

CEI SERVICES

STATEMENT OF QUALIFICATIONS

Phase I Response

RFQ-484-110615

Owner's Construction Engineering and Inspection (CEI) Services and
Owner's Verification Consultant for Agency Acceptance
for I-285 at SR 400

PI Number: 0013546

Counties: DeKalb and Fulton

November 6, 2015



1. Basic Company Information

- a. **Company Name:** Jacobs Engineering Group Inc.
- b. **Company Headquarter Address:** 155 North Lake Avenue, Pasadena, California 91101
- c. **Name and Contact Information:** Gerald Ross, PE
10 Tenth Street, Suite 1400, Atlanta, GA 30309
404.978.7570
Gerald.Ross@jacobs.com
- d. **Company Website:** www.jacobs.com

<i>e. Georgia Addresses</i>		<i>f. Staff</i>
Atlanta, Georgia (239 employees)	10 Tenth Street Suite 1400 Atlanta, GA 30309 (formerly located at 6801 Governors Lake Parkway, Norcross, GA 30071)	1 – Architect 14 – Civil Engineers 4 – Communications/Public Involvement 31 – Consultants 9 – Construction Manager/Inspectors 2 – Contract Specifications 3 – Cost Control/Scheduling 5 – Designers 4 – Electrical Engineers 12 – Environmental Engineers 7 – Environmental Scientists 3 – Geologists 2 – Geotechnical Engineers 3 – GIS Specialist 10 – Landscape Architects 51 – Manager/Administrative 1 – Mechanical Engineer 21 – Other 3 – Quality Control 1 – Structural Engineers 2 – Surveyors 10 – Traffic Engineers 15 – Transportation Engineers 3 – Tunnel Engineers 5 – Urban Planner 7 – Transportation Planners 10 – Water Resources Engineers
Acworth, Georgia (84 employees)	5449 Bells Ferry Road Acworth, GA 30102	12 – Program Managers 10 – Construction Managers 14 – Structural Engineers 5 – Civil Engineers 16 – Cad Specialists 15 – Real Estate Services 12 – Support Personnel

McDonough, Georgia (9 employees)	46 Liberty Industrial Parkway McDonough, GA 30253	7 – Land Surveyors 2 – Manager/Administrative
Staff Assigned to Metro Atlanta Client Locations (104 employees)	Various locations	10 – Administrative 90 – Construction Managers/Inspectors 4 – Program Managers

- g. Form of Ownership:* Corporation
- State of Incorporation:* Delaware
- Number of Years in Business:* 66

**EXHIBIT II
CERTIFICATION FORM**

I, Thomas J. Meinhart, being duly sworn, state that I am Vice President (title) of _____

Jacobs Engineering Group Inc. (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

Initial each box below indicating certification. The person initialing must be the same person who signs the Certification Form. (If unable to initial any box for any reason, place an "X" in the applicable box and attach a statement explaining the non-certification. The Department will review and make a determination as to whether or not the firm shall be considered further or disqualified).

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

I further certify that the submitting firm and any principal employee of the submitting firm 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, nor is any team members/principals currently under indictment for any reason related to actions on public infrastructure projects.

I further certify that I understand that Firms included on the current Federal list of firms suspended or debarred are not eligible for selection and that the submitting firm 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 submitting firm is not now under consideration for suspension or debarment from any such agency.

I further certify that the submitting firm has not in the immediately preceding five (5) years been defaulted in any federal, state or local government agency contract and further, that the submitting firm is not now under any notice of intent to default on any such contract, nor has been removed from a contract or failed to complete a contract as assigned due to cause or default.

X I further certify that the firm or any affiliate(s) has not been involved in any arbitration, litigation, mediation, dispute review board or other dispute resolution proceeding with a client, business partner, or government agency in the last five years involving an amount in excess of \$500,000 related to performance on public infrastructure projects. See Attachment A

I further certify that there are not any pending regulatory inquiries that could impact our ability to provide services if we are the selected consultant.

I further certify that there are no possible conflicts of interest created by our consideration in the selection process or by our involvement in the project.

I further certify that the submitting firm's annual average revenue for the past five (5) years is sufficient to allow the services to be delivered effectively by our firm and that there are no trends in the revenue which may be concerning other than normal market fluctuations.

- I further certify that in regards to Audit and Accounting System Requirements, that the submitting firm:
- I. Has an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
 - II. Has submitted its yearly Certified Public Accountant overhead audit if it currently has an aggregate contract amount exceeding \$250,000.
 - III. Has no significant outstanding deficient audit findings from previous contracts with GDOT that have not been resolved.
 - IV. Is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

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 the GDOT may contact any individual or entity named in the Statement of Qualifications for the purpose of verifying the information supplied therein.

I acknowledge and agree that all of the information contained in the Statement of Qualifications 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 or 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.

Sworn and subscribed before me

This 26th day of October, 2015.

Janon H. Womack
NOTARY PUBLIC

My Commission Expires: March 11, 2018



Signature

NOTARY SEAL

Attachment A

The Submitting Firm, Jacobs Engineering Group Inc., and its subsidiaries form an organization that is comprised of approximately 125 operating companies and affiliates, having a total current employment complement of over 60,000 persons and revenues of approximately \$11 billion. From time to time and in the ordinary course of its business, the Company is subject to various claims, disputes, terminations, arbitrations, and other legal proceedings. It is the Company's practice to vigorously defend itself in such actions, many of which are generally subject to insurance and none of which are expected to have a materially adverse effect on the Company's consolidated financial statements.

EXHIBIT III

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contracting Entity/Respondent: Jacobs Engineering Group Inc.

Address: 10 Tenth Street NW, Suite 1400, Atlanta, GA 30309

Solicitation No./Contract No. : RFQ-484- 110615

Solicitation/Contract Name: Owner's Construction Engineering and Inspection (CEI) Services and Owner's Verification Consultant for Agency Acceptance for I-285 @ SR 400

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

212531
E-Verify/Company Identification Number

June 19, 2009
Date of Authorization


Signature of Authorized Officer or Agent
(Contractor Name) Jacobs Engineering Group Inc.

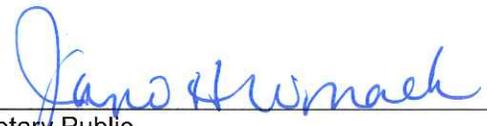
10/26/15
Date

Vice President
Title of Authorized Officer or Agent of Consultant

Thomas J. Meinhart
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

26th DAY OF October, 2015


Notary Public

My Commission Expires: March 11, 2018



ADDENDUM NO. 1

ISSUE DATE: October 9, 2015

This Addendum shall become and form a part of the RFQ for:

**RFQ-484-110615: Owner's CEI Services and Verification Consultant
 for Agency Acceptance for I-285 @ SR 400**

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: Signed acknowledgment of this addendum (this page) MUST be attached to your PROPOSAL.

Firm Name Jacobs Engineering Group Inc.

Signature  Date 10/20/15

Typed Name and Title Thomas J. Meinhart, Vice President

Georgia Department of Transportation (GDOT)
 Office of Transportation Services Procurement
 One Georgia Center
 600 West Peachtree Street, NW
 19th Floor
 Atlanta, Georgia 30308

This Addendum, including all articles and corrections listed below, shall become and form a part of the original RFQ package and shall be taken into account in preparing your proposal.

I. RFQ Section III is DELETED and REPLACED by the following:

III. Schedule of Events

The following Schedule of Events represents GDOT's best estimate of the Schedule that will be followed. All times indicated are prevailing times in Atlanta, Georgia. GDOT reserves the right to adjust the Schedule as GDOT deems necessary.

PHASE I	DATE	TIME
a. GDOT issues public advertisement of RFQ -484-110615	10/6/2015	-----
b. Deadline for submission of written questions and requests for clarification	10/26/2015	2:00 PM
c. Deadline for submission of Statements of Qualifications	11/6/2015	2:00 PM
d. GDOT completes evaluation and issues notification and other information to finalist firms	TBD	
PHASE II		
e. Deadline for submission of written questions from finalists	TBD	2:00 PM
f. Phase II Response of Finalist firms due	TBD	TBA

ADDENDUM NO. 2

ISSUE DATE: October 28, 2015

This Addendum shall become and form a part of the RFQ for:

**RFQ-484-110615: Owner's CEI Services and Verification Consultant
 for Agency Acceptance for I-285 @ SR 400**

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: Signed acknowledgment of this addendum (this page) MUST be attached to your PROPOSAL.

Firm Name Jacobs Engineering Group Inc.

Signature  Date 11/3/15

Typed Name and Title Thomas J. Meinhart, Vice President

Georgia Department of Transportation (GDOT)
 Office of Transportation Services Procurement
 One Georgia Center
 600 West Peachtree Street, NW
 19th Floor
 Atlanta, Georgia 30308

This Addendum, including all articles and corrections listed below, shall become and form a part of the original RFQ package and shall be taken into account in preparing your proposal.

I. Written Questions and Answers:

	Questions	Answers
1.	<p>Would it necessarily be deemed a conflict of interest if a sub consultant member of the Owners Rep CEI team was subsequently selected for design on the Developers design-build team?</p> <p>If so, could the conflicted sub be dropped or replaced with GDOT's permission rather than the prime firm being disqualified.</p>	<p>Yes, it would be a conflict of interest.</p> <p>Yes. To clarify, if a Prime Consultant submits Statement of Qualifications (SOQs) for this solicitation and is not selected for the Design Build (DB) /P3 Project, but is selected for the Owner's CEI Services and Verification Consultant for Agency Acceptance Project, and one or more of its sub-consultant(s) or Key Team Leader(s) on the team is selected for the DB/P3 Project, the Prime upon discretion of the Department may replace it's sub-consultant(s) with another sub-consultant(s) or Key Team Leader(s) subject to the Department's review and approval of equivalent or greater experience and qualifications after the selection of the Consultant for RFQ-484-110615.</p>
2.	<p>We are currently a sub consultant for a team who is shortlisted for GDOT's Design-Build for SR 400. Are we eligible to participate in the first stage of GDOT's Request for Qualifications to provide Owner's CEI services and Owner's verification consultant for agency acceptance for I-285 @ SR 400?</p>	<p>Yes.</p>

1. Project Manager

Please see resume below for Mark Edwards, PE, Project Resident Engineer.

2 Key Team Leaders

Project Manager / Project Resident Engineer – Mark Edwards, PE

a. Education BS, Civil Engineering, The University of Texas (1986)

b. Registration Professional Engineer, TX (76963)

c. Relevant Construction Engineering and Inspection Experience

Mark Edwards brings 29 years of experience serving the industry in construction management, contract management and program management of design-bid-build and design-build transportation and heavy civil project and program management teams. He has a proven ability to communicate at all levels from gaining insight on issues from a laborer in the field to briefing executive staff.

