
Qualifications

to provide

Owner's Construction Engineering and Inspection (CEI) Services and Owner's Verification Consultant for Agency Acceptance for I-285 @ SR 400 Submittal #1

RFQ-484-110615
November 6, 2015

Project/Contract

Project Number: N/A

PI Number: 0013546

Counties: DeKalb and Fulton

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

- A. Administrative Requirements
- B. Experience and Qualifications
- C. Resources/Workload Capacity

Moreland Altobelli Associates, Inc.
2450 Commerce Avenue, Suite 100
Duluth, GA 30096

www.maa.net

- a. **Company Name** Moreland Altobelli Associates, Inc. (MA)
- b. **Headquarters Address** 2450 Commerce Avenue, Suite 100 • Duluth, GA 30096
- c. **Primary Contact** Buddy Gratton, PE • bgratton@maai.net 770.263.5945 • 770.263.0166 fax
- d. **Website** www.maai.net

e. Georgia Addresses

Corporate Office	2450 Commerce Avenue Suite 100 Duluth, GA 30096
Gainesville Office	915 Interstate Ridge Drive Suite F Gainesville, GA 30503
Cumming Office	327 Dahlonega Street Suite 1401 Cumming, GA 30040
Marietta Office	1800 Roswell Road, NE Suite 3020 Marietta, GA 30062
Macon Office	125 C First Street Macon, GA 31201
Savannah Office	6002 Commerce Boulevard Suite 108 Garden City, GA 31408
Sandersville Office	1344 South Harris Street Suite 2 Sandersville, GA 31082

f. Number and Disciplines of Staff Members

Professional	128
Technical	73
Administrative	22
Professional	2
Technical	15
Administrative	1
Professional	4
Technical	3
Administrative	1
Professional	2
Technical	3
Administrative	0
Professional	15
Technical	18
Administrative	1
Professional	14
Technical	11
Administrative	0
Professional	14
Technical	6
Administrative	0

TOTAL 333

- g. **Form of Ownership/Years in Business** Subchapter S corporation; Georgia | 28 years in business

**EXHIBIT II
CERTIFICATION FORM**

I, Buddy Gratton, being duly sworn, state that I am president (title) of Moreland Altobelli Associates, 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.

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.

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 14th day of October, 2015.

Deborah Moon
NOTARY PUBLIC

My Commission Expires: 8-15-2018

Buddy A
Signature

**DEBORAH MOON
NOTARY PUBLIC
Gwinnett County
State of Georgia
My Comm. Expires August 15, 2018**

NOTARY SEAL

EXHIBIT III

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contracting Entity/Respondent: Moreland Altobelli Associates, Inc.

Address: 2450 Commerce Avenue, Suite 100, Duluth, Georgia 30096

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.

53328
E-Verify/Company Identification Number

9-10-07
Date of Authorization

Buddy A
Signature of Authorized Officer or Agent
(Contractor Name)

10-14-15
Date

President
Title of Authorized Officer or Agent of Consultant

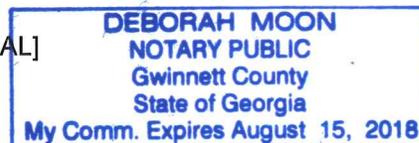
Buddy Gratton
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

14th DAY OF October, 2015

Deborah Moon
Notary Public

[NOTARY SEAL]



My Commission Expires: 8-15-2018

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 Moreland Altobelli Associates, Inc.

Signature  Date 10-19-15

Typed Name and Title Buddy Gratton, PE - 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 Moreland Altobelli Associates, Inc.

Signature  Date 10-29-15

Typed Name and Title Buddy Gratton, PE - 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>

DICKEY FORRESTER, PE**PROJECT RESIDENT ENGINEER/PROJECT MANAGER****a. Education**

B.S., Civil Engineering, Georgia Institute of Technology

b. Registrations

Professional Engineer: Georgia #12974; Tennessee #113607; Florida #70318; Alabama #30747; North Carolina #36015

ISO 9001:2008 Quality Control Training

Quality Management Training; Udemu Quality Management 101

Level IA Georgia Soil and Water Conservation Commission (GSWCC), # 47215; Level 1B GSWCC, #47215; Level 2 Certified Design Professional, GSWCC, #47215

Worksite Erosion Control Supervisor (GDOT)

Tennessee Department of Environment and Conservation (TDEC), Level 1 Erosion Control Certified

Tennessee Department of Transportation Worksite Traffic Control Certified; 30-Hour OSHA Safety Course: Certificate #1529186

c. Relevant Construction Engineering and Inspection Experience

Dickey Forrester is MA's program manager for construction management services. He trains MA's CEI personnel and gets all the "hard assignments." He is completing an assignment for Cobb DOT on their SPLOST-funded program as of December 31, 2015. In that capacity, he reviews contracts and specifications and manages special projects. Dickey is also MA's project manager for TDOT CEI projects. On the reconstruction of I-24 through Chattanooga, he was a hands-on project manager. Dickey is the "go-to guy" at MA for specifications, special provisions, construction techniques, value engineering, and training. If MA is selected for this project, he will give up all other functions and be on the project full time.

August 2007 to Present: MA's program manager for Construction Engineering Inspection (CEI) services in GDOT Districts 1, 2, 3, and 5, and CEI services in Region 2 for Tennessee DOT. He provides construction related in-house training to all MA CEI personnel. Dickey is currently working with Cobb County DOT providing CEI services and material testing services as part of the Counties Special Purpose Local Option Sales Tax (SPLOST) program. This service contract with the county will end on December 31, 2015.

March 2006 to August 2007: Dickey worked as a highway construction expert for staging and constructability, MOT, drainage and structures for Value Engineering Inc. on projects with the departments of transportation in Georgia, Florida, Kentucky, Mississippi, Louisiana, Alabama and Utah performing value engineering studies. Project size and scope varied from \$10 million to \$1.1 billion for the Kennedy Interchange (I-64, 65 and 71 Interchange Reconstruction) in

downtown Louisville, Kentucky.

Mr. Forrester retired from the Georgia Department of Transportation in March 2006 after 34 years of service mostly in the Construction Division. His responsibilities at GDOT included:

February 1993 – March 1, 2006: Construction Liaison Engineer in the Office of Construction with responsibility for the Cartersville, Thomaston (for one year) and Gainesville Districts. Responsible for writing the work zone traffic control specifications under Section 150 for all projects let in Georgia. Performed monthly inspection for all construction projects in 37 counties in north Georgia. Reviewed change orders and supplemental agreements for all federal aid projects. Performed final inspections and monitored the punch lists for all construction projects. Provided traffic control training for all seven Districts in Georgia. Planned, hosted and instructed at the Project Engineers Academies for GDOT project engineer training.

November 1987 – February 1993: District Construction Engineer for GDOT District 7 (Metro). Major construction projects included widening the downtown connector (I-75/I-85) through Atlanta, reconstruction of the I-20 and downtown connector interchange, widening I-20 through Atlanta, SR 400 toll road extension from I-85 to I-285, and the Presidential Parkway. These projects included very detailed staging of traffic which required that all roadways be open for workday rush hour traffic along with accommodating sporting events such as Atlanta Braves, Hawks and Falcons and Georgia Tech home games. Performed public relations working with the Atlanta media to inform the public of traffic shifts, relocations and potential delays. Coordinating massive amounts of utility relocation work to facilitate the construction of the new interchanges, new travel lanes, HOV lanes and MARTA rail service. Bridgework integrated pre-stressed concrete beam bridges, steel beam bridges and post-tensioned box bridges along with a MARTA rail station. Tight right-of-way restrictions required the use of mechanically stabilized earth walls, gravity walls, double walls, tie-back walls, soil nail walls and sound walls. The GA 400 toll road required the excavation of the travel lanes and MARTA rail lines beneath the 22-story Atlanta Financial Center at Peachtree Road and GA 400. The work also required the underpinning, removal and replacement of the two lower levels of the parking deck for the Financial Center while the parking deck remained open for business.

October 1982 – November 1987: Assistant District Maintenance Engineer for GDOT District 6 (Cartersville), a 16-county area. Duties included creating the state route resurfacing priority list for the District on a yearly basis and maintenance inspections for 750 bridges on the state route system. Operated a GDOT asphalt plant that produced material for resurfacing state routes in the District.

Supervised district-wide guardrail repair crews and a district-wide sign repair crew for all interstate signs. Supervised District-wide roadside enhancement crews responsible for chemical application, mowing and wildflower planting program.

October 1976 – October 1982: Project engineer for GDOT on major construction projects that included 11 miles of new interstate construction on I-75 in Bartow County. Supervised four sections of new interstate construction on I-575 in Cherokee County for a total of 17 miles of interstate highway. The work included grading and drainage, base and paving along with the construction of 18 bridges on the interstates, including the I-75 bridges over Lake Allatoona, the Interstate bridges over Little River and Noonday Creek on I-575, and 6 post-tension box bridges on I-575.

d. Relevant Project Management Experience

1: Georgia 400 Toll Road, Atlanta, Georgia from I-85 to I-285

As District Construction Engineer for GDOT in Metro Atlanta, I supervised the construction of the GA 400 Toll Road Corridor. The work included the construction of the GA 400 and I-85 interchange, the Buckhead Loop Interchange with GA 400, and the Glenridge Perimeter Connector interchange with GA 400. This project was 6.2 miles in length with a total cost of approximately \$263 million. This project had two major grading, drainage and paving projects along with three bridge and reconstruction projects in the Buckhead area. One contract included the removal of the two lower levels of the parking deck structure for the Atlanta Financial Center while maintaining the function of the remaining five levels of the deck. The last contract was for the construction of the first toll plaza in Georgia. These contracts involved the required use of CPM scheduling for the first time in GDOT which required CPM experience to monitor the progress of the work and document construction claims.

