

# TECHNICAL PROPOSAL

## I-16 Frontage Road from US 280 / SR 30 to near CR 11 / Jernigan Road Project P.I. No. 0019452 | Bryan County, GA



I-85 Widening and Reconstruction, Ph 1, P.I. No. 110610- (C.W. Matthews & ICE)  
Gwinnett, Barrow, and Jackson Counties, GA



President Street & General McIntosh Boulevard Improvements (McLendon)  
Savannah, GA



I-75 South Metro Express Lanes Project, P.I. No. 0009156 & 0009157  
(C.W. Matthews) Henry and Clayton Counties, GA



I-85 Widening and Reconstruction, Ph 1, P.I. No. 110610- (C.W. Matthews & ICE)  
Gwinnett, Barrow, and Jackson Counties, GA

**Submitted To:**



**Submitted By:**

**C.W. Matthews** **CONTRACTING CO.**

GETTING GEORGIA HOME

**McLendon**  
**ENTERPRISES**

*in association with*

**JE** **INFRASTRUCTURE**  
CONSULTING & ENGINEERING

**June 8, 2023**

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# C.1. Technical Proposal



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## C.1. Technical Proposal

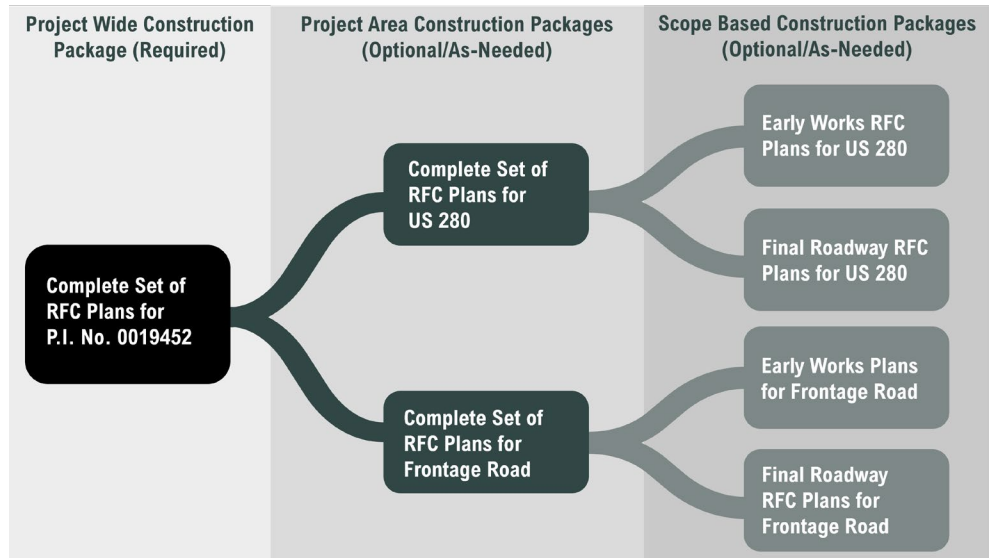
### C.1.1 Construction Staging and Traffic Management Narrative

**C.1.1 (a) Construction Phasing and Traffic Management Approach** | Construction of the I-16 Frontage Road adjacent to the Bryan County MegaSite presents a unique set of challenges well within the experience, expertise, and management capabilities of the Matthews-McLendon Joint Venture (MMJV) and Infrastructure Consulting & Engineering, PLLC (ICE) Team (MMJV/ICE Team.) The Team developed a preliminary Construction Phasing and Staging Plan and Traffic Control Plan (TCP) focused on a seamless tie-in of the Frontage Road and US 280 while staging construction in an efficient manner to meet Contract milestones. Members of the MMJV/ICE Team have many years of collaborative experience providing technical solutions for GDOT Design-Build projects, and immediately after release of the RFP involved the Project Development Team in developing mitigation strategies that will be utilized to address the following Project challenges:

