

RESPONSE TO PROPOSAL

RFP 484-030113

for

**Georgia Department of Transportation
Atlanta, Georgia**

PROPOSAL TO PROVIDE STATE PROPERTY DAMAGE RECOVERY

**Better Roadways of America, LLC
and
American Recovery Solution Services, LLC**

**Urban Building
196 Peachtree Street, SW
Atlanta, Georgia
478-227-6247
404-564-3639**

March 1st, 2013

Better Roadways of America, LLC and American Recovery Solution Services, LLC

March 1st, 2013

In-Person Delivery Service

Georgia Department of Transportation
Office of Transportation Services Procurement
600 W Peachtree St.
19th floor
Atlanta, Georgia 30308
Attention: Kip Marshall, Project Manager

Re: Request for Proposal State Property Damage Recovery RFP 484-030113

Dear Sirs,

Better Roadways of America, LLC (BROA), in partnership with American Recovery Solutions Services, LLC (ARSS), is pleased to submit this proposal [one original, five copies, and CD of the technical proposal] for state property damage recovery within the state of Georgia. The multi-pronged approach of BROA and ARSS proposes to implement a solution recovery plan that facilitates the collection of insurance payments for damages that motorists inflict on the infrastructure of Georgia interstates and state highways.

In full review of the Request for Proposal (RFP), the General Project Information and Scope of Services hereby certifies that we are capable, able, and without conflict to comply with all the requirements and conditions outlined therein pursuant to Federal or State law.

The RFP notes damages caused by unreported accidents, out of state motorists, non-responses to queries, and the limited ability of Georgia Department of Transportation (GDOT) staff sources have caused obstruction in the successful collection of recovery. Our team operates with a vision to “inspect what we expect” in helping to meet the objectives of agencies we serve. Other than being “just another company”, collectively, BROA and ARSS have a decade of experience and resources in the recovery industry that can insure the State of Georgia obtains maximum revenue recovery. We believe we make such progress possible by reflection of our vision and the added commitment to each entity involved.

BROA/ARSS is headquartered in Atlanta, Georgia with a current roster of 33 recovery professionals working in various collection management, project management, law enforcement related, and transit arenas.

We are familiar with the surety bond requirements for this proposal. BROA has provided a binder letter of commitment; ARSS currently has policies that exceed the coverage outlined in the RFP.

We have included information and references in our response that details our experience in revenue recovery, as well as brief resumes for the key members of our proposed team. Also contained herein is the binder letter of commitment demonstrating our commitment to the State of Georgia Department of Transportation Property Damage Recovery efforts. Should you require any additional information or for contract negotiation, please contact me at 478-227-6247 or via email at better.roadslc@gmail.com.

We look forward to the opportunity to serve the State of Georgia in this important undertaking and stand ready to provide any additional information you may request.

Sincerely,

Carmen Anderson, MD
Chief Executive Officer
Better Roadways of America, LLC

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Required Forms and Exhibits

Exhibit 1: Certification Form

Exhibit 2: Georgia Security and Immigration Compliance Act Affidavit

Exhibit 3: Fee Proposal Form (in separate sealed envelope)

Signed Acknowledgement of Questions and Answers for RFP 484-030113 State Property Damage Recovery

Resumes of Key Personnel

Business Licenses

Binder Letter of Commitment

Letter of Recommendations

Letter of Exemption for GDOT

A. Stability of Firm

A1 Basic Company Information

Better Roadways of America, LLC, 1007 N. Federal Highway, Suite 165, Fort Lauderdale, Florida 33304, Carmen Anderson, 478-227-6247 (phone), 863-662-4153 (fax), better.roadslc@gmail.com (email). The project will be managed from American Recovery Solution Services, LLC Executive Offices, Urban Suburban Building, 196 Peachtree Street, SW, Atlanta, Georgia 30303, which is 1.84 miles from Georgia Department of Transportation offices. BROA is a limited liability company, organized under the laws of the State of Florida, which has been in business less than one year. Our granted exemption is included in this proposal packet.