2: Downtown Connector I-75/85 in Atlanta, Cleveland Avenue to North Avenue

District Construction Engineer for this project that widened and reconstructed the connector through Atlanta. Total cost of the corridor was more than a half a billion dollars. This work included the I-20 Interchange and the connector. Bridge work integrated pre-stressed concrete beam bridges, steel beam bridges and post-tensioned box bridges along with a MARTA Rail Station over the connector. Tight right-of-way restrictions required the use of mechanically stabilized earth walls, gravity walls, double walls, tie-back walls, soil nail walls and sound walls. The project segments were let at different times so the traffic control was extensive for each project and the coordination with the adjacent projects required communication and cooperation. Most of the work was done at night and on weekends. Traffic lanes were open during rush hour periods.

3: I-20 Widening in Downtown Atlanta, Hightower Road to Boulevard (SR 42)

Reconstruction and widening of I-20. Required the same attention to detail for monitoring staging to ensure a safe work zone for both the contractor and traveling public. Total cost of the I-20 construction work was more than \$200 million and required all lanes to remain open during rush hour.

4: Tennessee DOT Region 2 CEI

Dickey is currently the supervisor of CEI services to the Tennessee Department of Transportation in Chattanooga Region 2, the central east region of Tennessee. Work for TDOT has included furnishing full CEI inspection services for three on-call contracts. MA has supervised and inspected three major projects on I-24 in downtown Chattanooga. These I-24 projects included rehabilitation of 31 bridges and resurfacing of 10 miles of I-24. Other projects include the widening and reconstruction of US 411 in Polk County; widening and reconstruction of SR 111 in Sequatchie and Van Buren Counties; grading, drainage and surveying for Wacker Chemical Access Road in Bradley County; US 64 over Brush Creek Bridge deck and steel beam rehabilitation in Polk County; and the resurfacing of the I-75 and I-24 Interchange in Chattanooga, Hamilton County. The total construction cost of the projects supervised and/or inspected by MA was more than \$100 million.

5: I-575 in Cherokee County

Project engineer supervising more than 17 miles of new construction on I-575 from SR 92 to Airport Road; project included four grading contracts, three base and paving contracts and two bridge contracts. Bridges included six post-tensioned box bridges, the first box bridges in District 6. Six interchanges were in these contracts. Total construction cost exceeded seventy million dollars.

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

Mr. Forrester wrote the GDOT traffic control specifications for Section 150 and for 12 years was responsible for periodic revisions. This responsibility made him very familiar with the AASHTO Roadside Design Guide Manual, GDOT Construction Standards and Details, GDOT Construction Manual, GDOT Bridge and Culvert Manual, ADA Accessibility Requirements, NCHRP 350 Crashworthy Testing Requirements, Plan Sequence of Operations, and Traffic Control Inspection Requirements. The knowledge of these resources allowed him to be aware of the proper use of temporary roadside barriers, attenuators, sand barrel arrays and temporary/permanent guardrail and anchor installations. The use of CPM scheduling on GA 400 and the connector provided on-the-job experience with project scheduling and claims documentation.

MICKEY MCGEE**ASSISTANT PROJECT RESIDENT ENGINEER****a. Education**

B.S., Construction, Southern Polytechnic State University

b. Registrations

GDOT Worksite Erosion Control Supervisor; Level 1A Certified Personnel, GSWCC; OSHA (10-hour) Occupational Safety and Health Certification; ACI Concrete Field Testing Technician, Grade I

c. Relevant Construction Engineering and Inspection Experience**1: Kennedy Interchange/Cumberland Boulevard, Cobb County, Georgia**

This project constructed a new interchange on I-75; widened Riverwood Parkway; relocated Akers Mill Road Bridge over I-75; constructed a new braided ramp system on the east and west sides of the I-75 corridor between the Kennedy Parkway interchange and I-285. I-75 was widened by adding one 12-foot lane on both the east and west sides from the northern limits of the ramp system at Mt. Paran Road to the southern limits of the ramp system for the Kennedy Parkway interchange north of the Chattahoochee River Bridge. Three interchange projects were contained within this construction package. The Kennedy interchange with I-75 was a new location interchange. Akers Mill Road Bridge was modified to become an interchange for HOV-only traffic, resulting in a new terminus for HOV lanes from downtown. The collector-distributor system designed to enhance the function of these two new interchanges required redesign of portions of the I-75/I-285 interchange. **As a project engineer, Mr. McGee managed this \$81 million project supervising a staff of 32.** The project included 12 new bridges and 25 retaining walls, one of which, at 135 feet tall, was at that time, the tallest in the Southeast. Mr. McGee and his team won the coveted Georgia Quality Initiative Achievement Award in 1999 and the 2000 Commissioner's Award for their work on this project.

2: Interchange Construction of I-75/85 at 17th Street and Interchange Reconstruction of I-75/85 at 14th Street, Atlanta, Georgia

Mr. McGee was the District Construction Engineer for these projects. The 17th Street contract value was \$45 million and involved the construction of a new box-girder bridge over the Downtown Connector. He was instrumental in devising a method for transporting the very large box girders to the job site and erecting them while continuing to maintain traffic flow for over 300,000 vehicles per day.

Mr. McGee was the District Construction Engineer for the \$90 million interchange reconstruction of the I-75/14th Street project. The project involved the phased reconstruction of the grade-separation bridge; a major profile realignment for 14th Street; and the completion of a

new ramp to 17th Street. All work was done while maintaining traffic flow throughout the project on both the interstate system and adjacent major urban roadways.

3: District Construction Engineer, District 7

From 2003 until his retirement in 2011 he was the District Construction Engineer for District 7, managing all roadway construction activities for the 6 Metro-Atlanta counties. During his tenure as **District Construction Engineer**, Mr. McGee oversaw the construction of a billion dollar construction work program in the metro area that covered a multitude of high profile projects including, in addition to the two projects above:

Ivan Allen Boulevard Corridor Improvements (Phases I and II), Atlanta – a \$25 million widening and reconstruction project that involved converting the one-way sections of Alexander Street to a continuous two-way corridor, reconstructing and improving the entire transportation corridor between Northside Drive and West Peachtree Street with wider sidewalks, improved pedestrian access, enhanced transit mobility and bike lanes.

Bridge Reconstruction with Pedestrian Plaza, 5th Street over I-75/85, Atlanta – Mr. McGee was the District Construction Engineer for this \$10 million design/build project. The project involved a 256.5 foot bridge spanning 16 lanes of I-75/85 that included approximately three-quarters of an acre of green space with 25-ft-wide sidewalks to match the sidewalks, as well as planters, benches, decorative lighting, and a trellis

Repaving of I-285 between I-20 East and I-675. This project involved 12 inches of deep milling and repaving of 36 lane miles over 22 weekends during which that entire portion of interstate would be closed to traffic from 9 PM on Fridays until 5 AM on Mondays. The majority of the paving for this unprecedented project was completed in only 8 weeks, thus reducing the necessary closures for that portion of interstate. In addition to overseeing the coordination of work, Mr. McGee was central to the massive and very successful PR campaign required to reduce traffic delays and motorist inconvenience.

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

Mickey McGee has 35 years of experience in GDOT procedures. He has experienced the evolution of the current GDOT specifications, manuals and requirements. He is an expert on GDOT's personnel procedures and administrative practices and is thoroughly familiar with all the major work item specifications. The GDOT way is second nature to Mickey. In summary, Mickey has served as a project construction engineer for the majority of his GDOT career. We believe there is no more relevant experience than having successfully done this job.

WES KING

ROADWAY PROJECT ENGINEER

a. Education

B.S, Biology, Lipscomb University

b. Registrations

GDOT Worksite Erosion Control Supervisor #568317
 Level 1A Certified Personnel #11156, GSWCC
 OSHA (10-hour) Occupational Safety and Health
 Certification
 ACI Concrete Field Testing Technician, Grade I
 TDOT Worksite Traffic Control Supervisor

c. Relevant Construction Engineering and Inspection Experience**1: Northwest Corridor, Cobb County, Georgia**

Project engineer for Construction Engineering and Inspections (CEI) Services to the Contractor on the Northwest Corridor. Wes provides CEI services to the Prime Contractor on a \$700 million Design-Build-Finance project. Wes is serving as one of three Project Engineers for the reversible toll lanes along the I-75/I-575 corridor. The project adds 29.7 miles of toll lanes along I-75 from Akers Mill Rd to Hickory Grove Road and along I-575 from I-75 to Sixes Road. Wes supervises an inspection team that provides daily inspections to ensure compliance with plans and GDOT specifications, Level IA erosion inspections, material sampling and testing (QC and QA), project documentation, and pay estimates. The project makes extensive use of mechanically stabilized earth walls which include GDOT P-walls, gravity walls, double walls and soil nail walls. There are over forty (40) bridges on the project with steel beams and PSC beams. One of the bridges is over one mile in length. There is a toll collection system on the project which will be totally automated to work with the GDOT Peach Card. This is the only design-build-finance project currently in progress in Georgia.

