TECHNICAL PROPOSAL

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C.1.1. Construction Staging and Traffic Management Narrative

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C.1.2. Project Management Approach

TECHNICAL PROPOSAL

C.1.1. Construction Staging and Traffic Management Narrative

A. ACCOMPLISHING CONSTRUCTION PHASING

Scott Bridge Company realizes the importance of the construction staging and traffic control needed to construct the SR 53 bridge project safely for the traveling public and our work forces. The project will be constructed in three phases/stages with minimum disruption to the traveling vehicular traffic and boat traffic. The new bridge and roadway section will be constructed north of the existing westbound bridge.

CONSTRUCTION STAGE 1

1. Install advance warning signs in accordance to GDOT specification with additional advance warning with message boards*
2. Reduce speed to 35 mph through our work zone*
3. Maintain traffic on existing east and westbound roadway and bridges*
4. Construct new bridge and proposed pavement to the binder course on both ends of the bridge
5. Construct slopes, storm drainage, MSE walls, and permanent anchor walls on the bridge approaches on both sides
6. Install new guardrail, permanent grassing including matting, slope paving, and concrete barrier wall on the bridge approaches

CONSTRUCTION STAGE 2

1. Shift westbound traffic to proposed pavement on the binder course and new bridge with temporary striping*
2. Remove existing asphalt paving and grade shoulders to typical section
3. Remove existing bridge

CONSTRUCTION STAGE 3

1. Construct final surface asphalt course along with required milling, leveling, and overlay throughout project
2. Install final signs, striping, grassing, and guardrail
3. Complete correction list
4. Remove erosion control items if achieved required cover of grass

Traffic Management and Control Sequencing

CHALLENGES/SOLUTIONS

#1 Deep Water Construction
The bridge substructure work will be in water nearly 90′ deep, making it challenging to set templates and permanent structures. We have completed several projects with this type of deep water over the past 10 years, giving us the bridge knowledge and experience, along with the equipment to complete this type of deep water work.

#2 Existing Bridge Removal
After completing the new bridge adjacent to the existing bridge, we will demo the existing westbound bridge. The new bridge will be between the existing eastbound bridge and the newly constructed westbound bridge structure, making access during the demolition challenging. Also, the existing steel truss is high above the water level which makes the steel truss removal difficult. Finally, the removal of the existing piers will be challenging due to water depth and location of piers in relation to the new piers. We have the bridge demolition knowledge and experience along with the equipment to complete the demolition work. With our in-house engineering staff and experienced field personnel, we have successfully removed two similar steel truss bridges in the last three years.

#3 Permitting for Construction
We will complete design and environmental permits early so that we can begin construction by early Summer of 2020. During the design and permitting phase, we will be proactive and make corrections promptly. Since Michael Baker has completed so many projects on this lake and river with GDOT, they understand the USACE requirements. Our in-house environmental staff will assist in the design and permitting phases.

#4 Protecting all endangered species
We have and will continue to educate all our employees to be aware of the endangered species. We will act in accordance with the project specification, special provisions and plans to protect the environment. Our goal is to limit the impacts to the endangered species of bats and other birds. An Ecologist will inspect the existing bridge before demolition. Also, netting will be installed on the bridge if demolition is going to be completed within the barn swallow season.

B. APPROACH TO MINIMIZING IMPACTS AND USER DISTRACTION

We will keep disruption to the traveling public to a minimum, which will require our crews to work at night to complete certain stages of construction. We will use message boards on both ends of the project to assist in notifying the public of any traffic pattern changes. Lane closures through our work zone will be kept to a minimum and only used when necessary. Also, for safety of the traveling public and our employees, we will request to reduce the speed limit to 35 mph through the work zone.

C.1.1. Construction Staging and Traffic Management Narrative

We plan to use the USACE right-of-way on Old Dawsonville Road to access the river and stage during construction. Since our equipment is already mobilized and floating at SR 369 Brown's Bridge, we will use our tugboats to mobilize to this project.

We will ensure that boats have the opening to pass through the project in the river. We will request to install no wake buoys in the river through our construction area for everyone's safety. Our experience when working on the water is that the slower the boat traffic through our work zone the safer it is for everyone.

We will have monthly meetings to discuss any issues such as environmental, traffic control, scheduling, work in progress, public concerns, and any other issue.

C. DIFFERENCES BETWEEN OUR DESIGN AND CONSTRUCTION APPROACH FROM RIDS

The costing plans feature the East end of the bridge ending at STA 30+48 with an MSE abutment wall wrapping around the front face. Our analysis indicated that this wall has poor global stability under typical MSE design conditions and that additional work would be required to achieve acceptable stability of the wall at this location. The Scott Bridge/Michael Baker Team has opted to alleviate this problem by extending span 6 of the bridge from 125 ft to 176 ft, effectively moving the abutment to STA 31+00, utilizing a similar wrap around MSE wall. The native soils in this location are more suitable and global stability can be achieved with typical MSE design parameters. This change also requires a revision to the roadway profile to keep the low point off of the bridge and approach slab. On the West side of the lake, we eliminated a stretch of wall that was in the costing plans where it transitioned from cut to fill that we found to be unnecessary.

C.1.2. Project Management Approach

Scott Bridge Company management has the knowledge and expertise to complete this project safely, on time, and within budget.