Mark brings experience as a contractor and Owner's representative, providing unique insight and expertise in construction management, risk management, document control, environmental compliance, procurement, project controls, cost controls, community outreach, quality control and quality assurance.

For the Central Texas Turnpike SH 130 project, **Mark was instrumental in leading the audit process to verify compliance with the applicable Construction QC/QAP and Storm Water Pollution Prevention Plan commitments for TxDOT.** The outcome of the process was so successful under his management that his name and implementation of the audit process is used as the primary example in the TxDOT Design-Build Quality Assurance Program Implementation Guide on which GDOT's Quality Assurance guide is based.

d. Relevant Project Management Experience

Ohio River Bridges East End Crossing (Design-Build Project), Louisville, KY. Design Field Liaison. Mark served as the Design Field Liaison for the Kentucky approach co-locating with the Developer's staff. The project consisted of 8.5 miles of joint reinforced concrete and asphalt paved tollway; 2,500-foot, three-span cable stay bridge with twin 300-foot-high towers; two 50-foot diameter roadway tunnels; 380,000 square feet of gravity, soil nail, rock bolt, and mechanically stabilized earth walls and noise walls; 3,200-linear-foot-long span steel girder bridges (2/ea); 14 prestressed concrete bridges; and 3.5 million cubic yards of roadway excavation, with a construction cost of \$860M. He participated in project coordination meetings with the Developer and Owner's oversight staff. Mark served as our single point of contact on field design changes, Requests for Information (RFI's), validation of field conditions. He coordinated the preparation, design analysis, and resolution of field design changes and notices of design change during construction. In addition, he advised the Developer's construction team in streamlining communications with the Owner's staff and promoted safety and quality. He supported the design staff and provided photographic documentation of the project for the designer's project records. He also advised and consulted with the design-build coordinator and QA manager on issues that arose during project execution and on resolution strategies for disposition of non-conformances and deficiencies. **Mark's experience as an Owner's representative on alternative delivery projects provided the Developer's construction and quality staff unique insight in the identification and resolution of project issues and disagreements with the Owner as well as improved communications between the Developer and the Owner's field staff.**

Central Texas Turnpike SH 130 (Design-Build Project), Austin, TX. Area Construction Manager Segment 2. Mark managed and coordinated Oversight Verification Testing and Inspection (OVTI) on Segment 2 of the \$1.5B, 49-mile, toll-based facility for TxDOT. He coordinated at all levels with design, right-of-way (ROW), environmental, utility, survey, safety, quality, the Developer, property owners, government officials, utility companies and TxDOT personnel. **He was responsible for project oversight inspection staff throughout the project, and coordinated scheduling oversight testing and monitored guide schedule for compliance.** He assisted the client on contract change negotiations and audited project documentation for contract compliance. Mark's ability to understand the Developer's bidding documents allowed him to analyze the aesthetic features of the project and assist TxDOT in getting the best value for their dollar. Mark contributed to the development and utilization of TxDOT's I2MS computer software; contributed photographic documentation of the project; assisted with the resolution of non-compliant work; prepared, monitored, and tracked project punch list; and monitored contract for DBE compliance. He reviewed and commented on Developer's maintenance of traffic (MOT) plans and monitored their implementation and execution. **Mark is exceptionally qualified to lead the OVTI for GDOT and fully understands the OV role and the intent to not duplicate the inspection of the work but to verify performance and document Developer inspections.**

Austin Bridge and Road, Various Projects for TxDOT, Various Counties and Municipalities, TX. Project Manager / Safety Director. Mark provided construction management of roadway and bridge projects up to \$18M for TxDOT and various county and

municipal governments. Mark consulted with clients on constructability and public safety issues; provided value engineering alternatives; provided verification/validation of construction for contract compliance; performed safety audits; and provided training for all personnel. Mark reduced costs per man hour worked to company record lows by utilizing a proactive team concept safety program. He managed all claims and litigation for the division. Mark worked on various projects including:

- TxDOT IH 35 Expansion from US 290 to Yager Lane, Austin, Texas
- TxDOT IH 35 Expansion from Yager Lane to FM 1325, Austin, Texas
- Travis County Slaughter Lane Bridge over the Union Pacific Railroad
- Travis County Southwest Parkway New Construction from Travis Cook Road to Patton Ranch Road (now Vega Avenue)
- City of Austin Bolm Road Bridge Reconstruction over Boggy Creek, Williamson County, Texas
- Williamson County, County Road 170 (now SH 45) widening from IH 35 to the MoCan Railroad
- City of Austin Public Works Department, Montopolis Drive Widening in Travis County, Austin, Texas

Dallas Area Rapid Transit (DART) Quality Assurance/Oversight, Dallas, TX. Resident Construction Manager (RCM), Contracting Officer's Representative (COR). Mark led the construction oversight team (including traction power and systems integration inspection staff under a separate contract) and partnered with DART and the CMGC to deliver NW-2, NW-3 and NW-4 on time and under the Guaranteed Maximum Price's \$470M contract budget. Mark supervised CM oversight staff on a 13.5-mile urban light rail line with over 6.5 miles of bridges, roadway reconstruction, multiple at-grade crossing replacements, freight railroad relocation, and eight stations. He advised DART on the verification of contract provisions and change negotiations. He served as DART's representative to the Dispute Resolution Board and eliminated potential project disputes by moderating between the client, design staff, and contractor subconsultant. **Mark monitored the contractor's QA/QC program and coordinated all environmental compliance, safety, quality oversight surveillance, auditing, reporting, document control, testing, and change negotiations. Mark's prior supervision of contractor QA/QC programs and inspection scheduling uniquely qualifies him to develop and administer the I-285 @ SR 400/ Owners Verification Testing and Inspection Plan.**

City of Dallas Pavaho Storm Water Pump Station, Dallas, TX. Construction Manager. Mark served as the Construction Manager during the construction services phase as an extension of city staff. He coordinated with the inspection staff and documented all quantities and project progress payments. He analyzed contract changes and made recommendations to the city on resolution strategies. This pump station was delivered through the traditional design-bid-build method with a pumping capacity of 375,000 GPM, 540 MGD, 875 cfs through installation of three 125,000 GPM, 2,250 Hp Concrete Volute Pumps (CVP). The use of CVP on the Pavaho Pump Station was the first application of CVP for storm water use in Texas and the United States with construction costs of \$26.5M. Mark contributed photographic documentation of the project; coordinated the required material testing; identified and assisted the Contractor in the resolution of construction deficiencies; fielded comments and complaints from area residents and briefed city staff; and conducted weekly progress meetings with the Contractor, city, Watershed, and inspection staff. **Mark prepared a monthly progress report for city executive staff, prepared audits of material and test records, and coordinated the documentation of as-built documents. During construction, he identified an issue with the preparation of the project schedule and advised the city of the potential risks involved and recommended corrective actions to bring the schedule back into compliance with contract requirements.** The project met the early and final completion milestones within the contract budget. Mark also advised the City of Dallas on lessons learned from his experience as a Contractor by emphasizing the importance of coordinating with utilities on bringing the required electrical feeds to the station and developing startup and testing plans early during construction.

e. Relevant Experience Using GDOT Specific Processes, Manuals or Guidance

Mark has spent his 29+ year career working for DOT clients primarily in Texas and currently in Kentucky. His diverse engineering background utilizing TxDOT manuals and specifically the **TxDOT Design-Build Quality Assurance Program Implementation Guide** uniquely provides him with the knowledge and expertise to implement the Owners Verification Testing and Inspection for GDOT. His construction management experience managing all facets of project administration, documentation and enforcement of contract provisions on various project types has given him the competencies desired to lead the Owner's Representative team. **Mark's construction experience gained from working as resident engineer, contract manager and project manager on TXDOT projects using construction manuals in close similarity to GDOT construction manuals gives him a strong knowledge of material sampling and testing, acceptance inspection and contract administration.**

A. Assistant Project Resident Engineer – Jeff Woodward

- a. **Education** BS, Civil Engineering, Southern Polytechnic State University (1984)
- b. **Registration** Georgia Soil and Water Conservation Commission (GSWCC) - Level 1A Erosion Control Inspector; Level 1A Certified Personnel; Level II Certified Plan Reviewer; GDOT WECS; GDOT Site Manager
- c. **Relevant Construction Engineering and Inspection Experience**

Jeff Woodward is a construction project manager with a 30-year record of overseeing all phases of transportation infrastructure projects for GDOT. As GDOT Construction Liaison Engineer for Cobb and Fulton counties, he conducted quality assurance inspections on all types of highway/bridge projects, led project plan reviews and monthly construction inspections, and served as GDOT Construction Office Subject Matter Expert (SME) for materials implementation and acceptance for Districts 1, 6 and 7. He coordinated project administrative activities related to time, cost, problem resolution, negotiations, acceptance, contract modifications, policies, specifications, inspection, and claims.

Jeff's career started on I-75 as a project manager responsible for all wall and roadway construction. He spent 22 years in the Marietta office managing many diverse projects and more than 40 construction inspectors as the Area Engineer. He finished his career as Construction Liaison Engineer for GDOT Districts 1, 6 and 7. He has managed major projects including the \$147M I-85/SR 316 interchange reconstruction and HOV project, the \$100M Kennedy Interchange/Cumberland Blvd. project at I-75/I-285, various bridge rehabilitation/hydro-demolition projects, ATMS CCTV projects, and multiple ramp meter projects. Through his extensive GDOT experience, Jeff has been able to build strong relationships with local government officials and transportation staff. **His knowledge of the GDOT Standard Specifications and Construction Details and his knowledge of the area in Cobb and Fulton counties are unparalleled.**

GDOT I-85/ SR 316 Interchange Reconstruction Project, Gwinnett, County, GA. GDOT Construction Liaison Engineer. This \$143M project consisted of interchange reconstruction and improvements at I-85/SR 316 near Duluth. The project incorporated three new flyover ramps, the extension of the I-85 southbound and northbound collector distributor roadways from Boggs Road southward to Pleasant Hill Road and the extension of HOV lanes along I-85. Jeff acted as the GDOT Construction Liaison Engineer and ensured compliance with all contract documents and required specifications. He monitored and checked the work of the inspectors regarding project documentation, tracked contractor payments, and ensured that proper testing and sampling of all materials on the project met the requirements for acceptance in accordance with **GDOT Sampling and Testing Manual**. He routinely reviewed the traffic control staging and the erosion control Best Management Practices and made recommendations to ensure proper function. He provided technical assistance in monthly project status meetings to keep the project on schedule.