2: NCDOT Design-Build Bridge Project: (#C202924)

As MA's supervisor and project engineer, Wes provided consultant inspection services and material testing to NCDOT for five (5) bridge replacements located in four counties in western North Carolina. Replacement of one bridge in Cherokee County, two bridges in Jackson County, one bridge in Macon County and one bridge in Swain County. The total construction cost was \$3.2 million. The bridge projects consisted of drilled-in pile foundations with cored slab superstructure. One of the bridge sites could not accommodate the bridge structure specified by NCDOT and the site was redesigned for a box culvert. Wes's duties included daily inspections to ensure compliance with plans and NCDOT specifications, Level II erosion inspections, material sampling and testing,

project documentation, and pay request processing. Wes conducted traffic control inspections to ensure that the detours were properly signed during the time the bridges were being replaced. Wes worked under the supervision of the NCDOT Division 14- District 3 Office in Andrews, NC. Wes reported to Trent Anderson, Resident Engineer and Cameron Cochran, Bridge Construction Engineer.

3: GDOT Area Engineer in Gilmer, Pickens and Fannin Counties, Georgia

Wes retired from GDOT after 31 years of service. He was an Area Engineer at the time of his retirement. Wes worked on the APD Route 515 and served as project engineer for much of the route. SR 515 begins at SR 372 in Pickens County and leaves District 6 at the Union County line. The route traverses three counties in District Six providing the mountain counties with a modern divided four lane highway with controlled access. Wes worked on survey parties, inspected grading and drainage, inspected graded aggregate base, asphalt paving operations, and concrete paving operations. Wes supervised bridge construction along the corridor and provided environmental expertise for endangered and threatened species. His career gave him a long and wide exposure to the needs and requirements of GDOT.

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

For almost all of his professional life, Wes King has utilized GDOT-specific processes, including specifications, special provisions, construction manuals, utility manuals, and all guidances. Please note his GDOT training and certifications. As a long-time area engineer in a busy GDOT construction area, Wes taught his staff GDOT processes as well as practiced them himself. All his assignments after GDOT retirement in Georgia continued his experience with GDOT processes since all Georgia projects utilize GDOT specifications and processes. His assignments for TDOT and NCDOT gave him a chance to compare their processes with GDOT's and gave him even more appreciation for the "GDOT way."

JEFF VANZURA

BRIDGE PROJECT ENGINEER

a. Education

High School Graduate

b. Registrations

Level 1A Certified Personnel #44291, GSWCC; GDOT Worksite Erosion Control Supervisor; PCC Sampling and Testing; Work Zone Traffic Control Supervisor; ACI Concrete Field Technician, Grade 1; Troxler Nuclear Gauge and R.S.O.; NRMCA Ready Mixed Concrete Operator, #PO050070; OSHA 10 hour, Construction Safety and Health; SSPC Bridge Coating Inspector (BCI) Level 1

c. Relevant Construction Engineering and Inspection Experience

1: US 411 in Polk County Tennessee

Jeff functioned as project manager for the widening of US 411 from two lanes to four lanes. The project included grading, drainage, stone base and paving for 6.2 miles. The project also included construction of six concrete bulb-T beam bridges. Project started at the Benton City limits and extended north to SR 30. Traffic remained on the existing lanes as new southbound lanes were constructed. Traffic was shifted to the new southbound lanes while existing lanes were reconstructed as the new northbound lanes. **Jeff was the project manager for the construction of the six new bridges on the contract.** Jeff supervised removal and demolition of the old existing bridges. Four of the new bridges were water crossing bridges and the other two new bridges were grade separation bridges. The water bridges had drill shaft foundations to minimize the risk of scour. Jeff has extensive experience with water bridges and drilled shafts. The grade separation bridges had H-pile foundations. Jeff has over 20 years of experience driving steel H-piles. This project was a stimulus project that was let to contract to take advantage of available federal funding. The project was not "shovel ready" and had numerous issues with the plans and specifications for the bridges and the roadway. Jeff's experience and knowledge allowed TDOT to make revisions in the field and keep progress of the project moving forward. Construction cost: \$23 million.

2: Bridge Rehabilitation on US 64 over Brush Creek, Polk County, Tennessee

Jeff was bridge project engineer responsible for providing supervision and inspection of traffic control, bridge deck demolition and replacement, and repaving approaches to the bridge. This work included utilization of SiteManager for all field inspection requirements and contractor payments. Scope of work included preconstruction conference, progress meetings, field inspections of pay items, material sampling and testing, processing contract change orders, traffic control inspections, labor interviews, daily work reports (DWR's) input for SiteManager, final

inspection, punch list completion and submittal of final project records. The existing structure is a two-lane, two-way bridge that is 535 feet in length and is 90 feet above the waters of Brush Creek. Total bridge deck replacement; included bearing assemblies, diaphragms and beam repairs along with beam painting. The bridge was reduced to a single lane of traffic with temporary traffic signals controlling traffic. The south side of the existing deck was removed. One half of the bridge deck was completely replaced while traffic remained on the other half. The new decks were poured with lightweight concrete due to lengths of the existing spans and lightweight steel girders used to originally construct the bridge in 1966. Traffic was shifted to the new deck and the other half of the deck was replaced. Estimated construction cost: \$ 2.5 million.

3: I-985 at SR 53 Interchange Reconstruction, Hall County, Georgia

Senior bridge inspector; CEI Services to GDOT District 1; supervised construction of four PSC beam bridges with two of the bridges stage constructed. Supervised all activities from substructure foundation work to the superstructure deck pours along with pouring the approach slabs. Responsible for all project documentation and contractor payments. Total cost of the project exceeded \$77 million.

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

Jeff worked in GDOT District 1 for several years on projects in Hall County. Jeff main inspection and supervision focus has been on bridge construction. He is very familiar with the construction guidelines in the GDOT Bridge, Culvert and Retaining Wall Manual. Jeff has supervised numerous projects for GDOT and has used the Construction Manual for guidance and direction. He is well versed on the documentation requirements in the Manual to set up the file management system for each project to protect project records and documenting vehicle accidents that have happened inside the project limits. He has been responsible for documenting traffic control inspections and erosion control inspections. He conducts labor interviews and certified payrolls along with DBE reviews to verify that the DBE firm is performing the work duties specified in the contract documentation. Jeff has SiteManager experience with GDOT and TDOT, making diary and pay item entries. Jeff has used the GDOT Sampling and Testing Manual to determine the testing frequency for materials being furnished by the Contractor and sub-contractors. He has used the Qualified Products Lists (QPL's) to certify that the materials being furnished to the project are specification-approved products. He has significant experience with final material certifications for the project audits.

ANGELA TURNER

OFFICE ENGINEER

a. Education

B.S., Civil Engineering, Tennessee State University

b. Registrations

Level II Certified Plan Reviewer #61731, GSWCC
 GDOT Worksite Erosion Control Supervisor #11317
 GDOT PDP Training

c. Relevant Construction Engineering and Inspection Experience**1: Transportation SPLOST, Gwinnett County, Georgia**

This is a current program with Gwinnett County in which MA provides program management services for design reviews, construction inspection services, right of way services, and contract administrative services. **Turner in her role as office engineer** has the following responsibilities for each project within the program: reviews proposed construction plans for all local, state and federal guidelines; reviews erosion, sediment and pollution control plans to ensure the current NPDES requirements are met; tracks and coordinates erosion control plan approval by EPD; coordinates with the county and their design consultants for plan design and letting packages; prepares contractor pay applications for the county and materials certifications; reviews and tracks project submittals (material certifications, final estimate/payment, progress payments, EEO reports, shop drawings, supplemental agreements, etc.). For federal aid projects, prepares all required documentation, such as EEO reports, progress statements, etc.; manages all correspondence and document tracking with County, contractor, design engineer, utilities, and other appropriate parties; maintains and evaluates contractor schedules; prepares final audit of project records and final quantities for completed construction projects; resolves differences with contractors regarding quantity issues for closeout of construction projects; and writes compliance status documents for the GA Environmental Protection Division's brownfields application.

2: Fulton Transportation Constructors, Fulton County, Georgia

Angela Turner served as an office engineer with a team managing Fulton County's road improvement program. Turner had the following responsibilities for the projects assigned to her for this program: reviewing concept, construction and right-of-way plans for proposed projects for compliance with local, state and federal guidelines including the GDOT PDP; oversight and coordination with design consultants to meet the project schedule deadline; scheduling and conducting field plan reviews with consultants and county personnel; securing the necessary permits from GDOT, EPD, Corps of Engineers, etc.; preparing design and construction bid contracts, contract addendum and modifications; coordinating with the right-of-way acquisition staff explaining the purpose of the

project, and answering design questions from the agents; meeting with property owners to explain any impacts to their property from the proposed projects; reviewing design consultant pay statements to verify that sufficient progress was met to warrant the requested payment; developing and updating Primavera schedules; scheduling projects with Primavera; developing construction estimates; assisting with design changes during construction; processing pay statements; validating DBE/LSBE utilization and submitting appropriate reports; reviewing EEO compliance; processing supplemental agreements; and managing all correspondence between all parties utilizing MA-developed database.