PROJECT CHALLENGES	
Significant Known and Anticipated Project Challenges	Addressing the Challenge
<b>Third-Party/Stakeholder Coordination</b>	A third party is actively grading the Frontage Road site and adjacent parcels. Furthermore, the third party shall obtain the Section 404 Individual Permit, including acquisition of wetland and stream mitigation credits. The 404 Permit and the mitigation credits are based on preliminary designs and impacts determined without the input of the Design-Builder. The combination of an independently acquired permit alongside fluctuating “existing” topography complicates establishment and optimization of the Frontage Road profile and construction limits. The Team will actively monitor site progress during the procurement period to enhance our understanding of the site’s topography. Additionally, the Team intends to actively coordinate with the third party post-let to monitor the progress of permitting and supply any information required for permit modifications associated with the Frontage Road.
<b>Site Hydrology and Drainage Considerations</b>	The RFP requires the Design-Builder to consider and accommodate existing and future drainage patterns on the site. Several areas of the Project are currently or present evidence of recently being inundated, and final drainage patterns have yet to be established on adjacent parcels. Drainage patterns for future Department projects have not been provided. Integrating the drainage design for this Project, the third-party’s site, and future GDOT projects into one cohesive system, while also managing existing drainage systems, or the lack thereof, will require careful coordination. The Design-Builder has carefully studied the site in person and is prepared to actively coordinate with third-party personnel to establish an effective drainage system.
<b>Limited Geotechnical Information</b>	The Soil Survey Report, as the basis of embankment design, will be a key document in advancing the plans for approval by release of the ROW on March 16, 2024. The geotechnical boring information provided in the RIDS is limited, so due to the importance of the Soil Survey to the submittal schedule and to mitigate delays after Contract award, the MMJV/ICE Team developed a subsurface exploration plan to accelerate the geotechnical investigations and report preparation to maintain the Project schedule.
<b>Utility Coordination</b>	The MMJV/ICE Team has identified extensive utility infrastructure associated with the Cellular Tower on the east end of the Project. Site investigations have revealed drainage challenges in this area. Providing adequate drainage without expanding the construction limits will be critical to avoiding substantial utility impacts. The Design-Builder has already requested utility locates and performed pre-bid utility investigations and coordination with owners, designers, and utility contractors to develop an understanding of existing infrastructure, identify potential conflicts, and draft relocation concepts. These efforts will be continued at NTP1 to maintain the aggressive Project schedule.
<b>Accelerated Schedule</b>	Due to the release of the ROW on March 16, 2024, a major concern with the accelerated schedule is material availability and trucking. The Team will focus on early acquisition of material with long lead times and will leverage its extensive local resources and long-term relationships to meet the substantial and final completion deadlines.

The MMJV Team’s detailed Construction Phasing and Staging Plan, which will align with the Project Schedule and be coordinated with the Traffic Control Plan, will be based on accelerating plan packages for areas of the Project not restricted by ROW acquisition activities, permitting, or utility relocations. The Design-Builder will consider implementing separate plan packages based on Project areas, such as US 280 and the Frontage Road. These packages may be further subdivided to allow the Design-Builder to mobilize and perform preliminary construction activities such as erosion control, traffic control, and clearing prior to completing the full roadway design.

### Construction Phasing and Staging Plan



**C.1.1 (b) Approach to Minimizing Impacts and User Distraction** | Due to the US 280 roadway widening, turn lane construction, and traffic signal installation being adjacent to traffic, effective notification and outreach to the traveling public and first responders plus an effective Traffic Management Plan (TMP) will be critical to the success of the Project. The MMJV Team plans to construct as much of the Project as possible outside the existing travel lanes to reduce impacts and minimize allowable lane and shoulder closures, traffic pacing, traffic shifts, and lane width reductions. Except for the tie-in at US 280, the Frontage Road will be constructed outside of existing traffic, minimizing impacts to the traveling public. Construction entrances and exits from the Frontage Road will be clearly designated and designed to reduce their impact on the existing roadway. The Team’s approach to traffic management includes:

- **Development of a Traffic Management Project Development Group (PDG)** – This step began in the procurement phase and will continue after NTP1 with the inclusion of GDOT for developing the project-specific framework for the TMP and specific solutions for the TCP.
- **Development of the Traffic Management Plan (TMP)** – The TMP will outline the procedures for public notification, governmental agency coordination, design of traffic control devices, and procedures for incident management and response.
- **Development of a Temporary Traffic Control Plan (TTCP) for the US 280 Construction Area** – These detailed plans identify the planned staging, opening, and modifications to temporary and permanent traffic control devices that will be developed in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*, AASHTO’s *Roadside Design Guide*, GDOT Special Provision 150 – Traffic Control, and the Technical Provisions.
- **Development of a GDOT/Design-Build Team Public Information and Communications Plan** – This plan will be in conformance with GDOT’s Public Involvement Plan and will supplement GDOT’s public outreach program by developing specific strategies for public outreach.