GDOT GA 400 Widening and Portland Cement Concrete (PCC) Project, Fulton County, GA. Area Engineer. Jeff successfully managed this \$70M reconstruction of GA 400 pavement, median wall and drainage construction, bridge joint seal replacement, guardrail replacement, sound wall installation and ATMS and sign construction. He provided detailed construction plan reviews and constructability reviews prior to construction. He ensured detailed MOT plans functioned with the least inconvenience to travelers, resolved potential construction issues, and coordinated with local and state officials on the schedule. He assigned and managed the construction inspection team to ensure quality materials and construction workmanship met all GDOT standards and special provisions in the contract.

GDOT 14th Street Bridge/Roadway Project, Fulton, County, GA. GDOT Construction Liaison Engineer. On this \$125M project, Jeff provided oversight to ensure compliance with plans and specifications, established traffic interruption work times, and reviewed traffic staging and constructability during plan reviews and project construction. As the construction office material specialist, he worked with the State Materials Lab and the inspectors ensuring quality products meeting material specifications. He coordinated with FHWA on all site visits and change orders and provided technical assistance to the District on complex construction issues. During construction, Jeff routinely inspected the project MOT staging compared to the project plans, specifications, the **Manual of Uniform Traffic Control (MUTCD)**, and **Erosion Control Best Management Practices** for compliance.

- d. **Relevant Experience Using GDOT Specific Processes, Manuals or Guidance**

Jeff has 27 years of experience with GDOT managing several high-profile projects. Jeff was instrumental in rewriting the **GDOT Construction Manual** to its current form. He was also on the new material and products committee for inclusion in the **Qualified Product List**. He managed one of the first design-build projects in the state and was instrumental in contributing to the **Design-Build Manual**. In the course of his career on metro Atlanta interstate and other projects, Jeff is intimately familiar with the **GDOT Standard Specifications and Manual for Uniform Traffic Control Devices**. Jeff is also very conversant in **Sampling, Testing and Inspection Manual (STI)**, **Site Manager** and **GDOT Erosion Control Best Management Practices**.

B. Roadway Project Engineer – David McFarlin, PE, PTOE

- a. Education** Masters, Civil Engineering, University of Tennessee (1997);
BS, Civil Engineering, University of Tennessee (1995)
- b. Registration** Professional Engineer, GA (028104), 11 other states; PTOE (981); PLS, AL (24027); RLS, TN (2314); CTQP QC Manager; CTQP Asphalt Paving I & II; CTPQ Final Estimates I & II; FDEP Stormwater, Erosion & Sedimentation Control Inspector; FDOT Critical Structures Self-Study; FDOT Advanced MOT; Nuclear Safety Certification; GSWCC - Level IA and II; PADI Advanced Open Water Diver

c. Relevant Construction Engineering and Inspection Experience

David McFarlin has been involved in CEI contracts since 2003, including a number of GDOT CEI contracts in South Metro Atlanta, as well as other locations throughout Georgia. He had ultimate responsibility for these contracts, including managing the CEI employees, traveling project sites to ensure that staff completed assigned tasks, ensuring quality inspections, and assisting GDOT with problem solving on construction projects. He is well versed in both sides of the process and his integrated experience provides a unique skill set that is well suited to effective and efficient management of CEI work. David's background also includes roadway design, having served as project manager over interstate widening projects and interchange reconstruction projects.

GDOT 3 West Construction Engineering and Inspection, Thomaston, GA. David was responsible for CEI operations on the GDOT contract in District 3 West from 2003 to 2012 (original selection through two renewals). The staff on 3 West reached a high of 35 individuals and the firm provided QC/QA for the duration of the contract. The firm's overall responsibilities on the contract during his tenure included CEI services for GDOT and the various projects on the western half of District 3, Area 2 (Americus), Area 6 (LaGrange), Area 7 (Columbus) and Area 8 (I-85). A temporary Area Office was set up specifically for the widening of I-85. A sampling of the projects under the 3 West contract included:

- 25.5 miles of widening on I-85 from MP 35.5, north to Exit 61, including installation of median drains, median barrier, concrete replacement, concrete rehabilitation, shoulder reconstruction, bridge reconstruction and rehabilitation, and guardrail installation
- 2.02 miles of new construction of South LaGrange Loop (phase 1) extending from west of CSX railroad to Wiley Road including grading, drainage, base and plant mix paving, including bridges and approaches over CSX railroad and Blue John Creek
- 4.34 miles of new construction and construction on some existing alignment for the South LaGrange Loop (phase 2) beginning at SR 109 and extending to SR 219, including grading, drainage, base and plant mix paving
- 2.3 miles of reconstruction of I-185 and Victory Drive interchange, including realignment, installation of median drains, median barrier, concrete rehabilitation and replacement, shoulder reconstruction, bridge reconstruction and rehabilitation, and guardrail installation

GDOT South Metro Construction Engineering and Inspection, Atlanta, GA. David was responsible for CEI operations on the GDOT contract in District 7 South from 2007 to 2010. The staff on the contract reached a high of 27 personnel overseeing a variety of contracts. David provided direction to the personnel and provided QC/QA for the duration of the contract. The firm's overall responsibilities on the contract included CEI services for GDOT and various projects in the South Atlanta Metro Area, which includes two Area Offices. Area 3 is responsible for activities in South Fulton County, Douglas County, and Clayton County. Area 4 is responsible for construction activities in the city of Atlanta. A sampling of projects under the contract included:

- I-75/85 resurfacing in downtown Atlanta, the 14th Street Bridge Replacement over I-75/85 and surface street realignment and improvements
- I-75 and SR 54 interchange reconstruction including the construction of several bridges
- I-20 at SR 92 bridge replacement and interchange improvements
- ATMS signalization and improvements on entrance ramps on the interstate system

Orchard Pond Greenway Toll Road, Tallahassee, FL. David was the Senior Project Engineer/Project Administrator on this new location toll road just north of Tallahassee. The new toll road was a public-private partnership built by a private company to FDOT and FTE specifications. The FTE will run the toll road; Leon County owns the underlying land and road and leases it back to the private company for 99 years. The project is approximately five miles long and contains box culverts, storm drainage ponds and systems, a toll gantry and a toll building.

d. Relevant Experience Using GDOT Specific Processes, Manuals or Guidance

David's multidisciplinary background has allowed him to be extremely familiar with several design manuals such as **Plan Development Process Design Policy Manual Plans Preparation Guide, Signing and Marking Guidelines, Electronic Data Guidelines Pavement Design Manual Drainage Manual and Traffic Signal Design Guidelines**. His experience in managing CEI for GDOT has familiarized him with **Standard Specification, Sampling Testing and Inspection Manual and the Manual of Uniform Traffic Control Devices (MUTCD)**.

C. Bridge Project Engineer – Bruce Kates, PE

- a. **Education** MBA, University of Houston, Central Campus (1983); MS, Civil Engineering, University of Missouri at Rolla (1979); BS, Civil Engineering, University of Missouri at Rolla (1976)
- b. **Registration** Professional Engineer, TX (51754) and 6 other states
- c. **Relevant Construction Engineering and Inspection Experience**

Bruce Kates has a diverse background from the design of streets and highways to the design of bridge structures, small and large. He has also been directly involved in the construction of roadways and bridges. Bruce has significant experience in designing reinforced and prestressed concrete bridges from single, simple-span structures to state-of-the-art, cast-in-place, post-tensioned concrete segmental box girder bridges. He has provided direction for engineering design teams for typical grade separation structures as well as major river crossings. His construction experience on a variety of roadway and bridge projects provides a practical perspective to his design work. The projects have used the AASHTO design specifications.

Ohio River Bridge Downtown Crossing, Louisville, KY. Lead Field Engineer. This **design-build project** with an estimated **construction cost of \$860M** provided for a new crossing of the Ohio River with a cable-stayed bridge (with main spans of: 303'-750'-750'-303'), the complete reconstruction of the three-highway (I-64, I-65 and I-71) interchange in downtown Louisville, and the reconstruction of the highway (I-65), local roads and bridges accessing the interstate in Jeffersonville, IN. The project included **72 bridges and 68 retaining walls**. Initial assignment included checking the design of two bridge structures. This included the design check of the reinforced concrete bridge decks, precast, prestressed concrete girders, supporting reinforced concrete intermediate bents and abutments, all founded on steel H-piles. In June 2013, he became the lead field engineer. **This included coordinating processing and maintaining records of contractor submittals and requests for information (RFIs), organizing and conducting meetings to resolve technical issues, preparing construction services estimates to complete for budget tracking, coordinating as-built drawing efforts, and preparing construction services progress reports.**

Route 364 (Page Avenue Extension), Creve Coeur Lake Memorial Park Bridge, St. Louis County, MO. Project Technical Consultant/Inspector. After leading design of this structure, he became the project technical consultant, providing instruction, training, advice, and technical consultation to the staff of MoDOT during construction of the 815.35-meter, nine-span, cast-in-place, **post-tensioned, concrete segmental box girder bridge, built by the balanced cantilever construction method.** Services were expanded to include inspection services to assist wherever needed. Tasks included all aspects of superstructure construction, review and recommendations of contractor RFIs, assessment of proposed changes, and repair recommendations where necessary. Services continued throughout the four years of construction. Consultation included cantilever construction, construction sequence/scheduling, survey control and casting curves, post-tensioning, grouting, and closure operations.

I-64 Seismic Retrofit Package "I" and Spruce Street Relocation, St. Louis, MO. Resident Engineer. Bruce served as Resident Engineer (construction) for MoDOT for the structural modifications of a portion of the 1.5-mile-long Missouri approaches to the Poplar Street Bridge over the Mississippi River. The work included excavation and temporary shoring, installation of drilled shafts, rock anchors and footing modifications, erection of steel column jackets, longitudinal and transverse bumpers, replacement of steel cross frames, installation of secondary load frames, replacement of bearings and transverse deck joints, and traffic control. The contract also included the relocation of Spruce Street in St. Louis with a new connection to 18th Street. This work included construction of MSE retaining walls, embankment construction, erection of a steel girder bridge to connect to the existing 18th Street Bridge, storm drain installation, concrete pavement, curbing and sidewalks, signage, striping, traffic signal and street light installation. **Responsibilities included construction inspection services, compaction testing by nuclear densometer, concrete testing, quality assurance, material acceptance, coordination of various construction contract activities, traffic control for construction staging, shop drawing control, progress reports, preparation of contractor pay estimates using "SiteManager" software, processing change orders, subcontractor approvals, project as-built drawings, and project close-out.**

- d. **Relevant Experience Using GDOT Specific Processes, Manuals or Guidance**

Bruce has spent his 35+ year career working for DOT clients primarily in Missouri, Illinois, Texas and Montana. His concrete bridge design includes segmental concrete box girder bridges and the post-tensioning systems that make these structures possible. His experience, ranging from full-time inspector to technical consultant for the construction of these and other structures, provides a thorough understanding of post-tensioning systems. Having been engaged in construction positions on DOT projects, he has gained strong knowledge of material sampling and testing, acceptance inspection and contract administration. Construction procedures and specifications for these DOT clients are very similar to those employed by GDOT, which should result in a short learning curve for work in Georgia.