3: GDOT Transportation Enhancement Activity Program, Project Manager

As a project manager, Angela served on a team providing project management for more than 600 Transportation Enhancement (TE) projects that went from design through construction. Turner had the following responsibilities for the projects assigned to her for this program: reviewing concept plans and construction plans for conformance with applicable GDOT/FHWA standards and guidelines; coordinating with design consultants, GDOT District offices and utility companies throughout the design and construction process to ensure all schedules were met; developing Primavera schedules; reviewing Section 106 Worksheet and the Categorical Exclusion environmental documents; coordinating all environmental work with design consultants, GDOT's Office of Environment and Location and the Federal Highway Administration; managing all correspondence between all parties utilizing MA-developed database; reviewing all bid packages for GDOT conformity; reviewing and processing final estimate/pay statement for construction; reviewing all DBE and EEO compliance reporting from the contractor; and reviewing contractor bid documents for GDOT conformity.

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

Angela Turner is an office engineer with MA working on the large Gwinnett County road improvement program. This program uses GDOT specifications, pay items, and processes. In addition, approximately 40% of the projects are jointly funded with GDOT making it mandatory that GDOT processes be used. This experience has given Angela complete relevant experience utilizing GDOT-specific processes, manuals, and guidance. In addition, her experience with GDOT's Transportation Enhancement program added to her knowledge as did the Fulton County program.

BRYAN HOOD**ROADWAY SENIOR INSPECTOR****a. Education**

Bachelor of Civil Engineering, Southern College of Technology

b. Registrations

Level 1A Certified Personnel #12964, GSWCC; OSHA 10 hour Safety Training; TDOT Certified HMA Roadway Inspector; TDOT Certified Concrete Field Technician; TDOT Certified Soils and Aggregate Technician; TDEC Level 1 Erosion Control Certified; Work Zone Traffic Control (TTAP) Certified

c. Relevant Construction Engineering and Inspection Experience**1: Project Manager/Senior Inspector for CEI services, Bradley County; Tennessee**

Bryan is Senior Inspector for the third two-year duration TDOT Region 2 on-call CEI services contract. He is currently working on a major interchange reconstruction project on I-75 at US 74 Highway (Exit 20). He is responsible for all grading, drainage, traffic control, erosion control, asphaltic concrete paving and Portland concrete paving work on the project. The work is 1.4 miles of roadway and new ramps. He also worked on the new bridge over I-75 and supervised the staging required to partially construct the new bridge, switch traffic and demolition the old existing bridge. Estimated cost is \$12.9 million. Completion date is November 2015.

2: Project Manager for CEI services, Hamilton, Van Buren, Sequatchie and Polk Counties, Tennessee

Bryan was project manager/senior inspector for two two-year duration TDOT Region 2 On-Call CEI services contracts. Project Manager on I-24 milling, thin lift inlay and OGFC topping project 6.2 miles in length from the State line to Lookout Mountain. Project included the rehabilitation of ten bridge decks. The bridge deck rehabilitation work required traffic to be split around the center portion of the bridges to make full depth deck repairs. Very complicated traffic staging with around the clock weekend work to complete the deck repairs. All paving and repairs were done at night and on weekends. This was the first OGFC topping placed in the Chattanooga area. Bryan has an extensive background with asphalt pavement and OGFC. TDOT used Bryan knowledge of OGFC to re-write several TDOT specifications for the placement of OGFC.

3: I-24 in Hamilton County, Tennessee

Bridge deck and substructure rehabilitation on South Seminole Drive over I-24 and on the I-24EB Bridge over the US 27 SB ramp to I-24EB. Total deck replacement on both bridges. Deck repairs on I-24 mainline bridge required traffic detour onto off-ramp for existing Chattanooga City Street. Traffic pattern for US 27 and I-24 interchange was reversed while the deck repairs were in

progress. Six-lane section of I-24 and a four-lane section of US 27 (I-124) were reversed. I-24 was resurfaced for one mile on the west side of the bridge to allow for restriping due the staging for the project. The east side of the I-24 bridge was resurfaced for one-half mile to cover the staging pavement markings.

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

Bryan Hood is an accomplished construction manager with extensive senior level experience in scheduling, project management and successful completion of large-scale construction programs. Bryan started his career working for GDOT as a project engineer in the Gainesville District. He was project manager on two sections of US 441 in Banks and Habersham Counties, new location projects totaling 11 miles and \$16 million. Bryan inspected work performed by contractor, maintained daily paper work and assigned GDOT project personnel inspection duties for the roadway and bridges. During this same time period, he managed smaller GDOT projects ranging between \$150,000 and \$3 million.

Bryan took a position in the private sector working for Tugalo Paving where he was the project manager on three GDOT-let projects on US 441. As the superintendent, Bryan performed grading, drainage and paving in Banks and Habersham Counties. The GDOT projects were on new location and totaled 14 miles of new roadway. During this time with Tugalo, Bryan managed \$52 million in asphalt concrete paving work out of four asphalt plants. He became an expert in the design and use of the different types of asphaltic concrete mixes, job mix formulas, paving plans and staging plans for review and acceptance by GDOT.

Bryan's next project was as the superintendent for the prime contractor on a GDOT let contract on SR 53 in Hall County. The project consisted of 2.3 miles of widening and reconstruction. The work involved supervising and scheduling the grading, drainage, base, and paving for the project. He scheduled the subcontractors for traffic signals, erosion control, guardrail, signs, pavement markings and retaining walls. He directed utility companies on moving and relocating utilities in conflict with the project work. Total cost of project was \$21 million.

Bryan's career has allowed him to work on a variety of projects that all involved GDOT contracts, material testing, material certification requirements, QPL's, quality control procedures, monthly pay items estimates, supplemental agreements and understanding the general nature of GDOT paperwork submittal requirements.

STEVE WILSON

ROADWAY SENIOR INSPECTOR

a. Education

High School Graduate
Completed partial course work at Chattanooga State
Retired from GDOT with 30 years of service

b. Registrations

GDOT Worksite Erosion Control Supervisor
Level 1A Certified Personnel, GSWCC
Concrete Testing: GDOT Certified, TDOT Certified
GDOT Training Courses: Bridge Construction Seminar,
Bituminous Construction, Lead Paint Abatement,
Roles & Responsibilities Construction For Federal Aid
Projects, Pile Driving Seminar, Base and Surface
Treatment, Worksite Erosion Control, How to Manage
Projects

c. Relevant Construction Engineering and Inspection Experience**1: Region II TDOT On-Call CEI Services; Senior Inspector, Chattanooga, Tennessee**

Steve is equally capable of inspecting both roadway and bridge construction. He is currently supervising the rehabilitation work on South Crest Road Bridge over I-24 in Chattanooga. The work requires the removal of the existing decks and the repair of damaged and weathered diaphragms and other steel members on the superstructure. The new decks will be poured with epoxy coated reinforcing bars and light-weight concrete to reduce the stresses on the four light-weight steel beams supporting the bridge. The demolition work was done in stages with the northern section of the bridge in the daytime away from traffic. The southern section was over I-24 and had to be done at night. New deck drain system was added to the bridge and modern design parapets and handrails were added. Special concrete testing procedures are required due to the light-weight concrete. This project should be completed in late 2015. Construction cost for this project: \$1.7 million.

2: Rome Bypass for Georgia DOT Construction Project Manager, Rome, Georgia

Prior to retirement Steve's last GDOT project, as project manager, was the Rome Bypass in Floyd County, GA. Steve supervised the GDOT and CEI inspection staff. The project consisted of the construction of five (5) miles of divided four lane highway on new location. The roadway was cement stabilized sub-base, GAB stone base and asphaltic concrete pavement. There were six (6) bridges on the project with the bridges all having PSC beams. The bridges were over two hundred and fifty feet (250') in length at all locations. The work had to be coordinated with the two adjacent projects. The traffic control, striping, pavement markings and advanced warning signage were a challenge. Construction cost for this project: \$43 million.

3: I-59 and I-24 Interchange Reconstruction, Dade County, Georgia

Steve was the senior bridge inspector on this project which consisted of the realignment and reconstruction of the I-59 and I-24 Interchange. The work included the construction of seven new bridges and the removal of three existing bridges. The work in the area is very demanding due to the presence of lime sinkholes throughout the region. One of the bridges had the south end bent sink more than two feet due to a lime sink, even though the end bent was supported by steel H-piles. Steve worked with geotechnical and bridge design to engineer a solution. The roadway portion of the project was asphaltic concrete pavement 2.4 miles of pavement. There were five mechanically stabilized walls on the project. Construction cost for this project: \$24 million.

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

Steve has experience with all aspects of GDOT construction work. Steve has attended preliminary and final field plan reviews, reviewed plans, proposals and contracts for bridge and roadway projects. He is familiar with the requirements of the Materials and Testing Manual, the Construction Manual and the Bridge, Culvert and Retaining Wall Manual as he has supervised numerous large construction projects for GDOT. This experience has included the monitoring of the work performed by contractors, the materials that were incorporated into these projects, and maintaining complete and accurate project records. The steps required to obtain a material certificate for a project have become second nature as Steve has documented and filed the necessary certifications as per the directives in the GDOT Construction Manual. Steve used the Qualified Products List (QPL) to review and make certain that any materials incorporated into the project came from an approved source. He has followed the Construction Manual to conduct labor interviews, review contractor payrolls and confirm that project DBE goals have been met. Steve has initiated supplemental agreements and change orders for payment of extra work after reviewing contractor's requests for additional payment. He had reviewed contractor requests for contract time extensions and the waiver of liquidated damages. Using his knowledge and experience with GDOT procedures, he has trained and supervised less experienced personnel and made them better and more effective inspectors. He has prepared monthly pay statements, utilized SiteManager and maintained daily project diary entries for numerous large construction projects. Steve has performed traffic control inspections and erosion control inspections for both large and small projects. He has the necessary certifications to perform any inspection duties assigned to him.