American Recovery Service Solutions is a limited liability company registered in the State of Georgia, which has been in business for 13 years. The Corporate Office is at 196 Peachtree Street SW, Atlanta, Georgia 30330. The Collection Call Center is at 2001 Martin Luther King Drive, Atlanta Ga 30310. Tracey Cain Edwards, 404-564-3639 (phone), 404-564-2999 (fax), te@arssl.com, ta@arsslcf.com, (email) www.arssl.com.

A2 History and Growth

BROA/ARSS is a joint venture born from a singular goal: optimizing revenue recovery for the State of Georgia. General information about BROA's personnel resources: 4-5 persons with backgrounds in claims recovery, project management, law enforcement, and transportation. There is a single trainer, if needed, for the claims processing. The staffing office is to be domiciled in Atlanta, Georgia.

ARSS has been employed by one of the largest bail bonding client's In Georgia, Bond, James Bond, Inc since 2005. ARSS also was successful in a RFP with the city of Atlanta Municipal Court in conjunction with Sentinel Offender Services. ARSS collects on the fines and fees related to probation violation warrants. ARSS's relationship with Atlanta Municipal Court has now existed for seven years. The primary duty is the collection of failure to appear bench warrants and time to pay cases.

In 2011, ARSS was awarded the contract RFP for collections in one of the largest counties in Georgia, DeKalb County. ARSS collects their watershed accounts, sanitation, medical and miscellaneous debt.

At present, ARSS represents a host of bonding companies and commercial, medical, and retail debtors. ARSS started with a single collector and has grown to a strong team of twenty-eight (28). BROA and ARSS both have significant growth potential and are owned and operated by minority women.

A3 Litigation

BROA has not been involved in any active or pending litigation in the last five (5) years. The team/principals have not been issued any indictments.

ARSS has been involved in litigation in the last five years. One of these suits was prior to 2011. The DeKalb County forwarded 37,000 accounts, of which three (3) resulted in suit being filed. These cases were deemed merit-less. Per Counsel, they were settled based on a cost-benefit analysis.

A4 Statement of Disclosure

I hereby certify that neither BROA/ARSS, nor any employee thereof, has any conflict of interest in connection with the services sought herein pursuant to Federal or State law.

A5 Insurance Carrier

International Fidelity Insurance Company has issued BROA a \$1,000,000.00 binder letter of commitment.

A6 Annual Average Revenue

BROA has no annual average revenue to report for the last two (2) years.

ARSS had gross revenue for \$601,345.00 in 2011 and \$800,502.00 in 2012.

A7 Removal/Failure of contract terms

No. Neither BROA or ARSS has ever been removed from a contract or failed to complete a contract as assigned.

A8 Performance Requirement

More than 75% of this work will be accomplished with internal forces. It is our understanding that there are approximately ten (10) Georgia Department of Transportation staff members working on claims part-time. We will have at least ten dedicated personnel working on claims full-time and a dedicated team of collection specialists assisting in the recovery process.

B. Experience and Qualifications

B1 Qualifications and description of experience for principal management staff:

Keturah Austin-McClendon, Project Management

BROA's Keturah Austin-McClendon has worked for six years in the Florida Department of Financial Services and has a strong background in the claims process. Although much of her background is in worker's compensation, she has a superior ability to review, examine, investigate, and analyze claims. During her work, she establishes claim reserve levels by estimating the cost of each assigned claim; monitor reserves, and update amounts as necessary. She often compares and reconciles claim records

with State of Florida payroll records to ensure timely and accurate benefit payments. She makes recommendations regarding proposed strategies for claim resolution. She prides herself on staying abreast of new trends, pending legislation, and case law. Mrs. Austin-McClendon is a graduate of the University of Florida's College of Journalism and Communications with Bachelor of Science: Public Relations obtained in April 2005.