The primary objective of the MMJV Team’s construction sequencing will be to safely move the traveling public through the Project with minimal delays and minimal distractions. The Construction Phasing and Staging Plan will meet this objective and will also address these specific project challenges:

- Limited lane closure durations and available days for interruptions.
- Temporary traffic control for roadway widening and associated construction activities along US 280.
- Ingress and egress points for construction activities and laydown areas minimizing impacts to the traveling public, recreational users, and stakeholders.

During the construction phase, the MMJV Team will maintain the Project in accordance with the Maintenance Management Plan with appropriate resources to ensure pavement, signs, and striping are maintained to a level that provides the traveling public safe passage along US 280 through the Project limits. Conflicts at transition points where vehicles and trucks interact will be minimized by strategically planning access points with clear signing of these locations, including Changeable Message Signs (CMS) advising drivers of trucks entering and exiting the travel lanes. Entrance and exit points to the work areas will be protected with impact attenuators, if needed, and constructed with an aggregate surface to assist trucks in maintaining speed while keeping construction materials off the existing roadway.

The MMJV/ICE Team does not propose to design and construct P.I. No. 0019452 materially different from the RIDs. The roadway plans have been optimized to minimize utility conflicts and to reduce the number of construction stages.



## C.1.2 Project Management Approach

The MMJV/ICE Team's approach to management of the Project will be guided by the Project Management Plan (PMP) and knowledge and experience gained from 15 years of partnering on and successfully delivering GDOT Design-Build projects alongside dedicated local experience. Several members of the Project Development Team from the proposal phase are committed to the Project as key personnel. This continuity in staffing while integrating other Team members as appropriate will facilitate a seamless transition through each phase of the Project.



**Kyle  
Marchman**

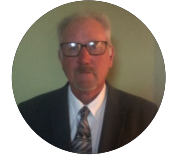


**Tyler  
McIntosh**

**Kyle Marchman, PE** (Lead Contractor Project Manager), will lead the Team and utilize the PMP to address design, construction, and maintenance in an integrated manner from NTP1 through Final Acceptance. Kyle has been involved in numerous Design-Build projects and has the authority and understanding of the importance to make decisions quickly. He also has the power to employ internal or external resources, as needed, to meet the Contract goals and to uphold maintenance obligations. **Tyler McIntosh, PE**, will serve as the Lead Design Consultant Project Manager, and **Johnny Lee, PE**, will serve as the Engineer of Record. This gives the Team continuity and a unified flow of Project-specific knowledge between GDOT project management, the design team, the construction team, and the quality control team. **Dwayne Sharpe** (Contractor Superintendent) will coordinate daily site operations for all self-perform and subcontractor activities and will work to proactively identify issues that may affect the schedule. **Matthew Betsill, EIT** (Quality Control Manager), will administer the Quality Plan to ensure all QA/QC checkpoints are scheduled, executed, and documented for design, construction, and maintenance requirements. Past success on similar Design-Build projects has shown each of these key members of the management team that early and effective communication and transparency among all stakeholders promotes a cohesive design, construction, and maintenance plan. The MMJV/ICE Team supports the Project Meetings and Partnering outlined in the Contract Project Management requirements and is committing team members that will actively collaborate with the owner representatives to deliver all Project requirements successfully, overcome obstacles, and achieve the earliest completion date possible while maintaining quality standards and public confidence.



**Johnny  
Lee**



**Dwayne  
Sharpe**



**Matthew  
Betsill**

## C.1.3 Proposal Schedule

**C.1.3 (a) Proposal Schedule** | The MMJV/ICE Team's Proposal Schedule is included in *Appendix A*.

**C.1.3 (b) Proposal Schedule Meets all Requirements** | The Proposal Schedule included in *Appendix A* meets all the requirements of (i) - (vi) listed in Section C.1.3 (b) of the RFP.