BILL STUCKEY, PE**BRIDGE SENIOR INSPECTOR****a. Education**

B.S., Civil Engineering, The Citadel

b. Registrations

Professional Engineer: Florida #60271

CTQP Post Tensioning and Grouting Level II

CTQP Final Estimates Level I & II

CTQP QC Manager

FDOT MOT Advanced

FDEP Stormwater Management Inspector

OSHA 29 CFR Construction Standards

FDOT Critical Structures Training Completion

TIN # S320923763010

c. Relevant Construction Engineering and Inspection Experience**1: Indian Street Bridge, Martin County, Florida**

Senior project engineer for this \$64M design-build bridge project consisting of construction of a new high level crossing over the south fork of the St. Lucie River. This new construction project includes: widening of CR 714 to a 4-lane divided highway as well as constructing a 3069' bridge utilizing modified 78-inch Florida I-beams with a 914-foot post tensioned main span; a multiphase MOT scheme where existing traffic is maintained either side of the bridge and on the surrounding roadways; MSE walls on both approaches, new lighting and signalization and drainage improvements.

2: Spanish River Interchange, Palm Beach County, Florida

Bridge project engineer for this \$66M design-build new interchange project that will provide direct access between I-95 and Florida Atlantic University (FAU). The project consists of constructing eight new bridges and five bridge widenings, as well as construction of multiple new ramps and auxiliary lanes on I-95 and the surrounding arterial roadways. Three of the eight new bridges utilize 84-inch Florida I-beams with the longest span lengths approaching 190 feet.

3: SR 80 Corridor Projects, Palm Beach County, Florida

Served as the bridge project engineer for the FDOT's SR 80 corridor projects grouped in the Mobility 2000 Initiative. These projects span a length of 20 miles on SR 80 with a construction cost of approximately \$150M. The Corridor

projects consist of a major multilane reconstruction from a 4-lane highway to an 8-lane, divided, limited access facility with bridge and ramp construction at each major intersection. Bridges on the project include four major steel plate girder bridges with span lengths of approximately 450 feet, two minor concrete bridges, one major post-tensioned concrete slab bridge, and one minor steel plate girder bridge.

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

Bill has used FDOT specifications extensively during his career. These specifications are very similar to GDOT specifications. He has worked with the federal, ASTM and AASHTO bridge specifications that will be used for the complex Category Two bridges on this project. Section 509 of the GDOT Standard Specifications details the requirements for pre-stressing concrete by post-tensioning. The stressing and grouting testing and monitoring required by GDOT specifications follow the requirements of the Post-Tensioning Institute (PTI) for stressing and the American Segmental Bridge Institute (ASBI) for grouting. Bill has Construction Training Qualification Program (CTQP) Post Tensioning and Grouting Level 2 certification. The CTQP certification is accredited by PTI and ASBI. Level 2 certification means that Bill has completed 2000 hours or more of on-the-job experience with post-tensioning operations and 2000 hours or more of on-the-job experience with grouting operations. Bill's 16 years of experience, being a registered professional engineer, and his bridge qualifications far exceed the minimum training and experience requirements for the bridge senior inspector. Bill will quickly adapt to any minor differences between AASHTO specifications and GDOT specifications for post-tensioning and grouting operations. Dickey Forrester and Jeff Vanzura have worked extensively on post-tensioning and grouting operations in Georgia. They will make certain that Bill is fully aware of any differences in the specifications. David Graham, former GDOT State Bridge Construction Engineer, is on MA's staff and will be available to consult and train on any bridge-related issues. GDOT specifications and practices will be followed for all aspects of bridge construction on the project.

HANS BRAIN

BRIDGE SENIOR INSPECTOR

a. Education

B.S., Environmental Engineering, University of Central Florida

b. Registrations

FDOT MOT Advanced
 CTQP QC Manager
 CTQP Final Estimates Level I & II
 CTQP Drilled Shaft Inspection
 CTQP Pile Driving Inspection
 CTQP Concrete Field Inspector Spec.
 ACI Concrete Field Technician, Grade I
 CTCI Concrete Transport Construction Inspector
 SSPC Level 1 Bridge Coating Inspector
 Critical Structures
 Augercast Pile
 FDEP Stormwater Management Inspector
 Radiation Safety and Use of Nuclear Gauge
 HAZMAT 49CFHR 172-Subpart H
 TIN #B65033272

c. Relevant Construction Engineering and Inspection Experience**1: I-95 Interchanges, Palm Beach County, Florida**

Serving as senior structures inspector for CEI management of the Department's I-95 interchange improvements at five locations. The projects include major interstate reconstruction with the addition of both ramp and general purpose lanes. The projects are limited access facilities with construction of both interchange structures and roadway facilities. Contract delivery is

through design-build.

2: I-95 Widening, Indian River County, Florida

Serving as structures project administrator for bridge replacements and lead inspector responsible for the inspection of various construction activities and documentation including temporary and permanent MSE Wall construction, concrete inspection, auger cast pile construction driven pile inspection. The I-95 Reconstruction project is a Design/Build project which includes the conversion of Interstate 95 from a four lane to a six lane facility for approximately 7 miles and includes reconstruction of three bridges and the upgrading of the SR 60 interchange.

3: SR 714 Widening, Martin County, Florida

Project administrator for the SR 714 milling/resurfacing/widening project. Responsibilities included coordination, communication and inspection of all project activities including but not limited to materials testing, quality control and progress documentation. Also responsible for the progress and final estimates throughout the construction project.

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

Hans has used FDOT specifications extensively during his career. These specifications are similar to GDOT specifications. He has worked with the federal and national standards that will be used for the complex Category Two bridges on this project.

**1: NORTHWEST CORRIDOR EXPRESS LANES,
PI #0008256**

- a. **Client Name** Archer Western
Location Marietta, Georgia
Dates 2014 – present
- b. **Description of Overall Project and Services Performed**
MA has a contract with Archer Western Construction Company for construction engineering and inspection and materials testing on Archer Western's P3 Design-Build contract for the Northwest Corridor. This contract has been underway for two years and is certainly a fine front runner for this current proposal.

The Northwest Corridor Express lanes project adds 29.7 miles of reversible toll lanes along I-75 and 575 in Cobb and Cherokee Counties. Two new lanes will be built to the west of the existing lanes along I-75 from I-285 to I-575. From that interchange, one new express lane will be added along I-75 north to Hickory Grove Road and one new express lane will be added along I-575 from I-75 to Sixes Road.

GDOT's contract with Archer Western requires them to provide construction inspection and materials and construction testing in accordance with GDOT procedures. MA and its subconsultants are performing these functions on this \$600 million project. MA is staffing the project at present with the following:

- Project Liaison Manager – 1
 - CEI Manager – 1
 - Lead Office Engineer – 1
 - Office Engineer – 2
 - Project Engineer – 3
 - ATMS/Traffic Signal Engineer – 2
 - Bridge Inspector – 1
 - Senior Inspector – 6
 - Inspector 2 – 1
 - Inspector 1 – 3
 - Materials Testing Manager – 1
 - Lab Manager – 1
 - Field Technicians – 1
- c. **Duration of Services** Ongoing
Budget Construction – \$600+ million; MA's contract – \$26.9 million

d. Experience Utilizing GDOT Specific Processes, Manuals or Guidance

The Northwest Corridor Express Lane project is a major GDOT project and is of course utilizing GDOT-specific processes, manuals, guidance, specifications and testing procedures. MA is operating a branch laboratory on the project meeting GDOT/AASHTO/ASTM requirements. All personnel on the project have appropriate GDOT certifications.