Daisha Cooper, Project Management

BROA's Daisha Cooper serves as a Project Manager for Project Support Services of Arlington, VA. She has been a Project Manager for 8 years. In her work, she leverages corporate synergies to deliver measurable value to clients. She interfaces with executives and team members to anticipate and manage changes to projects, such as but not limited to, technical requirements, and business requirements. She is adept at gathering and analyzing feedback from clients on program results to incorporate into future programs. She also documents program progress including implementation, timeliness, issues, risks and successes to maintain program courses. Ms. Cooper possesses a degree in Business Administration and is currently completing her formal Project Management coursework.

Shauntae Wilson, Project Consultant

BROA's Shauntae Wilson spent 3 years at the Florida Department of Transportation in which she assisted in coordinating the Claims system and Claims Investigators in the eight districts across the State of Florida. She supported the streamlining of systems to ensure that operations were fast, efficient, and transparent. In addition, she assisted key staff in the negotiation of settlements with insurance companies and third-party claim administrators. She is familiar with installment plans and drafting of promissory notes for uninsured and under-insured drivers. She assisted with claim review to determine which should be turned over to the Department's collections vendor. Without a formal college education, Ms. Wilson managed to learn much during her tenure with FDOT.

Diane Williams, Claims Analyst

Ms. Williams has over 30 years in law enforcement with a focus on communications. She holds special Certifications in Critical Thinking and Customer Service. She attended the University of the District of Columbia. A former police officer, she has recently retired from the Washington, DC police force and looks forward to her second act as a Claims Analyst with Better Roadways of America, LLC.

Rhonda Crowder, Claims Analyst

Ms. Crowder has worked over 25 years as a police officer. She has significant

familiarity with Record Management Systems often used in law enforcement. She attended the North Carolina A & T State University. In addition, she holds Certification of Achievements in Customer Service and Communicating from Workforce Development Administration.

B2 Information on the firm's experience providing similar or related services for clients of similar, size, function, and complexity

1. Example # 1

- a. Client Name: Florida Department of Transportation; Tallahassee, Florida; May 2005; Internal Handling
- b. In May 2005, a garbage truck struck an Interstate 95 overpass in Jacksonville, Florida. Upon notification of damaged property, research was conducted in order to find out the driver, owner, and insurance company of the vehicle at fault. As recovery of an amount this large is improbable from an individual, we determined that the best approach would be to pursue the owner, the City of Jacksonville. The City of Jacksonville is self-insured. We made a formal demand in the amount of \$236,675.
- c. The city had a statutory cap of \$100,000. After negotiation, the City made a maximum offer of \$100,000. The amount was accepted and the claim was paid in full.
- d. N/A
- e. Florida Department of Transportation
 - i. 605 Suwannee Street, Tallahassee, Florida. Phone (850) 414-5357

2. Example # 2

- a. Client Name: Florida Department of Transportation; Tallahassee, Florida; January 2007; Internal Handling
- b. In January 2007, the driver of a Mack truck struck an overpass on State Road 91 in Okeechobee, Florida. Upon notification of damaged property, research was conducted in order to find out the driver, owner, and insurance company of the vehicle at fault. A formal demand in the amount of \$185,649 was issued to the insurer.

- c. After some negotiation, an offer was made and accepted of \$181,199.
- d. N/A
- e. Florida Department of Transportation
 - i. 605 Suwannee Street, Tallahassee, Florida. Phone (850) 414-5357

3. Example # 3

- a. Client Name: DeKalb County; Atlanta Georgia; 2011 to Present; Prime Contractor
- b. In 2011, DeKalb County placed 37,000 accounts with ARSS. These were miscellaneous debt, watershed, sanitation and medical accounts.
- c. In 2011, ARSS collected \$601,345 on behalf of DeKalb County. In 2012, ARSS collected \$800,502 on behalf of DeKalb County.
- d. DeKalb County continues to be satisfied with services.
- e. DeKalb County
 - i. 1300 Commerce Drive, Decatur, Georgia. Phone (404) 371-2000

C. Statement of Suitability

- C1 Information provided that may serve to differentiate the firm from other companies in suitability for the service, including the firm's statement of apparent fit to the services described herein and the stated needs of the Department and unique qualifications the firm feels are especially relevant to the scope.