**C.1.3 (c) Proposal Schedule Narrative** | The proposal schedule was developed from the preliminary engineering, utility research, construction estimating, and constructability analyses performed during the proposal development phase. Upon award of the Contract and issuance of NTP1, this proposal schedule will be updated and enhanced as additional data and coordination occurs, resulting in the Baseline Schedule. Baseline Schedule updates will occur throughout the life of the Project as a tool to monitor Project progress and plan upcoming work activities.

### C.1.3 (c)(i) Addressing items #2-5 in Section 2.4.1 of TP Attachment 2-8

**2. Resources and Staffing.** The Design-Build Team will utilize a robust and qualified project management and design team to ensure all work zones will be designed simultaneously. Moreover, the Design-Build Team will dedicate the labor and equipment necessary to complete the Project on time. The Design-Build Team's resources will not drive the critical path.

**3. Critical Paths and Near-Critical Paths.** The critical path is driven by plan development, ROW availability, mass grading, concrete flatwork, and lighting installation. The Design-Build Team must meet several milestones, including NTP2 within 90 days of NTP1 and Substantial Completion by December 31, 2024.

**4. Non-Work Periods, Starts, or Completions.** The Design-Build Team utilized the following Project Calendars to capture Non-Work Periods: 7-Day-No-Holiday, 5-Day-Workweek, and 5-Day-Roadway. These are described in detail in Section C.1.3(c)(ii) 9. Work Periods and Calendars.

**5. Lags.** The Design-Build Team did not use any lags in the Proposal Schedule.

**C.1.3 (c)(ii) Addressing items #1-4 and #6-9 in TP Section 2.3.1.19**

**1. Roles and Responsibilities – Schedule Execution.** The following members of the Design-Build Team will have a role in planning and scheduling the work.

Project Scheduler	Design Project Manager	Construction Project Manager	Environmental Compliance Manager	ROW Project Manager	Utility Manager
Responsible for developing and maintaining the Baseline Schedule and submitting schedule updates, as required.	Responsible for executing and meeting the Design Schedule.	Responsible for executing and meeting the Construction Schedule.	Responsible for monitoring, documenting, reporting the status of environmental compliance, and verifying monthly reporting requirements.	Responsible for following the ROW acquisition process and communicating any delays that might impact the critical path.	Responsible for monitoring the utility relocation process, communicating schedule requirements, and coordinating Utility Relocations with the Construction Schedule.

**2. Schedule Development.** The Design-Build Team’s Proposal Schedule includes activities representing the full scope of work required to complete the Project. The activities were sequenced using appropriate logic, such that the actual critical path between NTP1 and Project Completion was identified. The Design-Build Team evaluated the Schedule to determine the resources required to achieve the Substantial Completion and Final Acceptance Milestones.

**3. Schedule Updates.** The Design-Build Team will use Monthly Project Schedule Updates to communicate the percent of work complete, upcoming work, and critical path changes. The Baseline Schedule will be cost-loaded, so the percent of work complete will be coordinated with the invoices generated by the Design-Build Team.

**4. GDOT and Third-Party Activities.** The Design-Build Team included activities for all required GDOT and Third-Party Reviews and Construction Activities in the Proposal Schedule. The durations for these activities were determined using durations outlined in the RFP or in coordination with Third Parties. These activities were pivotal for schedule development and critical path identification.

**6. Integration of Design-Builder Quality Management Plan (QMP) and Schedule.** The Design-Build Team included the required QMPs as activities in the Proposal Schedule and incorporated logic to sequence these activities with GDOT Design Reviews. The Design-Builder included time, internal to document preparation and construction activities, to execute the provisions of the QMP.

**7. GDOT Reviews and Comments.** The Design-Build Team included activities and logic to appropriately handle GDOT Reviews, Comment Resolution, and Re-Reviews of the Design-Build Team Submittals.

**8. Work Breakdown Structure (WBS), Activity Numbering, and Coding.** The Design-Build Team utilized a WBS and Activity Numbering Scheme in compliance with the requirements of the ITP. Activity coding, alongside the WBS, will be used to organize the schedule and communicate major work components.