D. Office Engineer – Joe Johnson, PE

- a. **Education** BS, Civil Engineering, Georgia Institute of Technology (1997)
- b. **Registration** Professional Engineer, Georgia (27466); GSWCC - Erosion Control Certified
- c. **Relevant Construction Engineering and Inspection Experience**

Joe Johnson has 18 years of experience in infrastructure design, construction and program management. Throughout his career, he has managed projects in the following areas: transportation, utility infrastructure, commercial/industrial, and residential. Prior to his assignment as Project Office Field Engineer for the Ohio River Bridges project, Joe served as a Jacobs Operations Manager for the Columbus, Georgia, regional office. In this role, he oversaw a staff of up to 30 professional employees and was responsible for activities including client relations, project performance, workload allocation, facilities management, and personnel issues. Previous to his employment with Jacobs, Joe worked for seven years with the Macon-Bibb County, Georgia, Road Improvement Program on the Program Management team representing the owner. **During this time, he held multiple positions that included contract administration, construction quality assurance and processing construction payments.** Joe worked closely with GDOT on these tasks for those projects containing State and/or Federal funding.

Ohio River Bridges East End Crossing, Louisville, KY. Project Office Field Engineer. Joe is co-located in the project office with the Indiana Finance Authority (Owner), Walsh Vinci Bilfinger (Developer), Walsh-Vinci Construction (Design-Build Contractor) and other supporting team members. He is responsible for the day-to-day construction coordination of the design team with the contractor and owner and serves as the Jacobs local representative. **In this role, his duties include inter-agency coordination, conducting design review meetings, field activity administration of subconsultants, and oversight of all Jacobs post-design service activities** to include field design change response, non-conformance report resolutions, specification interpretation\clarification, shop drawing review, site visits, responding to Contractor RFIs and other construction phase services activities. **E-Builder** is the primary tracking software used on the project.

Utility Infrastructure Support, Lindsey Creek Parkway, Dixie Road and Marne Road, Fort Benning, GA. Design Manager and Design Construction Coordinator. This US Army Corps of Engineers' \$36M design-build project provided improved transportation access to the Main Post Cantonment Area of Fort Benning. Project includes approximately 4.5 miles of reconstructing Dixie Road / 1st Division Road; new grade-separated interchange at Lindsey Creek Parkway and 1st Division Road; and widening Marne Road Bridge over Lindsey Creek Parkway. Project duration for design and construction was 425 days. **Joe served as the design project manager and design construction coordinator for this project on the design-build team. The project was constructed using GDOT standard specifications coupled with a very robust Army Corps of Engineers' quality control\quality assurance program.** During construction, Joe was involved daily in assisting the contractor with interpreting and clarifying GDOT specifications to meet the unique demands of constructing a project on a federal installation with an owner unfamiliar with these specifications.

Old Town Sewer Rehabilitation, Columbus, GA. Project Manager. This \$10M+ project evaluated and rehabilitated a combined sewer system encompassing an area of approximately 3.8 square miles including the inventory of 62 miles and rehabilitation of 15 miles of the system. Responsibilities for the day-to-day execution of the project included financial monitoring, design services, and construction administration. **Construction administration tasks included acting as the Owner's representative overseeing the quality control\quality assurance program, negotiating construction change orders, supervising field inspection staff, and reviewing\approving monthly pay requests.**

- d. **Relevant Experience Using GDOT Specific Processes, Manuals or Guidance**

For nearly two decades, Joe has been providing design and program management services for transportation projects in Georgia. He gained a thorough understanding of GDOT policies and specific practices as Assistant Program Manager for the Macon-Bibb County Road Improvement Program and later as a Project Manager with Jacobs in Columbus. He is knowledgeable of the GDOT **Plan Development Process and Design Policy Manual.** Throughout numerous projects, he has applied the requirements of **Design Policy Manual, Signing and Marking Guidelines, Plans Preparation Guide, Driveway and Encroachment Control Manual, Electronic Data Guidelines, Drainage Manual, Construction Standards and Details, and Environmental Procedures Manual.**

E. Roadway Senior Inspector (#1) – Steve Edge

- a. **Education** High School Diploma, Cherokee County High School, Canton, GA (1978)
- b. **Registration** OSHA 10-Hour, GDOT Concrete Testing Technician, GDOT WECS, GSWCC - Level 1A, GDOT Site Manager
- c. **Relevant Construction Engineering and Inspection Experience**

Steve Edge has performed numerous roles as a GDOT employee for 31 years, retiring as a Construction Project Manager. As a consultant for the last five years, Steve has acted as a Senior Inspector on several GDOT projects in District 6. Throughout his career, Steve has supervised the construction of bridges, interchanges, roadway widenings, roadway resurfacing, signal installations and intersection improvements. In his current role, he ensures the construction work meets project specifications, material sampling and testing requirements, and construction reports document project compliance with contract documents and plans. Steve has extensive knowledge in GDOT material testing requirements using the GDOT **Material Sampling, Testing and Inspection Manual** as well as project documentation using the GDOT **Site Manager and Construction Manual**. He thoroughly understands the GDOT procedures to properly document acceptable project material and measure pay item quantities and prepare construction estimates for payment.

GDOT District 6 SR 20 FM I-75 TO SR 61/US 411 Part Relocation CEI. This \$21M project consisted of the relocation of SR 20 from SR 61 to its new location to tie to the existing SR 20 to I-75. The new 2.2-mile roadway included a 4-lane roadway divided median, intersections, extensive drainage structures, curb and gutter and sidewalks on each side of the roadway. Steve worked to inspect all aspects of the project to ensure the work complied with **GDOT specifications and special provisions**. He monitored the contractor's progress, tracked daily activities and measured actual quantities for payment. He worked with the contractor's WECS to maintain NPDES compliance. He also monitored the MOT and the phasing plan.

GDOT District 6 I-75 Resurfacing CEI, Bartow - Cherokee County. This \$55M project consisted of milling and inlay of the asphalt roadway surface of 22 miles of the interstate mainline and interchange ramps. **The project included nighttime and daytime paving operations, extensive traffic control measures, paved shoulders, striping and RPM placement.** The milling and paving operations were performed by multiple crews spread over several miles at one time. Steve inspected all aspects of the project to ensure the work complied with GDOT specifications and special provisions. He monitored the contractor's progress, tracked daily activities and measured actual quantities for payment. He worked with the contractor's WECS to maintain NPDES compliance. He also monitored the MOT and the phasing plan.

GDOT District 6 Resaca Lafayette Road (SR 136) at I-75 Interchange Improvement. This \$15M project consisted of **bridge replacement over I-75 and Camp Creek, widening of SR 136, new ramp configurations, MSE wall construction, signal installations, extensive drainage improvements and traffic control measures.** Steve has inspected all aspects of the ongoing project to ensure the work complies with GDOT specifications and special provisions. He monitored the contractor's progress, tracked daily activities and measured actual quantities for payment. He worked with the contractor's WECS to maintain NPDES compliance. He also monitored the MOT and the phasing plan.

- d. **Relevant Experience Using GDOT Specific Processes, Manuals or Guidance**

For the past 35 years, Steve has managed and inspected GDOT projects in Metro District 7 and District 6. He is thoroughly knowledgeable of all GDOT specifications, policies and specific practices. He is trained in the testing of concrete and asphalt materials and demonstrates his understanding by completing and verifying project sampling and testing frequencies according to the GDOT **Sampling, Testing and Inspection Manual**. He understands the requirements of the GDOT **Construction Manual** and GDOT **Bridge Manual** and he consistently utilizes the manual requirements found on the Source while checking, verifying, and documenting project construction. He consistently applies the traffic control and erosion control specifications, Section 150 and Section 161 respectively, as well as the **MUTCD** to ensure a safe and environmentally compliant project.

E. Roadway Senior Inspector (#2) – Dennis Womack

- a. **Education** Bachelor in Civil Engineering Technology, Southern Technical Institute (1978)
- b. **Registration** OSHA 10-Hour, OSHA 30-hour, National Safety Council Work Zone Traffic Control Supervisor, GDOT Certified Flagger, GDOT WECS, GSWCC - Level 1A Certified Personnel
- c. **Relevant Construction Engineering and Inspection Experience**

Dennis Womack has **42 years' experience** in various facets of construction ranging from multi-million dollar roadway projects to various state and local government projects. **Twenty-one years of this experience have involved roadway construction and inspection, asphalt plant operations, and asphalt lay down supervision.** As Senior Inspector for GDOT, he is responsible for general project inspection, interpretation of plans and specifications, quality assurance, and pay quantities. Dennis ensures compliance with all contract documents, and monitors and reports compliance with traffic control and erosion control best management practices per the approved plan requirements.

GDOT District 6 Widening SR 156 at I-75 in Calhoun and Widening SR 156 at Redbud Road, Gordon County, GA. This project is the reconstruction of the I-75/SR 156 interchange in Gordon County. SR 156 is being widened to provide two through lanes eastbound and two through lanes westbound with a 14-foot flush median. The widening of SR 156 requires the replacement of the I-75 bridge over SR 156 with a bridge long enough to span the widening. Also required is the realignment and reconstruction of all four of the I-75 interchange ramps. **Dennis is responsible for overseeing and inspecting all construction activities, working closely with GDOT project managers and engineers, maintaining as-built bridge plans, supervising and supporting four junior field inspectors and bridge technicians, QA testing, maintaining project diaries / records, reviewing pay estimates and requests, and preparing and submitting periodic reports relevant to the project.**

C.W. Matthews Contracting Co., Inc. Dennis has 12 years of experience supervising up to eight asphalt crews on various types of projects including a **\$55M shoulder rebuild and mainline resurfacing project on I-75** in Bartow County. He was the liaison for state and county representatives and local citizens. He managed subcontractors, interpreted plans and specifications, and assisted in scheduling crews and equipment. He also has two years' experience supervising and coordinating grading projects within the company, responsible for subcontractor coordination, material ordering, construction layout, and interpretation of plans and specifications.

Georgia Department of Transportation. Dennis has five years' experience as project engineer on various projects in Metro Atlanta area including a **\$22M widening of I-285 in Cobb County.** He was responsible for interpreting plans and specifications, pay quantities and statements, supervising up to seven inspectors, and ensuring compliance with contract requirements. He also reviewed erosion control plans and traffic control plans and provided feedback. This was a **night and day project with multiple lane closures** and Dennis was responsible for MOT.