ANSWER:

BROA and ARSS are prepared to provide an experienced and qualified property damage claims recovery team to facilitate collection of insurance payments for damages that motorists have inflicted on the infrastructure of Georgia interstates and state highways. Most importantly, BROA with ARSS has decades of experience in the recovery industry will insure that the State of Georgia obtains the maximum possible amount revenue recovery available.

What differentiates us from other firms is that we have personnel with specific knowledge regarding handling of transportation claims. Our project consultant actually helped create the process currently used at the Florida Department of Transportation. With her assistance the Florida Department of Transportation saw 300% increases in property damage claims collection.

- C2 Information provided on current and projected workloads of the firm in the area and any potential impact to the incumbent services.

ANSWER:

ARSS provides collection services on behalf of other companies and government entities. However, BROA and its personnel will devote its efforts exclusively to GDOT full time. BROA and ARSS are prepared to devote the amount of time necessary in order to ensure maximum recovery on behalf of the Department.

- C3 Detailed information on the non-discrimination policies of the firm, record of addressing public safety, social, environmental concerns; accessibility and opportunities for persons with disabilities and special needs, and special services for scope-related concerns.

ANSWER:

It is the policy and commitment of BROA and ARSS that it does not discriminate on the basis of race, color, gender, national origin, age, religion, creed, disability, veteran's status, sexual orientation, gender identity or gender expression.

We will not discriminate and will take affirmative action measures to ensure against discrimination in employment, recruitment, advertisements for employment, compensation, termination, upgrading, promotions, and other conditions of employment against any employee or job applicant on the bases of race, color, gender,

national origin, age, religion, creed, disability, veteran's status, sexual orientation, gender identity or gender expression.

C4 Detailed innovative ideas and plans for monitoring methodology.

ANSWER:

We will work to gain access to Georgia State Patrols crash database in order to properly determine GDOT property damage. Those reports would be cross checked against the Transportation Management Center to ensure that all crashes are being captured and damages recovered. This is helpful because the owner of the damaged property is often left off the report, or inaccurate.

Additionally, we want to inform all major insurance companies about who to contact when their insured cause damage to GDOT property.

C5 Detailed innovative ideas and plans for identification methodology.

ANSWER:

In addition to utilizing crash reporting services, BROA and ARSS plan to work with law enforcement in the implementation of a proposed "Peach Sticker Program" similar to a program utilized in the State of Florida. Law enforcement personnel will place a peach colored sticker on GDOT property when reporting to the scene of an accident. That sticker will have the number from the crash report and will aid in identification as it relates to property damage.

This program will require a partnership with law enforcement agencies regarding how to quickly and accurately identify state owned property. With these tools, we will be able to more accurately identify what damage corresponds to the crash report.

C6 Detailed innovative ideas and plans for research and investigation methodology.

ANSWER:

Accurate identification of damaged GDOT property and negligent parties is paramount to the collection process. We have experience in locating the responsible parties. Including, nationwide databases that enable us to more accurately track the responsible parties. These resources are currently being utilized on behalf of the Atlanta Municipal Court for their Failure to Appear warrants and are very successful.

The waterfall skip process enables us to obtain cell phone numbers and addresses of parties.

C7 Detailed innovative ideas and plans for collection methodology.

ANSWER:

We will follow the approach currently used by GDOT, but will dedicate more time and resources to make efforts more effective. Currently, the GDOT contacts the responsible parties only three times within a 90 day period. We will substantially increase the number of times we contact all potential parties.

In addition to writing letters to the debtors, we will contact them by phone. Utilizing the Waterfall skip process, we will locate debtors and persistently communicate with them in order to secure payment. Additionally, we will utilize credit bureau reporting.

Our last method of recovery will include sending second final notices from an attorney demanding payment. We have a national attorney network to assist in this endeavor, or will utilize the services of the GDOT Office of General Counsel. This will be at the discretion of GDOT.