Testing procedures include the following: Roadway: RTT GSP-2, GDT-21, GDT-39, GDT-42, GDT-59, GDT-67, GDT-73; Concrete: GSP-2, GDT-26, GDT-27, GDT-35,

GDT-122; Asphalt testing at plant: GSP-15, GDT-38, GDT-56, GDT-73, GDT-83, GDT-125; Lab: T-96 LA Abrasion; T-99 5.5 lb. proctor also is GDT-67; T-108 Modified Proctor; T-27 Gradation; GDT-24; GDT-49; GDT-6; GDT-4; GDT-63; T-11 Washed 200

- e. **Client's Contact Information**
Russell Lauria, Senior Project Manager | 678.486.3767
John Hancock, NW Corridor Project Manager | GDOT | 404.377.4012
- f. **Involvement of Key Team Leaders**
Dickey Forrester – traffic control review and training; Wes King – project engineer

2: DISTRICT 7 CEI SERVICES

- a. **Client Name** GDOT
Location GDOT District 7
Dates 2010 – 2014
- b. **Description of Overall Project and Services Performed**
The MA team provided staff to perform construction engineering and inspection services for the Metro Atlanta District (D7). Positions included a liaison project manager, 2 project engineers, 3 senior inspectors specializing in ATMS and signals, 3 senior inspectors specializing in bridges, 15 senior inspectors, 10 inspector II's, 8 inspector I's, and 5 inspector aides who worked on the contract under the supervision of GDOT project engineers. Construction projects have included:

- I-85/GA 400 Interchange, \$21.4 million
- Ashford Dunwoody/I-285 DDI Interchange, \$4.6 million
- Buford Highway (SR 13) Improvements, \$11.45 million
- I-285/Atlanta Road interchange, \$40.2 million
- SR 92 widening, Douglas County, \$59.4 million
- I-20/SR 402 interchange, \$30.9 million
- I-75 resurfacing, Clayton/Fulton counties, \$22.8 million
- I-285 resurfacing, Cobb/DeKalb/Fulton counties, \$56.4 million
- I-75 resurfacing, Cobb/Fulton counties, \$17.4 million

MA is currently providing services to District 7, and from 2002 to 2009, was a subconsultant to the prime firm for CEI services.

- c. **Duration of Services** 5 years
Budget \$17.6 million
- d. **Experience Utilizing GDOT Specific Processes, Manuals or Guidance**
Our work in District 7 was performed under the supervision of GDOT District staff; MA oversaw the implementation of projects developed following GDOT's processes.
- e. **Client's Contact Information**
Shun Pringle, District Construction Engineer | 770.986.1417
- f. **Involvement of Key Team Leaders**
Dickey Forrester, PE – inspector training

3: I-85/SR 316 INTERCHANGE

- a. **Client Name** Gwinnett County DOT
Location Gwinnett County

3: I-85/SR 316 INTERCHANGE

Dates 2002 – 2008

b. Description of Overall Project and Services Performed

MA designed and provided construction services for the I-85/SR 316 Interchange project. This project involved improvements to the I-85/SR 316 interchange by adding a flyover bridge to enable SR 316 westbound traffic to enter I-85 southbound on the right side. A second flyover bridge carries SR 316 westbound traffic to Pleasant Hill Road. The northbound collector-distributor system was extended 2.2 miles and tied to a Pleasant Hill Road on-ramp. A slip ramp to I-85 northbound was provided above the Boggs Road overpass to replace the existing Pleasant Hill Road on-ramp. This project includes 2.8 miles of construction and 3.7 miles of restriping for HOV lanes. The overall project included 24 retaining walls, 10 new bridges and reconstruction of three bridges (I-85 North and South over Sweetwater Creek and Boggs Road over SR 316). MA services included concept design, survey, environmental, traffic engineering, highway and bridge design, geotechnical, right-of-way acquisition and post design services.

c. Duration of Services 6 years

Budget \$150.2 million (CST); \$3.2 million (design)

d. Experience Utilizing GDOT Specific Processes, Manuals or Guidance

Project followed all GDOT processes.

e. Client's Contact Information

Alan Chapman, PE, Director | Gwinnett County DOT | 770.822.7400

f. Involvement of Key Team Leaders

Dickey Forrester, PE – CEI supervision and inspector training; Angela Turner – office engineer

4: GWINNETT COUNTY ROAD IMPROVEMENT PROGRAM**a. Client Name** Gwinnett County DOT

Location Gwinnett County, Georgia

Dates 1992 – present

b. Description of Overall Project and Services Performed

MA is providing construction inspection, pre-construction, and right of way services to the Gwinnett County Department of Transportation. We are currently providing these services under the 2010 SPLOST Program Management contract. This is MA's sixth consecutive contract with Gwinnett County for these services, which includes approval of contractor pay statements, consideration of supplemental agreements, approval of shop drawings, and final inspections. Typically, the CEI services staff includes 2 construction managers, 5 project engineers, 3 office engineers, and 25 inspectors. The construction value of the program exceeds \$1 billion. Significant projects in the program include Sugarloaf Parkway Extension, Pleasant Hill Road Widening, Pleasant Hill Road improvements from Buford Highway to Howell Ferry Road, intersection improvement at SR 120 and Peachtree Industrial Boulevard, SR 316 Auxiliary Lane

from I-85 to Sugarloaf Parkway, and the annual resurfacing program.

c. Duration of Services 23 years

Budget \$22.3 million

d. Experience Utilizing GDOT Specific Processes, Manuals or Guidance

As with all of our local government CEI clients, including but not limited to Forsyth, Bibb and Douglas Counties, the projects are constructed using GDOT specifications and standards.

e. Client's Contact Information

Alan Chapman, PE, Director | Gwinnett County DOT | 770.822.7400

f. Involvement of Key Team Leaders

Angela Turner – office engineer

5: DISTRICT 2 CEI SERVICES**a. Client Name** GDOT

Location GDOT District 2 East

Dates 2008 – 2011

b. Description of Overall Project and Services Performed

MA provided complete CEI services for the eastern portion of D2. Services included field testing of construction materials, construction inspection, site meetings, and schedule reviews associated with construction of assigned roadway and bridge projects. A liaison project manager, 10 senior inspectors, 3 inspector II's, and 5 inspector I's worked on the contract under supervision of GDOT project engineers. This contract was our second CEI assignment in D2 and followed completion of a contract that was in place from 2005 to 2008. We are currently providing CEI services in D2 as a subconsultant. Examples of CEI projects in D2 include: I-520/I-20, I-520/Wheeler Road – widening, ramp/bridge replacement, \$191 million; I-20/Lewiston Road – widening/bridge replacement, \$9.1 million; SR 28/Fury's Ferry Road – widening, intersection improvement, culvert/drainage, water/sewer, \$10.2 million.

c. Duration of Services 3 years

Budget \$7,041,985

d. Experience Utilizing GDOT Specific Processes, Manuals or Guidance

This work was performed under the supervision of GDOT District staff and oversaw the construction of projects developed following GDOT's processes. Our staff is thoroughly familiar with GDOT's standard specifications, the format of GDOT construction documents, environmental commitments, and erosion and sedimentation plans. As an extension of GDOT's staff, we are fully trained in the use of the Department's electronic reporting tools for DBE compliance, contractor's pay applications, construction progress reporting, and keeping records of all work site activity.

e. Client's Contact Information

Jimmy Smith, District Engineer | 478.552.4601

f. Involvement of Key Team Leaders

Dickey Forrester, PE – CEI supervision and inspector training

Area Class #	Area Class Description	PRIME	SUBCONSULTANTS	
		MA	Cardno Inc.	Long Engineering
	<i>DBE – Yes/No -></i>	<i>No</i>	<i>No</i>	<i>Yes</i>
	<i>Prequalification Expiration Date</i>	<i>4/30/18</i>	<i>2/28/18</i>	<i>1/31/18</i>
6.04(a)	Laboratory Testing of Roadway Construction Materials	<input checked="" type="checkbox"/>		
6.04(b)	Field Testing of Roadway Construction Materials	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
8.01 *	Construction Supervision	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9.02	Rainfall and Runoff Reporting	<input checked="" type="checkbox"/>		
9.03	Field Inspection for Erosion Control	<input checked="" type="checkbox"/>		

* Required for prime

**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
Moreland Altobelli Associates, Inc. 2450 Commerce Avenue Suite 100 Duluth, GA 30096-8910	7/9/15	4/30/18
SIGNATURE		
		