- d. **Relevant Experience Using GDOT Specific Processes, Manuals or Guidance**

Dennis is thoroughly knowledgeable of all GDOT specifications, policies and specific practices. He is trained in the testing of concrete and asphalt materials and demonstrates his understanding by completing and verifying project sampling and testing frequencies according to the GDOT **Sampling, Testing and Inspection Manual.** He understands the requirements of the GDOT **Construction Manual** and GDOT **Bridge Manual** and he consistently utilizes the manual requirements found on the Source while checking, verifying, and documenting project construction. He understands the GDOT **DBE and Training Programs** and ensures contractor compliance and reporting. He consistently applies the traffic control and erosion control specifications, Section 150 and Section 161 respectively, as well as the **MUTCD** to ensure a safe and environmentally compliant project.

F. Bridge Senior Inspector (#1) – Hitesh Patel, PE

- a. Education** Bachelor of Engineering, Carleton University, Ottawa, Canada (2004)
- b. Registration** Professional Engineer, GA (036991); Level 1 Bonded PT – Field Inspection (01329336); Certified Management Association of America – Certified Construction Manager (CCM); OSHA 10-Hour, Nuclear Gauge & Radiation Safety; ACI Concrete Testing; Storm Water Management; IMSA Level 1; GDOT Concrete Testing Technician; GDOT WECS; GSWCC - Level 1A; GDOT Site Manager

c. Relevant Construction Engineering and Inspection Experience

As Senior Inspector for GDOT, Hitesh Patel supervises the construction of bridges, interchange and roadway widening, and installation of intelligent transportation systems (ITS). He ensures the construction work meets project specifications, material sampling and testing requirements, and construction reports document project compliance with contract documents and plans. He acts as the lead inspector on major GDOT widening and reconstruction projects including major bridge construction and replacements, utility relocations, MOT, erosion control, and public relations. Hitesh has extensive knowledge in GDOT material testing requirements utilizing the **GDOT Material Sampling, Testing and Inspection Manual** and project documentation utilizing **GDOT Site Manager** and the **Construction Manual**. He thoroughly understands the GDOT procedures to properly document acceptable project material and measure pay item quantities and prepare construction estimates for payment.

GDOT District 7 Memorial Drive (SR 10) at I-285 Interchange Reconstruction CEI Services. Hitesh led the bridge construction inspection of these new bridges including H-pile foundations, concrete bents, and Type III PSC beams for the \$60M interchange. These multi-lane bridges required extensive MOT staging and critical utility relocation/coordination for fiber optic phone lines attached to the new bridges. He was responsible for overseeing and inspecting all construction activities, working closely with GDOT project managers and engineers, maintaining as-built bridge plans, supervising and supporting four junior field inspectors and bridge technicians, QA testing, maintaining project diaries / records, reviewing pay estimates and requests, and preparing and submitting periodic reports relevant to the project.

GDOT District 7 Lawrenceville Hwy (SR 8) Widening and Reconstruction over I-285 CE Services. Hitesh led the bridge and wall construction of this \$35M project, which included widening and reconstruction of SR 8/US 29 to six lanes, three lanes in each direction, with a raised median and turn lanes as needed at intersections from west of Linkwood Lane/Spruce Valley Drive to east of Lee Road. The bridge construction included structural steel, H-pile foundations, and concrete bents. Curb and gutter and sidewalks were provided on both sides of the roadway throughout the project limits. Hitesh worked closely with the GDOT Project Manager to provide thorough material testing, interpret and make well-informed decisions on construction issues, and maintain as-built bridge plans. This was a major construction project on which Hitesh monitored extensive MOT and relocation of major utilities

GDOT District 7 Covington Hwy (SR 12) at I-285 Interchange Improvement CEI Services. Hitesh managed the interchange reconstruction of the ramps to full depth concrete pavement, ramp widening, striping replacement, traffic signal reconstruction, and bridge median installation. He worked independently to successfully deliver the project on time and within budget. Hitesh also was responsible for overseeing and inspecting all construction activities, working closely with GDOT project managers, maintaining as-built bridge plans, supervising the construction, QA testing, MOT, maintaining project diaries / records, reviewing pay estimates and requests, and preparing and submitting periodic reports relevant to the project.

d. Relevant Experience Using GDOT Specific Processes, Manuals or Guidance

For the past seven years, Hitesh has managed and inspected GDOT projects in Metro District 7. He is thoroughly knowledgeable of all GDOT specifications, policies and specific practices. He is trained in the testing of concrete and asphalt materials and demonstrates his understanding by completing and verifying project sampling and testing frequencies according to the **GDOT Sampling, Testing and Inspection Manual**. He understands the requirements of the **GDOT Construction Manual** and **GDOT Bridge Manual** and he consistently utilizes the manual requirements found on the Source while checking, verifying, and documenting project construction. He understands the **GDOT DBE and Training Programs** and ensures contractor compliance and reporting. He consistently applies the traffic control and erosion control specifications, Section 150 and Section 161 respectively, as well as the **MUTCD** to ensure a safe and environmentally compliant project.

F. Bridge Senior Inspector (#2) – Wilbur Shane Wright

- a. Education** College Prep Diploma, Pikeview High School (1999)
- b. Registration** OSHA 10-Hour, ACI Field Testing Technician, GDOT & OSHA Work Zone Safety Specialist, GDOT Worksite Erosion Control Supervisor Certification, GSWCC - Level 1A Certified Personnel, GDOT Field Concrete Technician

c. Relevant Construction Engineering and Inspection Experience

Shane Wright has 16 years' experience in various bridge and roadway projects for various state DOTs. As Senior Inspector for GDOT, he is responsible for general project inspection, interpretation of plans and specifications, quality assurance, and pay item quantities. He ensures compliance with all contract documents and special provisions. He monitors and reports compliance with traffic control and erosion control best management practices per the approved plan requirements and the NPDES permit. He is proficient in bridge construction inspection including pile driving, foundations, columns, caps, bridge deck and wall construction.

CW Grant Pkwy at Norfolk Southern Railroad Widening and Reconstruction and Conley Rd and SR-3 Relocation CEI. Shane is responsible for overseeing and inspecting all construction activities for this 1.5-mile widening and reconstruction project, which includes the construction of two bridges over CW Grant Parkway and the widening of Conley Road to provide a grade separation of Norfolk Southern Railroad and Old Dixie Hwy. The project includes a temporary railroad bridge, a new railroad bridge, roadway bridge and railroad track realignment. The finished roadway will include a four-lane divided highway with a raised median. Shane works closely with GDOT project managers, maintaining as-built bridge plans, supervising the bridge construction, QA testing, MOT, maintaining project diaries / records, reviewing pay estimates and requests, and preparing and submitting periodic reports relevant to the project.

Concrete Pavement Rehabilitation of I-285 from Washington Road to Cobb County Line CEI. Shane performed various tasks including concrete testing, pre-pour inspections, field measurements, daily diary reporting, and monitored MOT control. This project included the full-depth replacement of the concrete pavement for the NB and SB lanes of I-285. Work was performed outside normal business hours at night and on weekends. Shane performed various tasks including concrete testing, pre-pour inspections, field measurements, daily diary reporting, and monitored MOT control.

I-20 Asphalt Resurfacing from Carroll County Line to SR 5 CEI. For this \$12M dollar resurfacing project, Shane inspected all aspects of the project to ensure the work complied with GDOT specifications and special provisions. The project included milling and inlay as well as nighttime and daytime paving operations, extensive MOT, paved shoulders, striping and RPM placement.

d. Relevant Experience Using GDOT Specific Processes, Manuals or Guidance

Shane is thoroughly knowledgeable of all GDOT specifications, policies and specific practices. He is trained in the testing of concrete and asphalt materials and demonstrates his understanding by completing and verifying project sampling and testing frequencies according to the GDOT **Sampling, Testing and Inspection Manual**. He understands the requirements of the GDOT **Construction Manual** and GDOT **Bridge Manual** and he consistently utilizes the manual requirements found on the Source while checking, verifying, and documenting project construction. He understands the GDOT **DBE and Training Programs** and ensures contractor compliance and reporting. He consistently applies the traffic control and erosion control specifications, Section 150 and Section 161 respectively, as well as the **MUTCD** to ensure a safe and environmentally compliant project.

3 Prime Experience

1. Program Management and Construction Corridor Management, Jane Addams Memorial Tollway (I-90) Roadway, Retaining Wall and Bridge Widening

- a. *Client Name / Project Location / Dates:* Illinois Tollway / DuPage County, Illinois / 2013 – 2016
- b. *Description of Overall Project / Services:* Jacobs is part of a formal teaming partnership providing **Program Management (PM) and Corridor Construction Management (CCM)** services for a 10.4 mile stretch of I-90. This project is part of the I-90 rebuilding and widening project, which reconstructs more than 50 miles of Jane Addams Memorial Tollway into a state-of-the-art corridor connecting Rockford to O'Hare Intl. Airport. The role of the CCM is to coordinate scheduling, construction uniformity, and consistency of work throughout the corridor. In this portion of the Jane Addams, the widening includes eight reconstructed and expanded lanes (including widening the inside shoulders for use by express buses) and four bridges. PM services are being provided for two independent construction contracts for pavement reconstruction and bridge widening on I-90 between I-294 and the Kennedy Expressway and includes two bridges on the westbound side and three bridges on the eastbound side. Jacobs provides assistant resident engineering, materials coordination, and field inspection. For the eastbound project, MOT was a primary concern as I-90, I-294 and O'Hare Intl. Airport all come together. **Jacobs' field engineered the MOT** to allow the contractor to build while maintaining traffic flow. Daily traffic counts show no significant backup during construction as compared to pre-construction figures.
- c. *Duration of Service / Overall Project Budget:* 3 years / \$978M
- d. *Experience Utilizing GDOT Specific Processes:* NA
- e. *Client Contact Information:* John Wagner, 630.241.6800 ext. 3934, jwagner@getipass.com
- f. *Involvement of Key Team Leaders / Key Team Member:* NA

2. DFW Connector Design-Build GEC

- a. *Client Name / Project Location / Dates:* TxDOT / Grapevine, Texas / 2007 – 2016 (substantial completion of original contractual scope in Nov. 2013 (9 months ahead of schedule); due to additional scope, actual completion date was extended.)
- b. *Description of Overall Project / Services:* **Jacobs is TxDOT's GEC**, providing project oversight, management, and audit activities for the 8.4-mile DFW Connector **design-build program**. The initial phase of the ultimate 14.4-mile project rebuilds portions of four highways, two interchanges and five bridges. The project doubles the number of lanes available to motorists and provides direct-connect ramps, where none previously existed. New direct-connect ramps were built from northbound SH 121 to westbound SH 114, and from eastbound SH 114 to southbound SH 121. Continuous frontage road lanes were built along both westbound and eastbound SH 114 between William D. Tate and Northwest Highway. At the widest point along SH 114 the highway corridor will be 24 lanes wide.