**9. Work Periods and Calendars.** The Design-Build Team utilized the following Project Calendars when developing the Proposal Schedule:

- 7-Day-No-Holiday – A seven-day work week calendar that does not exclude holidays or account for weather. This was primarily used for Milestones, Contract Submittals, Design Development, Environmental Permitting, Shop Drawings, and Material Fabrication.
- 5-Day-Workweek – A five-day workweek calendar that includes federal holidays. This calendar does not account for weather. It was primarily used for GDOT Reviews and Third-Party work items, such as FHWA and Utility Owner reviews.
- 5-Day-Roadway – A five-day workweek roadway calendar that includes weather days and holidays for Memorial Day, July 4, Labor Day, two days at Thanksgiving, and two days at Christmas.

**C.1.3 (c)(iii) How Proposal Schedule Accommodates the Construction Phasing and Staging Plan, Utility Adjustments, Environmental and Permitting, and Other Elements of Proposer’s Plan to Execute the Work**

The Schedule was organized using a WBS that outlines the major scope items, including Project Management, Design Management, Environmental Permitting, Utility Management and Relocation, ROW Acquisition, Material Procurement, and Construction Management. The Construction Management portion of the Schedule was broken into WBS components which mirror the Design-Build Team’s Construction Phasing and Staging approach. The activities that fall into the Construction Management portion of the Schedule are designated nominally by their worksite and stage. This nomenclature correlates to the construction staging logic linking the activities. The Schedule and Construction Staging Plan were developed simultaneously to ensure the Schedule accurately reflects the intended staging and that the Staging Plan meets the required Contract milestones.

**FORM AA**  
**INDICATIVE PROPOSAL QUANTITIES**

**INSTRUCTIONS:**

- (a) Submit one completed copy of Form AA for the Proposer.
- (b) Populate the Indicative Proposal Quantity column for each Base Material item on the unit basis indicated. If electing to opt out of participating in Indicative Proposal Quantity, Proposer shall insert 'N/A' in lieu of a quantity.

<b>Base Material</b>	<b>Indicative Proposal Quantity</b>	<b>Unit</b>
Asphalt Cement	3,884	Ton
Fuel (Regular	N/A	Gallon
Fuel (Diesel)	N/A	Gallon
Semi-Finished Steel Mill Products	N/A	CWT
Portland Cement	N/A	Ton

Indicative Proposal Quantities shall be true estimates based on the Proposer's design and construction plan. They shall be supported by calculations either attached to this form or contained in the Escrowed Documents showing how the amounts are derived from the Proposer's design and construction plan and assumptions.



# C.2. Project Differences from the Basic Configuration



I-85 Widening and Reconstruction, Ph 1, P.I. No. 110610- (C.W. Matthews & ICE)  
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## **C.2. Project Differences from the Basic Configuration**

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### **How Approach to Design and Construction Differs Materially from the Basic Configuration**

The MMJV/ICE Team does not propose to design and construct P.I. No. 0019452 materially different from the Basic Configuration so there are no schematic plans included.



# C.3. Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal – Form M





**FORM M**  
**SUBSTANTIAL COMPLETION, AND FINAL ACCEPTANCE PROPOSAL**

Proposer Name: Matthews-McLendon Joint Venture

The Proposer shall complete the fields below for each portion (segment) of the Work for which the Proposer will commit to the Milestone Deadlines as set forth below. All days are calendar days.

Table M-1: Milestone Deadlines

Milestones	Deadlines
NTP2 Conditions Deadline	Not later than 90 days after the date GDOT issues NTP1
Substantial Completion Deadline	No later than December 31, 2024
Final Acceptance Deadline	90 days after the Substantial Completion Date

Date: June 6, 2023

Proposer: Jeff Shropshire

Signature: Jeff Shropshire

Title: Senior Vice President, CWM and Authorized Representative of the Matthews-McLendon Joint Venture

## C.4. Work Product Requirements

\*See PDMS folder labeled "Documents \ 20 Matthews-McLendon \ G  
Technical Proposal \ Work\_Product"





# C.5. Organizational Chart



I-85 Widening and Reconstruction, Ph 1, P.I. No. 110610- (C.W. Matthews & ICE)  
Gwinnett, Barrow, and Jackson Counties, GA