C8 Detailed innovative ideas and plans for documentation and reporting methodology.

ANSWER:

We will create an electronic version of the subrogation documents that can be quickly shared with insurance companies. This immediate contact with the insurance companies increases the chance of recovery. Delays at the front end result in exhaustion of policy limits at the back end. Our system will ensure that GDOT's claims are quickly received, processed, and settled.

C9 Innovative ideas and plans for insurance claim filings, processing and collection.

ANSWER:

Insurance companies today are moving in the direction on on-line claim filing. We will have dedicated personnel who will submit all necessary subrogation documents and gather detailed information regarding adjusters. These new on-line submissions allow the claims to be monitored 24 hours a day. We will have dedicated personnel responsible for checking these systems in order to verify all information has been submitted and is current.

C10 Innovative ideas and plans for insurance claim adjustment.

ANSWER:

Adjustment is a decision to be made by the insurance company. It is our job to obtain maximum recovery on behalf of GDOT. We will utilize our efforts to obtain maximum recovery while keeping in mind settlement is of paramount importance. We will

analyze the degree of negligence on the part of the driver and any aggravating or contributing factors. Based on that assessment, we will determine the percentage of the claim that could reasonably be expected to settle.

C11 Innovative ideas and plans for knowledge of insurance claim appeals processes.

ANSWER:

We have experienced risk and law enforcement personnel working for us. Our many years of experience related to the law and handling of similar claims will aid in the appeals process. Additionally, the experience of our law enforcement personnel will aid in analyzing the crash reports for contributing factors that may have led to the accident.

C12 Innovative ideas and plans for non-judicial collections activities.

ANSWER:

We will utilize many of the collection methods GDOT uses, including promissory notes. However, unlike GDOT, we are able to accept multiple forms of payment. This will drastically assist in collection recovery.

Additionally, we believe that the earlier we are able to identify damage and the cause; the easier it will be to secure payment. Persistence and a willingness to work with debtors will result in increased revenue.

Also, it is important to note that Georgia's Hispanic population doubled in the last ten years. We have a staff of bilingual collectors who are able to assist with those Spanish speaking debtors.

C13 Innovative ideas and plans for handling and review of investigative reports of various types typically including but not limited to law enforcement and crash reporting.

ANSWER:

We have former law enforcement personnel that have experience in crash reporting. We will utilize their skills in crash reconstruction in aid of liability determinations. Our experienced claims analysts have handled similar claims for state and private entities.

C14 Innovative ideas and plans for atypical investigative techniques.

ANSWER:

We believe efforts should be made to better inform the law enforcement community about how their efforts aid in recovery on behalf of the State of Georgia. More accurate reporting and investigation will yield more dollar for dollar results. It is our plan to engage law enforcement officers and train them on the use of the Peach Sticker

Program and seek suggestions on better ways to ensure accurate property damage identification.

C15 Three (3) Recovery Scenarios: Damage Recovery Approach

a. Minor:

A passenger vehicle has a blowout on the interstate on a weekday afternoon. A small sign and small piece of guardrail are damaged. An accident report was filed and insurance information provided. The driver was not ticketed. The motorists insurance has refused to pay the six hundred eighty-five dollars (\$685.00) damage claim stating their insured is not liable because:

- i. The motorist was run off the road by another vehicle that did not stop.
- ii. The insured was not ticketed.

ANSWER:

The scenario provided has limited success of full recovery. Georgia Code does not have a strict liability provision for damage to highways. Based on the non-existence of law requiring strict liability for highway damage; the allegation of a phantom vehicle; and failure of the responding officer to issue a ticket, recovery could be expected in the amount in 50% of the full claim amount.

We would send a letter to the adjuster outlining the Department's basis for recovery. We would explain that if legal action is taken, the Department will request a vehicle inspection and any service records related to the maintenance of the vehicle. If that inspection and those records reveal that the tires were worn and in need of repair, that alone may help to establish negligence on the part of the driver and aid the Department in recovery.