Jacobs works as an extension of TxDOT's staff monitoring Developer's activities for conformance to contract documents and for following the processes and procedures established with the Developer-provided Project Management Plan, including design and construction quality management plans, communications plan, financial management plan, project schedule and environmental compliance plan. Jacobs is also providing document control services. The program includes State Highways 114 and 121 and adjacent roadways north of DFW Intl. Airport. This area, which sits near the intersection of the area's four most populous counties, is a vital connection for North Texas business, commercial, and recreational interests.

- c. *Duration of Service / Overall Project Budget:* 7 years / \$1.2B
- d. *Experience Utilizing GDOT Specific Processes:* NA
- e. *Client Contact Information:* Joel Mallard, 972.536.6254, joel.mallard@txdot.gov
- f. *Involvement of Key Team Leaders / Key Team Member:* NA

3. I-95 Widening from North of SR 44 to North of US 92 including the Reconstruction of the I-4/US 92 Systems Interchange Construction Engineering and Inspection

- a. *Client Name / Project Location / Dates:* Florida Department of Transportation, District 5 / Volusia County, Florida / 2015 – 2018
- b. *Description of Overall Project / Services:* Jacobs is providing **CEI and contract oversight** for the widening of existing four-lane I-95 to a six-lane interstate highway from north of SR 44 to north of US 92 for approximately 13 miles. The southern project limit will provide six lanes to tie into the on-going project to the south. The project reconstructs the systems interchange with I-4, I-95 and US 92 and includes a safety improvement on the southbound exit ramp to SR 44. **Work includes pavement widening, drainage systems improvements, bridge widening, bridge replacement, retaining walls, highway lighting, ITS**

modifications, median barriers, signing and pavement markings, signalization, and milling and resurfacing. The roadway work also includes construction of acceleration and deceleration lanes that meet FDOT requirements for parallel type ramps at all ramp locations. Structural work includes removal of all existing structures on I-95 at Spruce Creek, SR 421 and the interchanges at I-4 and US 92 and foundations for cantilever signs or overhead sign trusses. ITS and count station work will involve any necessary modifications to existing infrastructure. Jacobs is providing more than 18 field inspectors along with the subconsultants to coordinate and communicate all inspection duties, along with sampling and testing of all materials, schedule reviews, and monthly estimates. Jacobs is providing contract management oversight to coordinate with all stakeholders along the project, Daytona Intl. Airport, Daytona Speedway, Daytona Rising, City of Daytona and the City of Port Orange.

- c. *Duration of Service / Overall Project Budget:* 3 years / \$204M
- d. *Experience Utilizing GDOT Specific Processes:* NA
- e. *Client Contact Information:* Bradley Bauknecht, 386.290.6844 (M), 386.740.3519 (O), Bradley.bauknecht@dot.state.fl.us
- f. *Involvement of Key Team Leaders / Key Team Member:* NA

4. Loop 1604 Western Extension

- a. *Client Name / Project Location / Dates:* TxDOT / San Antonio, Texas / 2013 – 2017
- b. *Description of Overall Project / Services:* This **design-build** project rebuilds a five-mile section of a four-lane highway, from SH 16 to FM 471, to a four-lane expressway and six-lane frontage road with three added grade-separated interchanges and an interchange at SH 151. Jacobs' independent engineering consulting team functions as an extension of TxDOT staff. In this role, **Jacobs provides Owner Verification services** and provides qualified technical and professional personnel to perform the duties and responsibilities assigned under the terms of the Primary Agreement and Work Authorizations. **Jacobs is providing statistical validation, oversight, and construction inspection** to assess if the selected construction company is performing the assigned work in accordance with the Design-Build Agreement documents. We are also providing engineering support, program management, document control, and surveying services.
- c. *Duration of Service / Overall Project Budget:* 4 years / \$126M
- d. *Experience Utilizing GDOT Specific Processes:* NA
- e. *Client Contact Information:* Jonathan Green, 210.610.4810, jon.green@txdot.gov
- f. *Involvement of Key Team Leaders / Key Team Member:* NA

5. Dulles Corridor Metrorail Extension

- a. *Client Name / Project Location / Dates:* Metropolitan Washington Airports Authority (MWAA) / Fairfax and Loudoun Counties, VA / 2007 – 2014 (Phase 1); 2013 – 2018 (Phase 2)
- b. *Description of Overall Project / Services:* The Dulles Corridor Metrorail project Phases 1 and 2 represents a 25% increase to the existing 106-mile Metrorail system and extends service in two phases through Fairfax County to Dulles Intl. Airport and into Loudoun County. All portions of the project are being implemented through **design-build contracts**. Jacobs' responsibilities include overall program planning, specific project concept development, program coordination, annual budget preparation, right-of-way acquisition, engineering and design coordination and oversight, constructability and bid-ability reviews, **construction management and inspection**, and coordination with local, state and federal agencies. **Jacobs provides extensive pre-construction services** and completed support for the successful procurement of the Phase 2 design-builder.
Jacobs is assisting MWAA in developing and maintaining construction management procedures and project construction management plans; managing project interfaces during construction; performing constructability reviews; preparing construction logistic plans; providing quality assurance services during construction; reviewing and processing contractor submittals and RFIs; managing the construction contract change authorization process; maintaining project progress and cost reporting documentation; performing computerized critical path method schedule and resource allocation analysis and evaluation; developing and maintaining safety oversight management programs and procedures; coordinating code inspection; verifying acceptance testing of constructed facility components and systems; conducting facility user familiarization and operational trials and turnovers; verifying punch list completion; and documenting final completion including as-builts.
- c. *Duration of Service / Overall Project Budget:* 7 years (Phase 1), 5 years (Phase 2) / \$2.8B (Phase 1); \$2.7B (Phase 2)
- d. *Experience Utilizing GDOT Specific Processes:* NA
- e. *Client Contact Information:* Charles Stark, 703.572.0501, charles.stark@dullesmetro.com
- f. *Involvement of Key Team Leaders / Key Team Member:* NA

4. Area Class Summary Form

Area Class #	Area Class Description	Jacobs	Kennedy	MME	PSI	SEI
	DBE – Yes/No ->	N	Y	Y	N	Y
	Prequalification Expiration Date	5/31/16	7/31/18	4/30/18	12/31/17	12/31/15
PRIME						
8.01	Construction Engineering and Supervision	X	X			X
TEAM						
6.04(a)	Laboratory Testing of Roadway			X	X	
6.04(b)	Field Testing of Roadway Construction			X	X	
8.01	Construction Engineering and Supervision	X	X			X
9.02	Rainfall and Runoff Reporting				X	X
9.03	Field Inspection for Erosion Control		X		X	X

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Jacobs Engineering Group Inc. 6801 Governors Lake Parkway, Bldg 200 Norcross, GA 30071	5/9/13	5/31/16
SIGNATURE		
		

<p>1. Transportation Planning</p> <p><input checked="" type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation Planning</p> <p><input checked="" type="checkbox"/> 1.02 Planning</p> <p><input type="checkbox"/> 1.03 Aviation Systems Planning</p> <p><input checked="" type="checkbox"/> 1.04 Mass and Rapid Transportation Planning</p> <p><input checked="" type="checkbox"/> 1.05 Alternate System and Corridor Location Planning</p> <p><input type="checkbox"/> 1.06 Unknown</p> <p><input checked="" type="checkbox"/> 1.06a NEPA Documentation</p> <p><input checked="" type="checkbox"/> 1.06b History</p> <p><input checked="" type="checkbox"/> 1.06c Air Studies</p> <p><input checked="" type="checkbox"/> 1.06d Noise Studies</p> <p><input checked="" type="checkbox"/> 1.06e Ecology</p> <p><input type="checkbox"/> 1.06f Archaeology</p> <p><input type="checkbox"/> 1.06g Freshwater Aquatic Surveys</p> <p><input checked="" type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies</p> <p><input checked="" type="checkbox"/> 1.08 Airport Master Planning</p> <p><input checked="" type="checkbox"/> 1.09 Location Studies</p> <p><input checked="" type="checkbox"/> 1.10 Traffic Studies</p> <p><input checked="" type="checkbox"/> 1.11 Traffic and Toll Revenue Studies</p> <p><input checked="" type="checkbox"/> 1.12 Major Investment Studies</p> <p><input checked="" type="checkbox"/> 1.13 Non-Motorized Transportation Planning</p>	<p>3. Highway Design Roadway (Continued)</p> <p><input checked="" type="checkbox"/> 3.09 Traffic Control Systems Analysis, Design and Implementation</p> <p><input type="checkbox"/> 3.10 Utility Coordination</p> <p><input type="checkbox"/> 3.11 Architecture</p> <p><input checked="" type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway)</p> <p><input checked="" type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> 3.14 Historic Rehabilitation</p> <p><input checked="" type="checkbox"/> 3.15 Highway Lighting</p> <p><input checked="" type="checkbox"/> 3.16 Value Engineering</p> <p><input checked="" type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure</p>
<p>2. Mass Transit Operations</p> <p><input checked="" type="checkbox"/> 2.01 Mass Transit Program (Systems) Management</p> <p><input checked="" type="checkbox"/> 2.02 Mass Transit Feasibility and Technical Studies</p> <p><input type="checkbox"/> 2.03 Mass Transit Vehicle and Propulsion System Mass Transit Controls, Communications and Information Systems</p> <p><input type="checkbox"/> 2.04</p> <p><input type="checkbox"/> 2.05 Mass Transit Architectural Engineering</p> <p><input type="checkbox"/> 2.06 Mass Transit Unique Structures</p> <p><input type="checkbox"/> 2.07 Mass Transit Electrical and Mechanical Systems Mass Transit Operations Management and Support Services</p> <p><input checked="" type="checkbox"/> 2.08</p> <p><input checked="" type="checkbox"/> 2.09 Aviation</p> <p><input type="checkbox"/> 2.10 Mass Transit Program (Systems) Marketing</p>	<p>4. Highway Structures</p> <p><input checked="" type="checkbox"/> 4.01 Minor Bridges Design</p> <p><input checked="" type="checkbox"/> 4.02 Major Bridges Design</p> <p><input type="checkbox"/> 4.03 Movable Span Bridges Design</p> <p><input checked="" type="checkbox"/> 4.04 Hydraulic and Hydrological Studies (Bridges)</p> <p><input type="checkbox"/> 4.05 Bridge Inspection</p>
<p>3. Highway Design Roadway</p> <p><input checked="" type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design</p> <p><input checked="" type="checkbox"/> 3.02 Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers</p> <p><input checked="" type="checkbox"/> 3.03 Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial, Industrial and Residential Urban Areas</p> <p><input checked="" type="checkbox"/> 3.04 Multi-Lane, Limited Access Expressway Type Highway Design</p> <p><input checked="" type="checkbox"/> 3.05 Design of Urban Expressway and Interstate</p> <p><input checked="" type="checkbox"/> 3.06 Traffic Operations Studies</p> <p><input checked="" type="checkbox"/> 3.07 Traffic Operations Design</p> <p><input checked="" type="checkbox"/> 3.08 Landscape Architecture</p>	<p>5. Topography</p> <p><input checked="" type="checkbox"/> 5.01 Land Surveying</p> <p><input checked="" type="checkbox"/> 5.02 Engineering Surveying</p> <p><input checked="" type="checkbox"/> 5.03 Geodetic Surveying</p> <p><input type="checkbox"/> 5.04 Aerial Photography</p> <p><input checked="" type="checkbox"/> 5.05 Aerial Photogrammetry</p> <p><input type="checkbox"/> 5.06 Topographic Remote Sensing</p> <p><input type="checkbox"/> 5.07 Cartography</p> <p><input type="checkbox"/> 5.08 Subsurface Utility Engineering</p>
	<p>6. Soils, Foundation & Materials Testing</p> <p><input type="checkbox"/> 6.01a Soil Surveys</p> <p><input type="checkbox"/> 6.01b Geological and Geophysical Studies</p> <p><input type="checkbox"/> 6.02 Bridge Foundation Studies Hydraulic and Hydrological Studies (Soils and Foundation)</p> <p><input type="checkbox"/> 6.03</p> <p><input type="checkbox"/> 6.04a Laboratory Materials Testing</p> <p><input type="checkbox"/> 6.04b Field Testing of Roadway Construction Materials</p> <p><input type="checkbox"/> 6.05 Hazard Waste Site Assessment Studies</p>
	<p>8. Construction</p> <p><input checked="" type="checkbox"/> 8.01 Construction Supervision</p>
	<p>9. Erosion and Sedimentation Control</p> <p><input checked="" type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program</p> <p><input type="checkbox"/> 9.02 Rainfall and Runoff Reporting</p> <p><input type="checkbox"/> 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations</p>