President Street & General McIntosh Boulevard Improvements (McLendon)  
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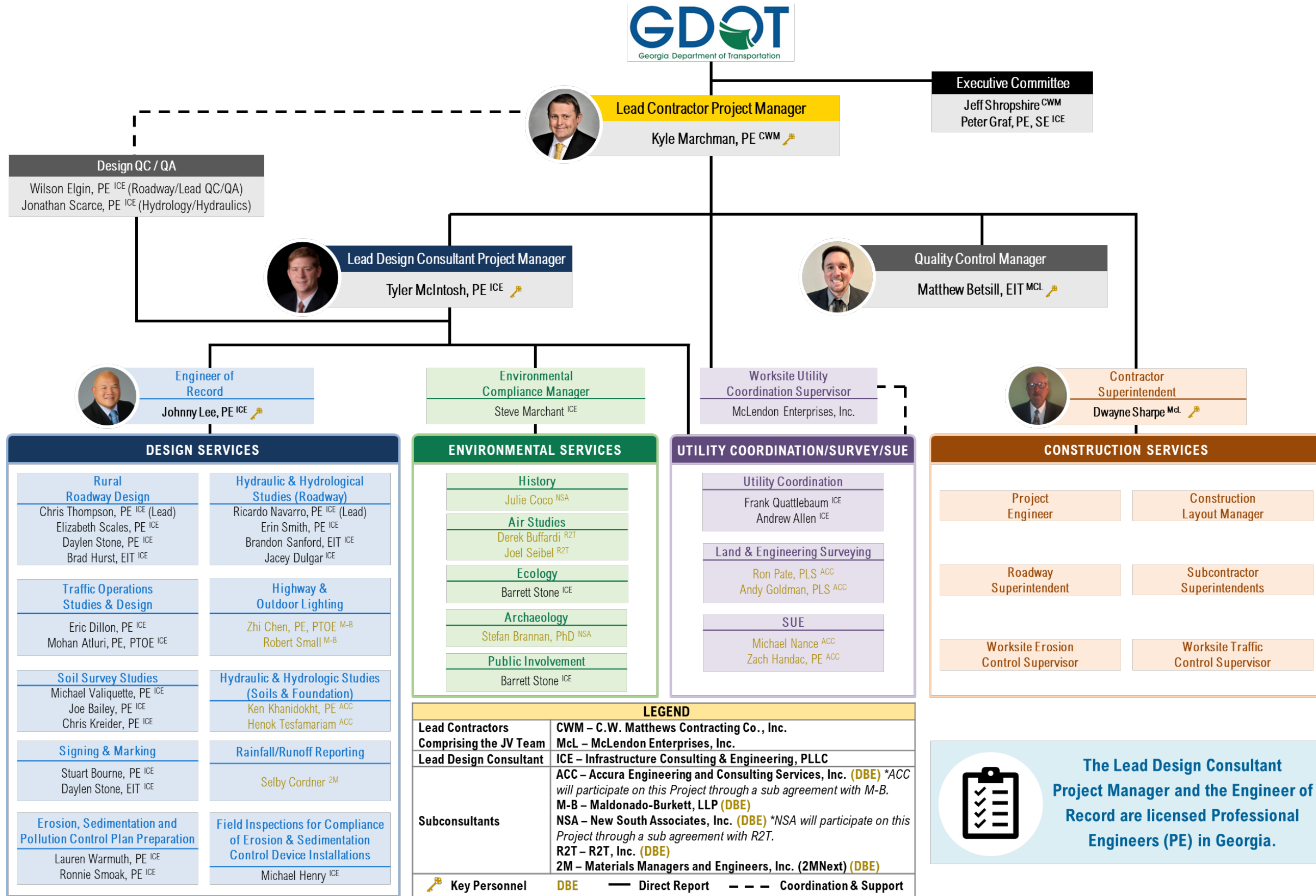


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### C.5. Organizational Chart

Below is the organizational chart previously submitted with our SOQ. No changes have been made to this chart since the submission of the SOQ.