1. Transportation Planning <input checked="" type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation Planning <input checked="" type="checkbox"/> 1.02 Planning 1.03 Aviation Systems Planning <input checked="" type="checkbox"/> 1.04 Mass and Rapid Transportation Planning <input checked="" type="checkbox"/> 1.05 Alternate System and Corridor Location Planning 1.06 Unknown <input checked="" type="checkbox"/> 1.06a NEPA Documentation <input checked="" type="checkbox"/> 1.06b History <input checked="" type="checkbox"/> 1.06c Air Studies <input checked="" type="checkbox"/> 1.06d Noise Studies <input checked="" type="checkbox"/> 1.06e Ecology <input checked="" type="checkbox"/> 1.06f Archaeology 1.06g Freshwater Aquatic Surveys <input checked="" type="checkbox"/> 1.07 Attitude, Opinion and Community Value Studies 1.08 Airport Master Planning <input checked="" type="checkbox"/> 1.09 Location Studies <input checked="" type="checkbox"/> 1.10 Traffic Studies 1.11 Traffic and Toll Revenue Studies <input checked="" type="checkbox"/> 1.12 Major Investment Studies <input checked="" type="checkbox"/> 1.13 Non-Motorized Transportation Planning	3. Highway Design Roadway (Continued) 3.09 Traffic Control Systems Analysis, Design and Implementation <input checked="" type="checkbox"/> 3.10 Utility Coordination <input checked="" 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 3.14 Historic Rehabilitation 3.15 Highway Lighting 3.16 Value Engineering 3.17 Design of Toll Facilities Infrastructure	
2. Mass Transit Operations <input checked="" type="checkbox"/> 2.01 Mass Transit Program (Systems) Management <input checked="" type="checkbox"/> 2.02 Mass Transit Feasibility and Technical Studies 2.03 Mass Transit Vehicle and Propulsion System Mass Transit Controls, Communications and Information Systems 2.04 2.05 Mass Transit Architectural Engineering <input checked="" type="checkbox"/> 2.06 Mass Transit Unique Structures 2.07 Mass Transit Electrical and Mechanical Systems Mass Transit Operations Management and Support Services <input checked="" type="checkbox"/> 2.08 2.09 Aviation 2.10 Mass Transit Program (Systems) Marketing	4. Highway Structures <input checked="" type="checkbox"/> 4.01 Minor Bridges Design <input checked="" type="checkbox"/> 4.02 Major Bridges Design 4.03 Movable Span Bridges Design 4.04 Hydraulic and Hydrological Studies (Bridges) <input checked="" type="checkbox"/> 4.05 Bridge Inspection	
3. Highway Design Roadway <input checked="" type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design <input checked="" type="checkbox"/> 3.02 Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers <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 <input checked="" type="checkbox"/> 3.04 Multi-Lane, Limited Access Expressway Type Highway Design <input checked="" type="checkbox"/> 3.05 Design of Urban Expressway and Interstate <input checked="" type="checkbox"/> 3.06 Traffic Operations Studies <input checked="" type="checkbox"/> 3.07 Traffic Operations Design <input checked="" type="checkbox"/> 3.08 Landscape Architecture	5. Topography <input checked="" type="checkbox"/> 5.01 Land Surveying <input checked="" type="checkbox"/> 5.02 Engineering Surveying <input checked="" type="checkbox"/> 5.03 Geodetic Surveying 5.04 Aerial Photography 5.05 Aerial Photogrammetry 5.06 Topographic Remote Sensing <input checked="" type="checkbox"/> 5.07 Cartography <input checked="" type="checkbox"/> 5.08 Subsurface Utility Engineering 6. Soils, Foundation & Materials Testing <input checked="" type="checkbox"/> 6.01a Soil Surveys <input checked="" type="checkbox"/> 6.01b Geological and Geophysical Studies <input checked="" type="checkbox"/> 6.02 Bridge Foundation Studies Hydraulic and Hydrological Studies (Soils and Foundation) <input checked="" type="checkbox"/> 6.03 <input checked="" type="checkbox"/> 6.04a Laboratory Materials Testing <input checked="" type="checkbox"/> 6.04b Field Testing of Roadway Construction Materials <input checked="" type="checkbox"/> 6.05 Hazard Waste Site Assessment Studies	
	8. Construction <input checked="" type="checkbox"/> 8.01 Construction Supervision	
	9. Erosion and Sedimentation Control <input checked="" type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program <input checked="" type="checkbox"/> 9.02 Rainfall and Runoff Reporting <input checked="" type="checkbox"/> 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

**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.

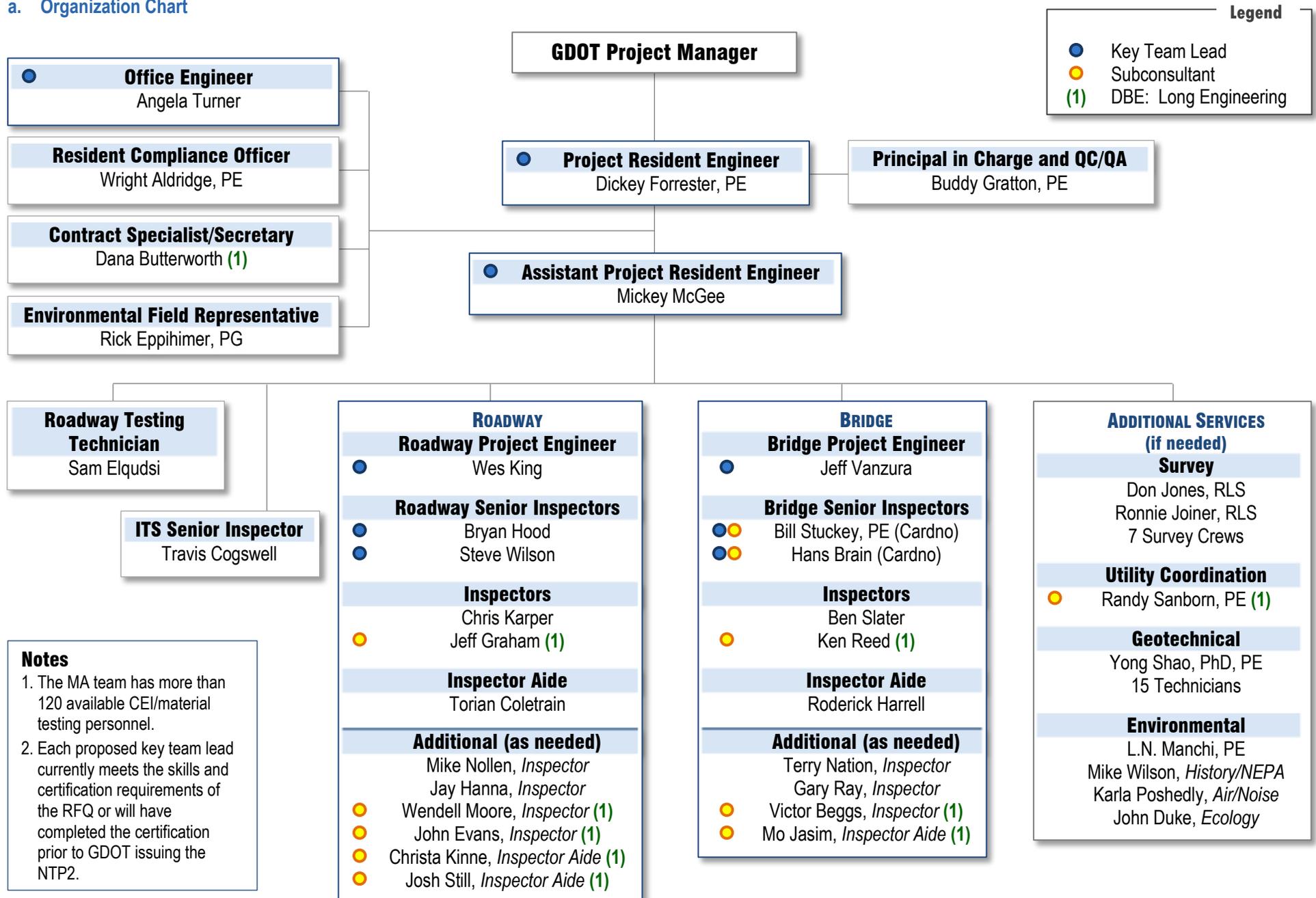
NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Long Engineering, Inc. 2550 Heritage Court, Suite 100	7/9/15	1/31/18
Atlanta, GA 30339	SIGNATURE	
		
1. Transportation Planning <input type="checkbox"/> 1.01 State Wide Systems Planning Urban Area and Regional Transportation Planning <input type="checkbox"/> 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 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	
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 checked="" 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 checked="" type="checkbox"/> 4.04 Hydraulic and Hydrological Studies (Bridges) <input type="checkbox"/> 4.05 Bridge Inspection	
3. Highway Design Roadway <input checked="" type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design <input checked="" type="checkbox"/> 3.02 Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers <input 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 <input type="checkbox"/> 3.04 Multi-Lane, Limited Access Expressway Type Highway Design <input type="checkbox"/> 3.05 Design of Urban Expressway and Interstate <input type="checkbox"/> 3.06 Traffic Operations Studies <input type="checkbox"/> 3.07 Traffic Operations Design <input type="checkbox"/> 3.08 Landscape Architecture	5. Topography <input checked="" type="checkbox"/> 5.01 Land Surveying <input checked="" type="checkbox"/> 5.02 Engineering Surveying <input checked="" type="checkbox"/> 5.03 Geodetic Surveying <input type="checkbox"/> 5.04 Aerial Photography <input type="checkbox"/> 5.05 Aerial Photogrammetry <input type="checkbox"/> 5.06 Topographic Remote Sensing <input type="checkbox"/> 5.07 Cartography <input checked="" type="checkbox"/> 5.08 Subsurface Utility Engineering 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 checked="" type="checkbox"/> 6.04a Field Testing of Roadway Construction Materials <input type="checkbox"/> 6.05 Hazard Waste Site Assessment Studies	
	8. Construction <input checked="" type="checkbox"/> 8.01 Construction Supervision	
	9. Erosion and Sedimentation Control <input checked="" type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program <input type="checkbox"/> 9.02 Rainfall and Runoff Reporting <input type="checkbox"/> 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