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION
 You are qualified to provide Consulting Services to the Department of Transportation for the
 area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Kennedy Engineering & Associates Group LLC 1350 Spring Street, Suite 425 Atlanta, GA 30309	8/13/15	7/31/18
SIGNATURE 		
1. Transportation Planning <input type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation <input type="checkbox"/> 1.02 Planning <input type="checkbox"/> 1.03 Aviation Systems Planning <input type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input type="checkbox"/> 1.05 Alternate System and Corridor Location Planning <input type="checkbox"/> 1.06 Unknown <input checked="" type="checkbox"/> 1.06a NEPA Documentation <input checked="" type="checkbox"/> 1.06b History <input type="checkbox"/> 1.06c Air Studies <input type="checkbox"/> 1.06d Noise Studies <input checked="" type="checkbox"/> 1.06e Ecology <input type="checkbox"/> 1.06f Archaeology <input type="checkbox"/> 1.06g Freshwater Aquatic Surveys <input checked="" type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies <input type="checkbox"/> 1.08 Airport Master Planning <input checked="" type="checkbox"/> 1.09 Location Studies <input type="checkbox"/> 1.10 Traffic Studies <input type="checkbox"/> 1.11 Traffic and Toll Revenue Studies <input type="checkbox"/> 1.12 Major Investment Studies <input checked="" type="checkbox"/> 1.13 Non-Motorized Transportation Planning	3. Highway Design Roadway (Continued) <input type="checkbox"/> 3.09 Traffic Control Systems Analysis, Design and Implementation <input type="checkbox"/> 3.10 Utility Coordination <input type="checkbox"/> 3.11 Architecture <input type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway) <input checked="" type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians <input type="checkbox"/> 3.14 Historic Rehabilitation <input type="checkbox"/> 3.15 Highway Lighting <input type="checkbox"/> 3.16 Value Engineering <input type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure	
2. Mass Transit Operations <input type="checkbox"/> 2.01 Mass Transit Program (Systems) Management <input type="checkbox"/> 2.02 Mass Transit Feasibility and Technical Studies <input type="checkbox"/> 2.03 Mass Transit Vehicle and Propulsion System Mass Transit Controls, Communications and Information Systems <input type="checkbox"/> 2.04 Mass Transit Architectural Engineering <input type="checkbox"/> 2.05 Mass Transit Unique Structures <input type="checkbox"/> 2.06 Mass Transit Electrical and Mechanical Systems Mass Transit Operations Management and Support Services <input type="checkbox"/> 2.07 Aviation <input type="checkbox"/> 2.08 Mass Transit Program (Systems) Marketing	4. Highway Structures <input type="checkbox"/> 4.01 Minor Bridges Design <input type="checkbox"/> 4.02 Major Bridges Design <input type="checkbox"/> 4.03 Movable Span Bridges Design <input type="checkbox"/> 4.04 Hydraulic and Hydrological Studies (Bridges) <input type="checkbox"/> 4.05 Bridge Inspection	
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	6. Soils, Foundation & Materials Testing <input type="checkbox"/> 6.01a Soil Surveys <input type="checkbox"/> 6.01b Geological and Geophysical Studies <input type="checkbox"/> 6.02 Bridge Foundation Studies Hydraulic and Hydrological Studies (Soils and Foundation) <input type="checkbox"/> 6.03 Laboratory Materials Testing <input type="checkbox"/> 6.04a Field Testing of Roadway Construction Materials <input type="checkbox"/> 6.04b Hazard Waste Site Assessment Studies	
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You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Materials Managers & Engineers 400 West Peachtree Street, Suite 2701 Atlanta, GA 30308	5/14/15	4/30/18
	SIGNATURE	
		
1. Transportation Planning <input type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation Planning <input type="checkbox"/> 1.02 Planning <input type="checkbox"/> 1.03 Aviation Systems Planning <input type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input type="checkbox"/> 1.05 Alternate System and Corridor Location Planning <input type="checkbox"/> 1.06 Unknown <input type="checkbox"/> 1.06a NEPA Documentation <input type="checkbox"/> 1.06b History <input type="checkbox"/> 1.06c Air Studies <input type="checkbox"/> 1.06d Noise Studies <input type="checkbox"/> 1.06e Ecology <input type="checkbox"/> 1.06f Archaeology <input type="checkbox"/> 1.06g Freshwater Aquatic Surveys <input type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies <input type="checkbox"/> 1.08 Airport Master Planning <input type="checkbox"/> 1.09 Location Studies <input type="checkbox"/> 1.10 Traffic Studies <input type="checkbox"/> 1.11 Traffic and Toll Revenue Studies <input type="checkbox"/> 1.12 Major Investment Studies <input type="checkbox"/> 1.13 Non-Motorized Transportation Planning	3. Highway Design Roadway (Continued) <input type="checkbox"/> 3.09 Traffic Control Systems Analysis, Design and Implementation <input type="checkbox"/> 3.10 Utility Coordination <input type="checkbox"/> 3.11 Architecture <input type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway) <input type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians <input type="checkbox"/> 3.14 Historic Rehabilitation <input type="checkbox"/> 3.15 Highway Lighting <input type="checkbox"/> 3.16 Value Engineering <input type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure	
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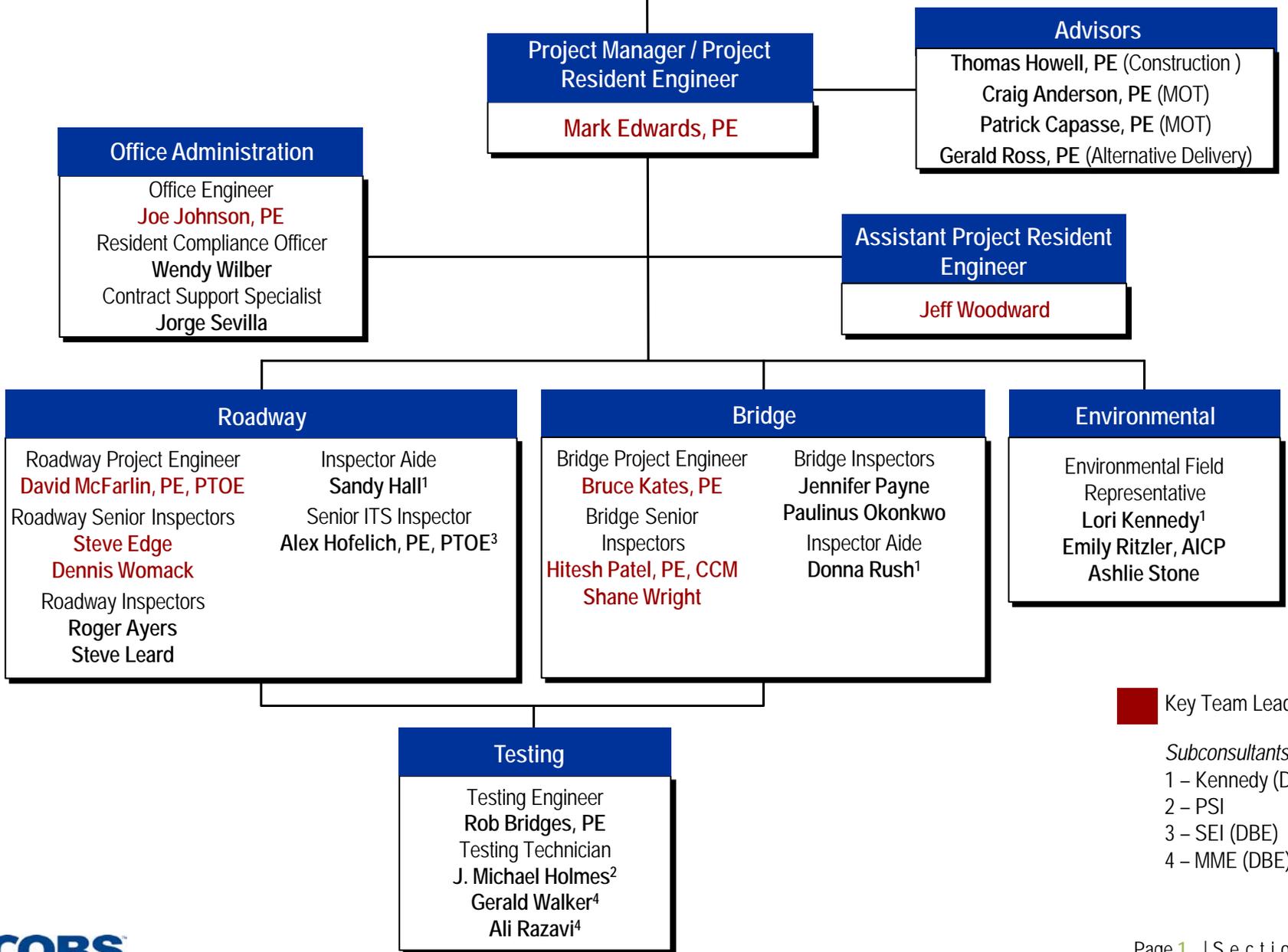
NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Professional Service Industries, Inc.(PSI) 95 Chastain Road Kennesaw, GA 30144	7/9/15	12/31/17
SIGNATURE		
1. Transportation Planning <input type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation Planning <input type="checkbox"/> 1.02 Planning <input type="checkbox"/> 1.03 Aviation Systems Planning <input type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input type="checkbox"/> 1.05 Alternate System and Corridor Location Planning <input type="checkbox"/> 1.06 Unknown <input type="checkbox"/> 1.06a NEPA Documentation <input type="checkbox"/> 1.06b History <input type="checkbox"/> 1.06c Air Studies <input type="checkbox"/> 1.06d Noise Studies <input type="checkbox"/> 1.06e Ecology <input type="checkbox"/> 1.06f Archaeology <input type="checkbox"/> 1.06g Freshwater Aquatic Surveys <input type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies <input type="checkbox"/> 1.08 Airport Master Planning <input type="checkbox"/> 1.09 Location Studies <input type="checkbox"/> 1.10 Traffic Studies <input type="checkbox"/> 1.11 Traffic and Toll Revenue Studies <input type="checkbox"/> 1.12 Major Investment Studies <input type="checkbox"/> 1.13 Non-Motorized Transportation Planning	3. Highway Design Roadway (Continued) <input type="checkbox"/> 3.09 Traffic Control Systems Analysis, Design and Implementation <input type="checkbox"/> 3.10 Utility Coordination <input type="checkbox"/> 3.11 Architecture <input type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway) <input type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians <input type="checkbox"/> 3.14 Historic Rehabilitation <input type="checkbox"/> 3.15 Highway Lighting <input type="checkbox"/> 3.16 Value Engineering <input type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure	
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NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Southeastern Engineering, Inc. 2470 Sandy Plains Road Marietta, GA 30066	6/11/15	12/31/15
SIGNATURE		
		