# Appendix A – Proposal Schedule



I-85 Widening and Reconstruction, Ph 1, P.I. No. 110610- (C.W. Matthews & ICE)  
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Activity ID	Activity Name	Original Duration	Remaining Duration	Start	Finish	Total Float	Physical % Complete	Calendar	2024												2025					2026				
									S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
<b>I-16 Frontage Road from US 280/SR 30 to near CR 11/Jernigan Road</b>		565.00d	565.00d	Sep-14-2023	Mar-31-2025	0.00d			▼												▼					▼				
<b>Project Summary and Milestones</b>		565.00d	565.00d	Sep-14-2023	Mar-31-2025	0.00d		0019452-7-Day Week (No Holidays)	▼												▼					▼				
A1000	Notice to Proceed - 1 - Preliminary Design Activities	0.00d	0.00d	Sep-14-2023*		0.00d	0%	0019452-7-Day Week (No Holidays)	◆																					
A1010	Notice to Proceed - 2 - Final Design Activities	0.00d	0.00d	Dec-02-2023*		1.00d	0%	0019452-7-Day Week (No Holidays)	◆																					
A1020	Notice to Proceed - 3A - US 280/SR 30	0.00d	0.00d	Mar-13-2024		222.00d	0%	0019452-7-Day Week (No Holidays)	◆																					
A1030	Notice to Proceed - 3B - I-16 Frontage Road	0.00d	0.00d	Mar-17-2024		1.00d	0%	0019452-7-Day Week (No Holidays)	◆																					
A1040	Substantial Completion Deadline	0.00d	0.00d		Dec-31-2024*	0.00d	0%	0019452-7-Day Week (No Holidays)													◆									
A1050	Final Acceptance Deadline	0.00d	0.00d		Mar-31-2025*	0.00d	0%	0019452-7-Day Week (No Holidays)																		◆				
<b>General and Project Management</b>		181.00d	181.00d	Sep-14-2023	Mar-12-2024	127.00d			▼												▼					▼				
<b>Project Schedule of Values and Baseline Schedules</b>		129.00d	129.00d	Sep-14-2023	Mar-12-2024	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
<b>Project Schedule of Values</b>		78.00d	78.00d	Sep-14-2023	Jan-01-2024	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
<b>NTP 1 SOV</b>		33.00d	33.00d	Sep-14-2023	Oct-30-2023	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
A1060	DB Team Prepares NTP 1 SOV	2.00d	2.00d	Sep-14-2023	Sep-15-2023	3.00d	0%	0019452-Std 5-Day Week																						
A1070	GDOT Reviews/Comments on NTP 1 SOV	15.00d	15.00d	Sep-18-2023	Oct-06-2023	3.00d	0%	0019452-Std 5-Day Week	■																					
A1080	DB Team Addresses GDOT Comments on NTP 1 SOV	1.00d	1.00d	Oct-09-2023	Oct-09-2023	3.00d	0%	0019452-Std 5-Day Week																						
A1090	GDOT Reviews/Accepts NTP 1 SOV	15.00d	15.00d	Oct-10-2023	Oct-30-2023	3.00d	0%	0019452-Std 5-Day Week	■																					
<b>NTP 2 SOV</b>		36.00d	36.00d	Oct-10-2023	Nov-28-2023	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
A4270	DB Team Prepares NTP 2 SOV	5.00d	5.00d	Oct-10-2023	Oct-16-2023	13.00d	0%	0019452-Std 5-Day Week	■																					
A4280	GDOT Reviews/Comments on NTP 2 SOV	10.00d	10.00d	Oct-31-2023	Nov-13-2023	3.00d	0%	0019452-Std 5-Day Week	■																					
A4290	DB Team Addresses GDOT Comments on NTP 2 SOV	1.00d	1.00d	Nov-14-2023	Nov-14-2023	3.00d	0%	0019452-Std 5-Day Week																						
A4300	GDOT Reviews/Accepts NTP 2 SOV	10.00d	10.00d	Nov-15-2023	Nov-28-2023	3.00d	0%	0019452-Std 5-Day Week	■																					
<b>NTP 3 SOV</b>		34.00d	34.00d	Nov-15-2023	Jan-01-2024	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
A4310	DB Team Prepares NTP 3 SOV	5.00d	5.00d	Nov-15-2023	Nov-21-2023	11.00d	0%	0019452-Std 5-Day Week																						