Based on a cost benefit analysis, we would offer settlement in the amount of \$342.50 with a full release.

b. Moderate:

On a Monday morning a district routine maintenance crew has come across a forty (40) foot long piece of damaged guardrail on a major non-interstate state highway. There is additional damage to the slope and a speed limit sign has been damaged. The district maintenance engineer calls the guardrail contractor who repairs the guardrail at a cost of eight thousand four hundred dollars (\$8400.00). GDOT personnel inspect and repair the other damage using thirty-seven (37) man-hours and four hundred fifty dollars (\$450.00) in materials. Although it is obvious a motorist has run off the road and caused the damage, there is nothing reported to local law enforcement.

ANSWER:

The scenario provided has limited success of recovery. We would not pursue damage in this scenario. We recognize that the Department has suggested utilizing tow trucking services and auto body shops in order to investigate potential damage to highways. However, we believe these efforts would prove futile.

There is no incentive for the tow truck companies and body shops to work with the Department in gathering the requested information. Leaving the scene of an accident is a criminal matter that should be handled by law enforcement. Unless the Department is prepared to provide monetary incentive to these companies, there is reason to pursue this method of recovery.

Additionally, even if these companies are able to place a particular vehicle and driver at the scene of the accident, the Department would still lack a firsthand witness.

There is no way for the Department to establish causation. The best possible scenario would be if the negligent driver admitted negligence to the tow truck driver or body shop personnel. However, this testimony would prove futile because they would have been paid for their assistance and can therefore be used to establish bias.

Additionally, even if these companies are able to place a particular vehicle and driver at the scene of the accident, the Department would still lack a firsthand witness. There is no way for the Department to establish causation. The best possible scenario would be if the negligent driver admitted negligence to the tow truck driver or body shop personnel. However, this testimony would prove futile because they would have been paid for their assistance and can therefore be used to establish bias.

The efforts utilized in trying to pursue these crashes would be better expended locating, processing and pursuing damage for which there is a responsible driver, owner and insurance company.

Based on a cost benefit analysis, no recovery would be expected.

c. Severe:

A driver employed by ABC Hauling is traveling on I-20 east bound with his tractor and dump trailer. As he passes under a bridge, the empty bed of the trailer raises striking four (4) beams and becoming lodged under the bridge. Substantial damage was done to the bridge beams, electric conduit and roadway surfaces. The roadway had to be closed for four (4) hours while the Department set up traffic control for the detour, contacted a wrecker to remove the trailer and cleaned up the location. The Department's Bridge Inspection team had to be brought in to inspect the bridge for structure damage and to determine if the bridge had to be closed until repairs could be made. No citations were issued to the driver. The police report stated that the cause of the accident was blamed on equipment malfunction. The total cost for the bridge repair

alone was over five hundred thousand dollars (\$500,000.00) and ABC Hauling insurance company has denied claim for the damage based on a sudden mechanical failure which was unforeseen and not the result of negligence.

ANSWER:

The scenario provided is likely to result in full recovery. We would begin by requesting the insurance policy of ABC Hauling. Additionally, we would request that the adjuster provide in writing the basis for the policy defense and exclusion. Equipment malfunction does not eliminate the claim of negligence against ABC Hauling. The driver and ABC Hauling, jointly have a duty to inspect and properly maintain the vehicle.

We would request that all evidence in the case be preserved and explain that if suit is filed, a request for a vehicle inspection will be made. We would make clear that the alleged mechanical malfunction may provide access to a third party claim against the manufacturer of the vehicle, but does not release ABC Hauling from liability.

Additionally, we would suggest that failure on the part of the insurance company could result in a bad faith action against the insurer if the policy defenses are not clear and binding. Our last step before making a recommendation for suit to the Department would be to file a complaint with the Office of Insurance alleging insurer violations.

Based on a cost benefit analysis, we would expect full recovery to be made. However, we would be willing to negotiate out the Department employee wages. We would expect minimum recovery in the amount of \$450,000.00.

