineering		
	Coastal Engineering Certificate		
Sean G. Walsh	M.S. / Civil Engineering	11	16
James M. Williams	M.S. / Civil Engineering	6	6
Henry C. Worley	M.S. / Engineering	6	7
	Coastal Engineering Certificate		
Engineering Interns (E.I.)			
Adam K. Abdulbagi	B.S. / Civil Engineering	1	1
Naba Almofraji	B.S. / Civil Engineering	<1	6
Alvaro E. Carvajal	B.S. / Civil Engineering	1	1
Joseph P. DiGiovanni	B.S. / Civil Engineering	1	1
Steven B. Tidwell	B.S. / Geological Engineering	<1	13
Engineering Graduates			
Alexander Soriano Doninelli	B.S. / Civil Engineering	<1	4
Lesley L. Reitmeyer	B.S. / Civil Engineering	15	15
Xia (Bruce) Xialong	PhD / Geotechnical Engineering	<1	10
	M.S. / Geotechnical Engineering		
Geologists			
Matthew J. Blasini, G.I.T.	B.S. / Geology	5	6
Nathan A. Quick, P.G.	M.S. / Geology	2	7
Total Years of Experience		246	341

Reviewing our table, the majority of Eustis Engineering's professional engineers have at least ten years of experience in geotechnical engineering.

Cone Penetration Testing Capabilities

Eustis Engineering owns two dedicated track-mounted cone penetration test (CPT) rigs and operates four other multi-purpose rigs capable of performing CPTs. Operators are either specifically trained engineering technicians or engineers who perform field operations utilizing the CPT equipment. Engineers with specialized knowledge and experience operating the rigs evaluate the sounds and produce the CPT logs. Five of our rigs can be placed on a cargo buggy, shallow draft barge, or airboat to access coastal marsh or open water. We have sounded to depths of 180 feet and have the ability to perform dissipation and seismic testing. Field testing is performed according to ASTM D5778 and common industry practices. Eustis Engineering has been performing CPTs and using CPT technology since the early 2000s.

A CPT can be accomplished rapidly with four or five being performed in the same time frame as a standard geotechnical boring; therefore, CPTs are typically cost-effective in providing enhanced subsurface exploration and better delineation of subsurface conditions at a project site.

Dynamic Pile Testing Capabilities

Eustis Engineering was the first private consulting firm to own and operate dynamic pile testing equipment in the States of Louisiana and Mississippi. The pile types tested include timber piles; small size pipe piles; square, precast concrete piles and large (60 to 72-in. diameter) spun-cast, prestressed concrete piles; open-end and closed-end steel pipe piles; and steel H-piles.

We often upgrade our data collectors and operate four Pile Driving Analyzers® (PDAs): one PAX unit and three PDA-8G units. These units can be battery operated and use wireless gauge transmitters to eliminate the need for a main cable to connect directly to the units. We also stock and use underwater gauges to monitor pile driving in marine environments when the pile head descends below the water surface. To support our four PDA units, Eustis Engineering maintains an extensive inventory of calibrated gauges and accessories. To provide quality assurance and rapid responses to issues in the field, all PDAs have wireless communication, enabling our engineers direct oversight of the dynamic pile testing process in real time.

We also use this PDA equipment to maintain the calibrations of our automatic Standard Penetration Test (SPT) hammers on our drill rigs.

Other Non-Destructive Testing Capabilities

Our engineering staff at Eustis Engineering performs other non-destructive testing services to verify the structural integrity of drilled shafts, augercast piles, and precast concrete piles. Some of these processes include crosshole/single-hole sonic logging (CSL or SSL), low strain pile integrity testing (PIT), and thermal integrity profiling (TIP™). We also perform parallel seismic testing to evaluate existing foundation depths.

INSTRUMENTATION

Eustis Engineering has installed geotechnical instrumentation for decades. Our instrumentation programs have resulted in substantial cost savings to our clients by reducing preload durations, providing refinement of geotechnical design parameters through full-scale testing, and verifying the performance of cutting-edge designs. Our services go beyond the construction phase, as long-term monitoring programs enable owners to maximize utilization of their facilities throughout the design life by verifying if soil behavior is within acceptable limits.

Eustis Engineering provides the following instrumentation services:

- Vibrating wire devices including piezometers, extensometers, settlement gauges, and strain gauges
- Data loggers to enable periodic collection of data for vibrating wire devices
- Data links for remote web access to data loggers in near real time
- Settlement plates
- Conventional slope inclinometers or MEM sensor array inclinometers
- Monitoring services of all instrumentation devices with geotechnical interpretation

Instrumentation is a natural complement to our design services, providing data to verify or modify recommendations based on the observational method. Ongoing monitoring enables us to provide continuing services from project inception to the end of a project's design life.