1. Transportation Planning <input type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation Planning <input type="checkbox"/> 1.02 <input type="checkbox"/> 1.03 Aviation Systems Planning <input type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input type="checkbox"/> 1.05 Alternate System and Corridor Location Planning <input type="checkbox"/> 1.06 Unknown <input checked="" type="checkbox"/> 1.06a NEPA Documentation <input type="checkbox"/> 1.06b History <input type="checkbox"/> 1.06c Air Studies <input type="checkbox"/> 1.06d Noise Studies <input checked="" type="checkbox"/> 1.06e Ecology <input type="checkbox"/> 1.06f Archaeology <input type="checkbox"/> 1.06g Freshwater Aquatic Surveys <input type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies <input type="checkbox"/> 1.08 Airport Master Planning <input type="checkbox"/> 1.09 Location Studies <input checked="" type="checkbox"/> 1.10 Traffic Studies <input type="checkbox"/> 1.11 Traffic and Toll Revenue Studies <input type="checkbox"/> 1.12 Major Investment Studies <input type="checkbox"/> 1.13 Non-Motorized Transportation Planning	3. Highway Design Roadway (Continued) <input checked="" type="checkbox"/> 3.09 Traffic Control Systems Analysis, Design and Implementation <input checked="" type="checkbox"/> 3.10 Utility Coordination <input type="checkbox"/> 3.11 Architecture <input checked="" type="checkbox"/> 3.12 Hydraulic and Hydrological Studies (Roadway) <input checked="" type="checkbox"/> 3.13 Facilities for Bicycles and Pedestrians <input type="checkbox"/> 3.14 Historic Rehabilitation <input type="checkbox"/> 3.15 Highway Lighting <input type="checkbox"/> 3.16 Value Engineering <input type="checkbox"/> 3.17 Design of Toll Facilities Infrastructure	
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C. Resources / Workload Capacity

C.1. a. Organizational Chart



■ Key Team Leaders

- Subconsultants*
- 1 – Kennedy (DBE)
 - 2 – PSI
 - 3 – SEI (DBE)
 - 4 – MME (DBE)

C.1.b. Primary Office

Our Midtown office is located just eight blocks from One Georgia Center. This allows us to quickly respond to you; we can be in your office within 15 minutes. With a multi-disciplinary staff of 239 employees in Atlanta (See Section A. Minimum Requirements for staff breakdown), we have access to the depth of resources needed to successfully deliver this contract.

C.1.c. Narrative on Additional Resource Areas and Ability

The I-285 / SR 400 interchange improvement is the most expensive, high-profile project in the most congested area of metro Atlanta. We recognize the critical importance of this project and bring a combination of national experience with billion-dollar interchange projects and local experience with boots-on-the-ground knowledge of GDOT's District 7. We understand the area's traffic patterns and implications of interruptions, as well as impacts on the local business community at the Perimeter. We provide assurance that the right decisions are made at critical points in order to continue to drive the schedule and budget while minimizing traffic impacts.

In support of our core construction personnel, we provide a Technical Advisory team with a combination of local and national expertise in three critical areas – construction, engineering and MOT. This team brings best practices and expedites project delivery. As the former GDOT Director of Construction, **Thomas Howell, PE** brings internal understanding of GDOT's alternative delivery projects, including the delivery of alternative technical concepts (ATCs), construction method best practices, and his role in conflict resolution and claims avoidance. When construction issues arise, Thomas creates opportunities to reach acceptable resolution with the contractor and avoid delays and budget overruns. **Gerald Ross, PE's** experience making instant decisions as GDOT's Chief Engineer will allow the project to move forward without waiting for lengthy discussion on complex engineering issues. As Director of Alternative Delivery, Gerald also provides the team with insight on design-build-finance procedures. As the most congested interchange in Georgia, along the interstate with the state's highest volume of traffic, understanding MOT is critical to the project's success. **Craig Anderson, PE**, managed staff and oversaw the technical aspects of MOT plan preparation for projects like the Ohio River Bridges Downtown Crossing, the \$70M Blanchette Bridge Replacement in Missouri and the \$79M Route 141 interchange improvements in Missouri. **Patrick Capasse, PE**, combines MOT experience with local GDOT PDP knowledge. He assisted in the development of and provided QA/QC for MOT on the \$860M Ohio River Bridges project. Craig and Patrick understand how to provide a MOT plan that limits interruptions to traffic for billion-dollar transportation projects.

Key characteristics of our team are flexibility, responsiveness, and adaptability. **Mark Edwards, PE**, will serve as GDOT's primary point of contact. Initially, Mark and **Jeff Woodward** begin the integration of our team with the Developer and GDOT through design plan preparation, utility coordination, meetings and daily communication. Once the Developer's schedule is finalized, we present our staffing plan to GDOT in order to ensure quality assurance and oversight. Once NTP2 is issued, our key team, consisting of **Mark, Jeff, Bruce Kates, PE**, and **David McFarlin, PE, PTOE**, meets regularly with the Developer, the Developer's CEI team and GDOT to discuss topics including schedule, design challenges, MOT plans, and community concerns. Separate, internal team meetings focus on staff resource loading and prioritization of field activities based on their impact on overall project success. During these internal meetings, Bruce and David coordinate testing needs for bridge and roadway, guiding our testing subconsultants and field staff in their daily activities. **Joe Johnson, PE**, using his experience and knowledge of E-Builder, assures all submittals are distributed to the appropriate staff for review and approval and that no design changes or material submittals are incorporated into the project until approved.

Our expert team positions GDOT to meet the commitments of Owner Verification (OV) of the Developer's QA testing and inspection. Our key team leaders have the specific GDOT specification knowledge, national design-build experience and technical expertise to make sound engineering decisions requiring review, interpretation, authorization and approval to quickly resolve issues concerning testing methods and procedures, MOT staging and implementation, and acceptable construction methods. We understand our role to communicate and interact closely with the Developer's CEI and testing team to create an atmosphere of trust, cooperation and support to successfully deliver quality acceptance of the project.

We have teamed with PSI, who brings roadway and laboratory testing capabilities, as well as geotechnical engineering and environmental services. Geotechnical review is critical, due to the large number of footings involved in this project. Our team provides GDOT with additional resources to help make decisions when issues arise such as the determination of competent rock and bearing capacity or changes to the natural environment. PSI's full-service capability helps ensure the seamless integration of the oversight of material testing, environmental and geotechnical engineering.

Our proposed team members, including the Project Manager/Project Resident Engineer and Key Team Leaders, are 100% committed to this project and coordinate closely and seamlessly with the Developer's day-to-day activities. Along with our local team, we commit and draw upon our national experts to help deliver this project and ensure nothing but success for the project.

C.2 Project Manager Commitment Table

Jacobs understands that the nature of this project requires a full-time obligation from team members. We have made a commitment at the executive level to make all team members 100% available and dedicated to this project.

Project Manager	PI/Project # for GDOT Projects / Name of Customer for Non-GDOT Projects	Role of PM on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours
Mark Edwards, PE	Upon notice of selection, Mark will be 100% available and committed to this project.					

C.3 Key Team Leader Commitment Table

Key Team Leader	PI/Project # for GDOT Projects / Name of Customer for Non-GDOT Projects	Role of Key Team Leader on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours
Mark Edwards, PE	Upon notice of selection, Mark will be 100% available and committed to this project.					
Jeff Woodward	Upon notice of selection, Jeff will be 100% available and committed to this project.					
David McFarlin, PE, PTOE	David will be 100% available and committed to this project upon assignment.					
Bruce Kates, PE	Bruce will be 100% available and committed to this project upon assignment.					
Joe Johnson, PE	Joe will be 100% available and committed to this project upon assignment.					
Steve Edge	Steve will be 100% available and committed to this project upon assignment.					
Roger Ayers	Roger will be 100% available and committed to this project upon assignment.					
Hitesh Patel, PE	Hitesh will be 100% available and committed to this project upon assignment.					
Shane Wright	Shane will be 100% available and committed to this project upon assignment.					