Exhibit 1

CERTIFICATION FORM

I, Carmen Anderson, being duly sworn, state that I am Chief Executive Off. (title) of _____

Better Roadways of America, LLC (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

I further certify that to the best of my knowledge the information given in response to the Request for Proposal is full, complete and truthful.

I further certify that the Proposer and any principal employee of the Proposer has not, in the immediately preceding five (5) years, been convicted of any crime of moral turpitude or any felony offense, nor has had their professional license suspended, revoked or been subjected to disciplinary proceedings.

I further certify that the Proposer has not, in the immediately preceding five (5) years, been suspended or debarred from contracting with any federal, state or local government agency, and further, that the Proposer is not now under consideration for suspension or debarment from any such agency.

I further certify that the Proposer has not in the immediately preceding five (5) years been defaulted in any federal, state or local government agency contract and further, that the Proposer is not now under any notice of intent to default on any such contract.

I acknowledge, agree and authorize, and certify that the Proposer acknowledges, agrees and authorizes, that GDOT may, by means that either deems appropriate, determine the accuracy and truth of the information provided by the Proposer and that GDOT may contact any individual or entity named in the Proposal for the purpose of verifying the information supplied therein.

I acknowledge and agree that all of the information contained in the Proposal is submitted for the express purpose of inducing the GDOT to award a contract.

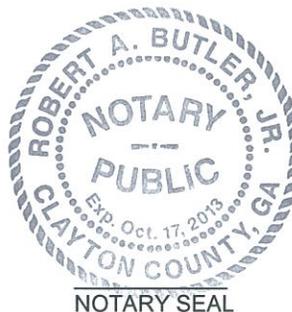
A material false statement or omission made in conjunction with this proposal is sufficient cause for suspension or debarment from further contracts, or denial of rescission of any contract entered into based upon this proposal thereby precluding the firm from doing business with, or performing work for, the State of Georgia. In addition, such false statement or omission may subject the person and entity making the proposal to criminal prosecution under the laws of the State of Georgia of the United States, including but not limited to O.C.G.A. §16-10-20, 18 U.S.C. §§1001 or 1341.

Carmen Anderson
Signature

Sworn and subscribed before me

This 15th day of March, 2013

Robt A. Butler, Jr.
NOTARY PUBLIC



My Commission Expires: Oct. 17, 2013

Exhibit 2



GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contract No. and Name: State Property Damage Recovery 484-030113

Better Roadways of America, LLC

Contractor's Name: Carmen Anderson

STATE OF GEORGIA
CONTRACTOR AFFIDAVIT

By executing this affidavit, the undersigned Contractor verifies its compliance with O.C.G.A. §13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with the Georgia Department of Transportation has registered with and is participating in a federal work authorization program*, in accordance with the applicability provisions and deadlines established in O.C.G.A. 13-10-91.

The undersigned further agrees that, should it employ or contract with any subcontractor(s) in connection with the physical performance of services pursuant to this contract with the Georgia Department of Transportation, Contractor will secure from such subcontractor(s) similar verification of compliance with O.C.G.A. § 13-10-91 on the Subcontractor Affidavit provided in Rule 300-10-01-.08 or a substantially similar form. Contractor further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation at the time the subcontractor(s) is retained to perform such service.

647759
EEV / E-Verify™ User Identification Number

Carmen Anderson
BY: Authorized Officer or Agent
(Contractor Name)

3/1/13
Date

Chief Executive Officer
Title of Authorized Officer or Agent of Contractor

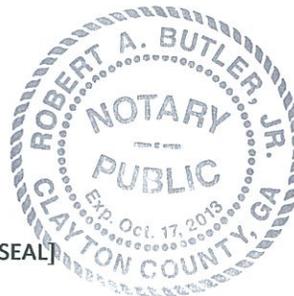
Carmen Anderson
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

1 DAY OF MARCH, 2013 RMB

Robt A. Butler, Jr.
Notary Public

[NOTARY SEAL]



My Commission Expires: OCT. 17, 2013

*any of the electronic verification of work authorization programs operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603