**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
Cardno, Inc. 6649 Peachtree Industrial Blvd Suite I Peachtree Corners, GA 30092	4/9/15	2/28/18
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 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 checked="" type="checkbox"/> 1.06f Archaeology <input checked="" 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 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 checked="" 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	
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 <input type="checkbox"/> 2.05 Mass Transit Architectural Engineering <input type="checkbox"/> 2.06 Mass Transit Unique Structures <input type="checkbox"/> 2.07 Mass Transit Electrical and Mechanical Systems Mass Transit Operations Management and Support Services <input type="checkbox"/> 2.08 <input type="checkbox"/> 2.09 Aviation <input type="checkbox"/> 2.10 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	
3. Highway Design Roadway <input type="checkbox"/> 3.01 Two-Lane or Multi-Lane Rural Generally Free Access Highway Design <input type="checkbox"/> 3.02 Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers <input 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 <input type="checkbox"/> 3.04 Multi-Lane, Limited Access Expressway Type Highway Design <input type="checkbox"/> 3.05 Design of Urban Expressway and Interstate <input type="checkbox"/> 3.06 Traffic Operations Studies <input type="checkbox"/> 3.07 Traffic Operations Design <input type="checkbox"/> 3.08 Landscape Architecture	5. Topography <input checked="" type="checkbox"/> 5.01 Land Surveying <input checked="" type="checkbox"/> 5.02 Engineering Surveying <input checked="" type="checkbox"/> 5.03 Geodetic Surveying <input type="checkbox"/> 5.04 Aerial Photography <input type="checkbox"/> 5.05 Aerial Photogrammetry <input checked="" type="checkbox"/> 5.06 Topographic Remote Sensing <input type="checkbox"/> 5.07 Cartography <input checked="" type="checkbox"/> 5.08 Subsurface Utility Engineering	
	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 <input type="checkbox"/> 6.04a Laboratory Materials Testing <input type="checkbox"/> 6.04b Field Testing of Roadway Construction Materials <input type="checkbox"/> 6.05 Hazard Waste Site Assessment Studies	
	8. Construction <input checked="" type="checkbox"/> 8.01 Construction Supervision	
	9. Erosion and Sedimentation Control <input type="checkbox"/> 9.01 Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program <input type="checkbox"/> 9.02 Rainfall and Runoff Reporting <input type="checkbox"/> 9.03 Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations	

a. Organization Chart



b. Primary Office

The primary office responsible for managing this contract is located at 2450 Commerce Avenue, Suite 100, Duluth, Georgia 30096. It is located 17 miles from the I-285/GA 400 interchange. There are currently 223 transportation professionals assigned to this office, which includes 66 CEI personnel, 13 program managers, 15 material/lab technicians, 42 design engineers, 15 surveyors, 8 environmental/planners, 20 right of way appraisal/acquisition staff, and 44 support staff.

Our CEI staff is the largest in Georgia. This large staff means that we can meet the need for providing the experienced inspectors for the difficult jobs. We have the ability to quickly adapt to changing needs or unforeseen circumstances that may require an individual with skill sets that may not have been originally deemed necessary for the project. This ability is a tremendous benefit to the contract and efficiency of our work.

c. Narrative on Additional Resource Areas and Ability

Our team consists of MA as the prime consultant with Cardno, Inc. and Long Engineering, Inc. as subconsultants. Both subconsultants' offices are within 15 minutes of the project.

In addition to the experience of our PM and key team leaders described in detail in their resumes, MA has the following additional resource areas that we consider important to the project, such as contract compliance, ITS inspection, environmental oversight, geotechnical services, survey services, and utility coordination assistance. Reporting directly to Dickey will be **Wright Aldridge, PE**, resident compliance officer, and **Rick Eppihimer, PG**, environmental field representative. Aldridge is retired from FHWA and has over 40 years of experience in assuring contract compliance for federal and state requirements, EEO laws, DBE requirements, and on-the-job training requirements. Eppihimer has over 35 years of environmental experience in erosion control, hazardous waste removal/response, and soils/material testing. Due to the extensive requirements for this position, Eppihimer will be supported by our environmental unit shown in the organization chart. **Travis Cogswell**, ITS senior inspector, has over 16 years of ITS experience and will lead the oversight effort for that area. MA has the capability to provide any needed geotechnical services with our in-house staff. We have **Yong Shao, PhD, PE**, heading our geotechnical staff, and he can quickly respond to any subsurface or foundation issues that may arise on the project. Yong is the supervisor of MA's two AASHTO-approved labs. Yong will support **Sam Elqudsi**, our proposed roadway testing technician, who has a masters in civil engineering with eight years of field inspection/testing experience; he is certified as an RTT, QCT, ACI level 1 concrete technician, and Level 1A GSWCC. If needed, **Don Jones, RLS**, and **Randy Sanborn, PE**, are available to assist with survey services and utility coordination, respectively. Don has over 35 years of survey experience with a majority of it on GDOT transportation projects. Randy has over 20 years of utility coordination, utility design, and SUE experience.

Reporting directly to Dickey, our organizational structure has Mickey McGee, assistant project resident engineer, and Angela Turner, office engineer. Others reporting to Dickey include Aldridge, Eppihimer, and Dana Butterworth, contract specialist. McGee will have five key areas reporting to him, Wes King, lead roadway project engineer; Jeff Vanzura, lead bridge project engineer; Elqudsi (roadway testing); Cogswell (ITS); and the additional services areas. King's roadway inspection unit consists of all roadway inspectors and will be responsible for all QA for roadway inspection responsibilities, traffic control, and assisting Eppihimer with erosion control. Vanzura's bridge inspection unit consists of all bridge inspectors and will be responsible for all QA for bridge/wall construction on the project. Forrester will conduct weekly progress and update meetings with those mentioned to ensure consistency throughout the project.

Advantages of our team to GDOT for this project include the following:

- We are currently providing the CEI/material testing services for the developer of the Northwest Corridor (NWC) project. For this project, we developed the overall QC/QA plan for CEI/material testing as well as for the overall project. Due to this project, we have extensive knowledge of eBuilder and the Department's requirements/processes for data management, non-conformance reporting, etc. In addition, Long Engineering, one of our proposed subconsultants, is also on our team for the NWC project and has acquired the same knowledge. This means our team has no learning curve on the major components of performing this work.
- Dickey and Mickey are intimately familiar with the working environment for District #7. Mickey was the project engineer on the GA 400 Toll Road while Dickey was the District Construction Engineer. Mickey was the project engineer for the Kennedy Interchange while Dickey was the Construction Liaison Engineer to District 7. Their knowledge of the District and GDOT will be invaluable in resolving issues and conflicts as they arise. They can quickly recognize the concerns, devise solutions and contact the right people to resolve the situations. Dickey has worked with Wes King in GDOT District 6 when Wes was an Area Engineer and is currently working with Wes on the Northwest Corridor providing training and traffic control. Dickey has worked with Bryan Hood, Jeff Vanzura and Steve Wilson in Tennessee providing CEI services to TDOT.
- MA's extensive CEI/material testing experience with major CEI projects throughout the state and specifically in Metro Atlanta through our current and past CEI work in District 7, Gwinnett County, Cobb County, and others.
- MA's ability to train and retain quality CEI staff is a major advantage. MA's prides itself on our CEI training program, our ability to promote existing staff upon reaching a level of competency, our efficiency in performing the work utilizing laptops with mobile internet, cell phones, and having our own mechanics for vehicle maintenance.
- The PM and key team leaders will be 100% committed to this project.

Project Resident Engineer/Project Manager: Dickey Forrester, PE

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
Cobb County DOT	GDOT Liaison/MA CEI Supervisor	Special Purpose Local Option Sales Tax (SPLOST) Program: Supervisor CEI /Materials Testing	Final stage of construction program	Contract ends December 2015	Approximately 100 hours per month; available January- 2016

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
<i>Mickey McGee – Assistant Project Resident Engineer</i>					
None – Mr. McGee is 100% available.					
<i>Wes King – Roadway Project Engineer</i>					
North West Corridor: Design-Build-Finance Project	Roadway Project Engineer	Northwest Corridor Express Lanes In Cobb/Cherokee Counties; Addition of Toll Lanes on I-75 and I-575;	Under construction for I-575	On Schedule to be completed by 10-1-16	160+ hours per month; available 10-1-2016
<i>Jeff Vanzura – Bridge Project Engineer</i>					
Tennessee DOT; Region 2; SR 311 Interchange Construction	Bridge Supervisor	SR 311 Interchange, Cleveland, Tennessee; Construction of a new Interchange @ SR 311 and US 64; Construction of Three New Bridges and Ramps	Under construction	On Schedule for Completion 11-2016	160+ hours per month; available 12-2016
<i>Angela Turner – Office Engineer</i>					
Gwinnett County	Office Engineer	Gwinnett County Road Improvement SPLOST Program	Currently in progress	Angela will be reassigned	160+ hours per month; available when needed
<i>Bryan Hood – Roadway Senior Inspector</i>					
Tennessee DOT; Region 2	Roadway Supervisor	I-75 Exit 20 Interchange (Cleveland, Tennessee) Reconstruction and relocation of Ramps; Remove and Replace Existing Bridge with new Widened Structure	Final Construction Phase	On schedule to be complete 12-2015	160+ hours per month; available 1-2016
<i>Steve Wilson – Roadway Senior Inspector</i>					
Tennessee DOT; Region 2	Senior Bridge Inspector	Shepherd Road Bridge Interchange Reconstruction over SR 153 in Chattanooga, TN; Stage Construct New Bridge over SR 153	Currently under construction	On schedule to be completed by October 2016	160+ hours per month; available 11-2016
<i>Bill Stuckey, PE – Bridge Senior Inspector</i>					
Florida DOT	Bridge Project Engineer	Spanish River Interchange, Palm Beach County, Florida; construction of eight new bridges and the widening of five existing bridges.	Currently under construction	On schedule to be completed by July 2016	160+hours per month; available August 2016
<i>Hans Brain – Bridge Senior Inspector</i>					
Florida DOT	Senior Structures Inspector	I-95 Interchanges, Palm Beach County, Florida; design-build project at five interchange locations	Currently under construction	On schedule to be completed by July 2016	160+ hours per month; available August 2016