DRILLING/FIELD EXPLORATION

Eustis Engineering possesses licenses and credentials to perform geotechnical drilling in Louisiana and Mississippi (no license is needed in Texas). With our licenses and credentials, Eustis Engineering drills soil borings and performs sampling operations for our clients' projects in all types of environments including land, marsh, swamp, and marine. Our personnel have the capability and experience to provide these services from trucks, barges, pontoons, and swamp or marsh buggies. We also have portable units that can be used inside structures planned for retrofit/renovations.

Field Exploration Personnel

We can provide up to nine drillers and drill rigs capable of obtaining standard 3-in. diameter Shelby tube samples and 5-in. diameter fixed piston samples, sounding CPT, advancing Geoprobe samplers, and installing geotechnical instrumentation on land, in water, and in marsh environments as indicated in the following table.

Capabilities of Eustis Engineering's Field Exploration Staff	Blair Armant	Scott Bombard	James Cordes	Tevin Crawford	Rene Davidson	Eric Held	James Lubben	George Reitmeyer	Lawrence Rome
Hand Auger Borings	X	X	X	X	X	X	X	X	X
General Type (3-in. Diameter Borings)	X	X	X	X	X	X	X		X
General Type (3-in. Diameter Borings) in Hard Access Locations (Marsh, Swamp, Heavily Forested)	X	X	X	X	X	X	X		X
Undisturbed Type (5-in. Diameter Borings)	X	X	X	X	X	X	X		X
Undisturbed Type (5-in. Diameter Borings) in Hard Access Locations (Marsh, Swamp, Heavily Forested)	X		X	X	X	X	X		X
Location Information (Latitude, Longitude)	X		X	X	X	X	X		X
Set Permanent Benchmarks	X		X	X	X	X	X		X
Install Instrumentation	X		X	X	X	X	X		X
Cone Penetration Tests						X		X	
Geoprobe Sampling		X	X			X	X		X

Field Exploration Equipment

Eustis Engineering owns and operates six wet rotary drill rigs, both truck-mounted and skid-mounted. This equipment includes one Diedrich truck-mounted D-50 turbo drill rig (with an automatic SPT hammer); one Failing skid only rig (with an automatic SPT hammer); one truck-mounted CME-55 rig; one track-mounted CME-850X rig with an automatic hammer; one track-mounted CME-850XR rig with an automatic hammer; and one truck-mounted CME-55 rig with a detachable CME-55 skid unit and automatic hammer. We also own two track-mounted cone penetrometer systems capable of providing up to 15 tons of reaction. Our CME track rigs provide low ground pressure and are designed to traverse soft ground surfaces, steep slopes, and lightly wooded areas. Eustis Engineering also owns four direct push Geoprobe units: two 3230DTs, the 6620DT, and the 540M. Eustis Engineering's 6620DT/3230DT Geoprobe with their 12-in. tracks allow this equipment to be used on pavement as well as off road and in rugged terrain. The 6620DT and 3230DT rigs also can be placed on specialized equipment. This includes a jack-up barge and a cargo buggy for operations over marsh/water. These units can install shallow monitoring wells and other instrumentation. We also have the capability to perform CPTs and downhole vanes using the 3230DT rigs.

Our 540M Geoprobe can fit into confined spaces as narrow as 32 inches. The 540M can also be utilized on an airboat for coastal terrains.

Other Specialized Soil Sampling Equipment

In addition to our drill rigs, Eustis Engineering owns and operates an Acker Vane Shear to perform down hole in-situ testing. We also have hand augers to obtain samples at various depths for use in classification and stratification of soil deposits. This equipment can be used in association with handheld piston samplers to obtain small diameter samples. Finally, we operate a dynamic cone penetration tests (DCPTs) to assess the in-situ strength of undisturbed soils and compacted materials in accordance with ASTM D 6951.

Drone Capabilities

Eustis Engineering utilizes small Unmanned Aerial Systems (sUAS), more commonly known as “drones,” to enhance our services. We use drones to perform site inspections, field reconnaissance, pre/post-construction condition surveys, construction inspections, and other forms of visual monitoring. We currently operate a DJI Mavic Air 2S Drone piloted by a Part 107 Certified Remote Pilot.

LABORATORY SERVICES

Eustis Engineering’s laboratories are constantly evolving with the purchase of new equipment on a yearly basis. Our gINT® data management software from Bentley allows for maximum efficiency in the production of boring logs and data entry.