A4320	GDOT Reviews/Comments on NTP 3 SOV	10.00d	10.00d	Dec-04-2023	Dec-15-2023	3.00d	0%	0019452-Std 5-Day Week	■																					
A4330	DB Team Addresses GDOT Comments on NTP 3 SOV	1.00d	1.00d	Dec-18-2023	Dec-18-2023	3.00d	0%	0019452-Std 5-Day Week																						
A4340	GDOT Reviews/Accepts NTP 3 SOV	10.00d	10.00d	Dec-19-2023	Jan-01-2024	3.00d	0%	0019452-Std 5-Day Week	■																					
<b>Project Baseline Schedule</b>		129.00d	129.00d	Sep-14-2023	Mar-12-2024	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
<b>NTP 1 Baseline Schedule</b>		30.00d	30.00d	Sep-14-2023	Oct-25-2023	2.00d		0019452-Std 5-Day Week	▼												▼					▼				
A1100	DB Team Prepares NTP 1 Baseline Schedule	5.00d	5.00d	Sep-14-2023	Sep-20-2023	2.00d	0%	0019452-Std 5-Day Week																						
A1130	GDOT Reviews/Accepts NTP 1 Baseline Schedule	25.00d	25.00d	Sep-21-2023	Oct-25-2023	2.00d	0%	0019452-Std 5-Day Week	■																					
<b>NTP 2 Baseline Schedule</b>		52.00d	52.00d	Sep-21-2023	Dec-01-2023	0.00d		0019452-Std 5-Day Week	▼												▼					▼				
A1140	DB Team Prepares NTP 2 Baseline Schedule	5.00d	5.00d	Sep-21-2023	Sep-27-2023	22.00d	0%	0019452-Std 5-Day Week																						
A1170	GDOT Reviews/Accepts NTP 2 Baseline Schedule	25.00d	25.00d	Oct-30-2023	Dec-01-2023	0.00d	0%	0019452-Std 5-Day Week	■																					
<b>NTP 3 Baseline Schedule</b>		72.00d	72.00d	Dec-04-2023	Mar-12-2024	3.00d		0019452-Std 5-Day Week	▼												▼					▼				
A1180	DB Team Prepares NTP 3 Baseline Schedule	5.00d	5.00d	Dec-04-2023	Dec-08-2023	19.00d	0%	0019452-Std 5-Day Week																						
A1190	GDOT Reviews/Comments on NTP 3 Baseline Schedule	25.00d	25.00d	Jan-02-2024	Feb-05-2024	3.00d	0%	0019452-Std 5-Day Week	■																					
A1200	DB Team Addresses GDOT Comments on NTP 3 Baseline Schedule	1.00d	1.00d	Feb-06-2024	Feb-06-2024	3.00d	0%	0019452-Std 5-Day Week																						
A1210	GDOT Reviews/Accepts NTP 3 Baseline Schedule	25.00d	25.00d	Feb-07-2024	Mar-12-2024	3.00d	0%	0019452-Std 5-Day Week	■																					
<b>Project Management Plan (PMP)</b>		118.00d	118.00d	Sep-14-2023	Jan-09-2024	190.00d			▼												▼					▼				
<b>PMP Component Plans</b>		118.00d	118.00d	Sep-14-2023	Jan-09-2024	190.00d			▼												▼					▼				
<b>PMP Executive Summary</b>		27.00d	27.00d	Sep-14-2023	Oct-20-2023	30.00d		0019452-Std 5-Day Week	▼												▼					▼				
A1220	DB Team Prepares PMP Executive Summary	5.00d	5.00d	Sep-14-2023	Sep-20-2023	30.00d	0%	0019452-Std 5-Day Week																						
A1230	GDOT Reviews/Comments on PMP Executive Summary	10.00d	10.00d	Sep-21-2023	Oct-04-2023	30.00d	0%	0019452-Std 5-Day Week	■																					
A1240	DB Team Addresses GDOT Comments on PMP Executive Summary	2.00d	2.00d	Oct-05-2023	Oct-06-2023	30.00d	0%	0019452-Std 5-Day Week																						
A1250	GDOT Reviews/Accepts PMP Executive Summary	10.00d	10.00d	Oct-09-2023	Oct-20-2023	30.00d	0%	0019452-Std 5-Day Week	■																					
<b>Design-Builder's Organization Description</b>		27.00d	27.00d	Sep-14-2023	Oct-20-2023	30.00d		0019452-Std 5-Day Week	▼												▼					▼				

▬ Primary Baseline   
 ▬ Critical Remaining Work   
 ▬ Summary  
■ Actual Work   
 ◆ Baseline Milestone  
■ Remaining Work   
 ◆ Milestone

**I-16 Frontage Road, Design-Build  
PI No. 0019452, Bryan County**

Data Date: Jun-08-2023



























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