Eustis Engineering has also acquired OpenGround®, Bentley’s Cloud platform, which interfaces with a collection of geotechnical applications. OpenGround provides a comprehensive solution for collecting, reporting, managing, visualizing, analyzing, and accessing data. Its advanced digital workflows combine both subsurface and surface data into one cohesive design. This software provides Eustis Engineering’s team members access to a data source via connected applications or a web portal, increasing both collaboration and efficiency. Improved access and reliability will save time and money in the planning, design, analysis, construction, and operation of infrastructure projects.

Eustis Engineering has also acquired KeyLAB® from Bentley. KeyLAB is the leading laboratory management system built specifically for geotechnical and construction materials testing laboratories. It improves our laboratory efficiency at every stage of the geotechnical and construction testing process, including sample and storeroom management, as well as electronic scheduling, testing, and reporting. It integrates with Microsoft Excel®, allowing for the efficient development of customized worksheets and reports.

Technical testing common to our laboratories includes ASTM; American Concrete Institute (ACI); State of Louisiana, Department of Transportation and Development (LaDOTD); AASHTO; FAA; and the U.S. Army Corps of Engineers (USACE). Our laboratories hold accreditations from AASHTO, LaDOTD, and the USACE.

Laboratory Staffing

Eustis Engineering currently has qualified technicians to sample construction materials and perform soil mechanics laboratory testing. These technicians are versed in the latest standards from ASTM, LaDOTD, MDOT, AASHTO, FAA, and the USACE. Many of our technicians have earned certifications with the National Institute for Certification in Engineering Technologies (NICET) in the area of geotechnical engineering technology and in the subfields of construction, exploration, generalist, and laboratory.

Laboratory Quality Control

In our effort to ensure the quality of our laboratory and materials testing, our programs are regularly inspected by outside agencies such as the USACE, the AMRL Group of the American Association of State Highway and Transportation Officials, and the CCRL Group of AASHTO. Eustis Engineering is also accredited by the Mississippi Department of Transportation.

Eustis Engineering has three soil mechanics laboratories where our laboratory practices and quality management system meet the requirements of AASHTO R 18 and ASTM E329. These offices are located in Metairie, Baton Rouge, and Gulfport. Individual offices may comply with ASTM quality system specifications including ASTM C1077, ASTM D366, and ASTM D3740. Accreditations in the various areas are shown below.

Metairie	Baton Rouge	Gulfport
Aggregate	Aggregate	Aggregate
Concrete	Soil	Asphalt
Masonry	Concrete	Concrete
Soil	Spray Fire-Resistive Material	Soil
		Spray Fire-Resistive Material

To further show quality is paramount to Eustis Engineering, we have two individuals in charge of maintaining quality in our testing. Travis R. Richards, P.E., is the Engineer-In-Charge. Timmy Holleman, dedicated Quality Control Manager, oversees the calibration of our equipment and maintenance of our quality system. The biggest reward of our quality system is knowing our clients are confident our testing laboratories produce the highest quality results and conform to state and national standards.

CONSTRUCTION MATERIALS TESTING

Eustis Engineering has been involved in construction materials testing (CMT) and inspection on a regular basis since the mid-1980s. Over the past 30+ years, Eustis Engineering has accumulated a wealth of experienced technicians in these areas. Whether 20 feet down in an excavation or 20 stories up in a high rise, our CMT technicians are there providing the inspection services needed on individual projects.

Staffing

Eustis Engineering currently has nearly 30 technicians on staff to provide construction inspection services on a daily basis. These services encompass the areas of soils, piling, asphalt, concrete, steel, and others.

Services

Soils testing in the field is performed by means of density tests, fill placement inspection, and depth checks. These services are performed by technicians who have attended courses by Troxler or Humboldt in the use of nuclear density devices.

Piling services include the inspection of various types of piles, logging these piles, and performance of pile load tests with calibrated equipment. Load test results are, in turn, interpreted and reported by a registered engineer on our staff.

Our realm of concrete inspection includes the formulation and review of mix designs, quality control at the plant and in the field, materials testing and sampling, precast piling inspection, post tension inspection, floor flatness, and mortar and grout inspection. These services are performed by our ACI and NICET certified technicians.

Steel inspection may include the visual inspection of structural steel at the site or in the shop, steel and pipe coating sampling, post tension and welder certification witnessing, and the performance of ultrasonic and x-ray testing. These services are performed by members of our staff currently certified with AWS, ASNT, and/or ASME.

Other CMT services provided by Eustis Engineering personnel include fireproofing inspection, vibration and acoustical monitoring, paint inspection, and more.

O. To the best of my knowledge, the foregoing is an accurate statement of facts.

Signature: 
Title: President

Print Name: Gwendolyn P. Sanders, P.E.
Date: 12 June 2024