We just completed the SR 53 over the Chestatee River on Lake Lanier project, located just down the river on the same route, and we are currently working on the SR 369 Brown Bridge project, which is also on Lake Lanier. We are utilizing the same management team and construction crews who worked on these two project to complete this SR 53 bridge project. Michael Baker, our engineer and designer for this project, has an unparalleled track record with GDOT. They have the experience and the knowledge to accelerate the efficient design so construction can begin on time. Our subcontractor CW Matthews, a local contractor in the Gainesville area, will complete all the roadway work items. Their local knowledge of the area will be a valuable asset to the management approach to the project.

After the project is awarded, we will conduct bi-monthly meetings, which will help our team in completing the design and environmental reviews to begin construction. After construction is started, we will have on-site monthly meetings that will include environmental concerns, public concerns, job progress, and the monthly work schedule. These meeting are beneficial because it holds every team member accountable to complete their assigned tasks and work assignments.

Safety is first at Scott bridge Company, and we hold our subcontractors to the same safety standard. We have a safety director with two assistants to perform field visits. We take pride in our work and our QA/QC program is exceptional. We have several projects with other owners requiring QA/QC plans and services.

Our project management plan includes the development and implementation of a Quality Control Plan (QCP) plan. The development of this plan will involve all team members and will be based upon current GDOT specifications, procedures, and established quality control policies. The QCP will be prepared at the onset of the project by our Lead Contractor Project Manager, Stephen Summers. The QCP will then be distributed to all team members, GDOT design and construction personnel, consultants, and other affected agencies.

At a minimum the QCP will include:

- A list of designers, contractors, utilities, and other agencies with contact information
- A team hierarchy and a delineation of the lines of communication
- A project schedule and scope of services
- An explanation of the document control system that will file and track all project-related correspondence.

ORGANIZATION CHART

We have included our organization chart with no changes in the key personnel.

C.1.3. Proposal Schedule

C.1.2. Project Management Approach

ORGANIZATION CHART

GDOT
Georgia Department of Transportation

EXECUTIVE COMMITTEE
Michael Terrell [1]
Jennifer Lewis, PE [2]

LEAD CONTRACTOR PROJECT MANAGER
▲ Stephen Summers [1]

CONSTRUCTION QUALITY ASSURANCE MANAGER
▲ Charles Davis, PE [1]

VALUE ADDED

QA /QC DESIGN
Greg Mayo, PE, ENV SP [2]
(Roadway)
Dwain Hathaway, PE [2]
(Bridges)

LEAD DESIGN CONSULTANT PROJECT MANAGER/ ENGINEER OF RECORD
▲ Al Bowman, PE [2]

CONSTRUCTION MANAGER
Ben Miller [1]

CONTRACTOR SUPERINTENDENT
▲ Richard Greer [1]

ENVIRONMENTAL

ENVIRONMENTAL LEAD
Mary Best, PhD [2]

NEPA – 1.06(a)
Mary Best, PhD [2]

HISTORY – 1.06(b)
Mike Reynolds [3]

AIR/NOISE – 1.06(c), 1.06(d)
Andy Kuchta [2]
Renee Flinchum-Bowles [2]

ECOLOGY/PERMITTING – 1.06(e)
Paul Condit [2]

ARCHAEOLOGY – 1.06(f)
Janna Futch [3]

FRESHWATER AQUATICS – 1.06(g)
Rick Whiteside [4]
Will Pruitt [4]

BAT SURVEY – 1.06(h)
Lee Droppleman [5]

PUBLIC INVOLVEMENT – 1.07
Ken Mobley [2]
Mary Best, PhD [2]

ROADWAY

ROADWAY LEAD
Kevin Linne, PE [2]

ROADWAY TEAM – 3.01
Chad Havens, PE [2]
Rohan Deshmukh, PE [2]
Chris Bachmann, EIT [2]
Laura Murphy, EIT [2]

TRAFFIC OPERATION – 1.10
Bill Ruhsam, PE, PTOE [2]
Kelly Cory, PE, PTOE [2]
Alex Davis, EIT [2]

UTILITY COORDINATION/SUE – 3.10, 5.08
Randy Sanborn, PE [6]

SURVEY – 5.01, 5.02, 5.03
Chris Amos Adams, PLS [7]

DRAINAGE DESIGN – 3.12
Paul Murphy, PE, CPESC [2]
Jennifer Aulick Etheridge, PE [8]

EROSION CONTROL – 9.01
Paul Murphy, PE, CPESC [2]
Jennifer Aulick Etheridge, PE [8]

RAINFALL REPORTING – 9.02
Jim Gough, PE [9]

SEDIMENTATION CONTROL DEVICE INSPECTION – 9.03
Jim Gough, PE [9]

BRIDGE

BRIDGE LEAD
George Manning, PE, SE [2]

STRUCTURES TEAM – 4.02
Mike Moilanen, PE [2]
Brandon Brooks, PE [2]
Jackie Volz, EIT [2]
Brendon Mack, EIT [2]

BRIDGE HYDRAULICS – 4.04
Jennifer Aulick Etheridge, PE [8]
David Skurky, PE [8]

GEOTECHNICAL – 6.01(a), 6.01(b), 6.02, 6.03, 6.05
Jeff Doubrava, PE [10]

SAFETY DIRECTOR	PROJECT ENGINEER	BRIDGE SUPERINTENDENT
Justin Woodall [1]	Andy Carroll, PE [1]	David Fowler [1]
UTILITY SUPERVISOR	**TRAFFIC CONTROL SUPERVISOR**	**EROSION CONTROL SUPERVISOR**
Kris Mayes [1]	TBD [1]	Kris Mayes [1]

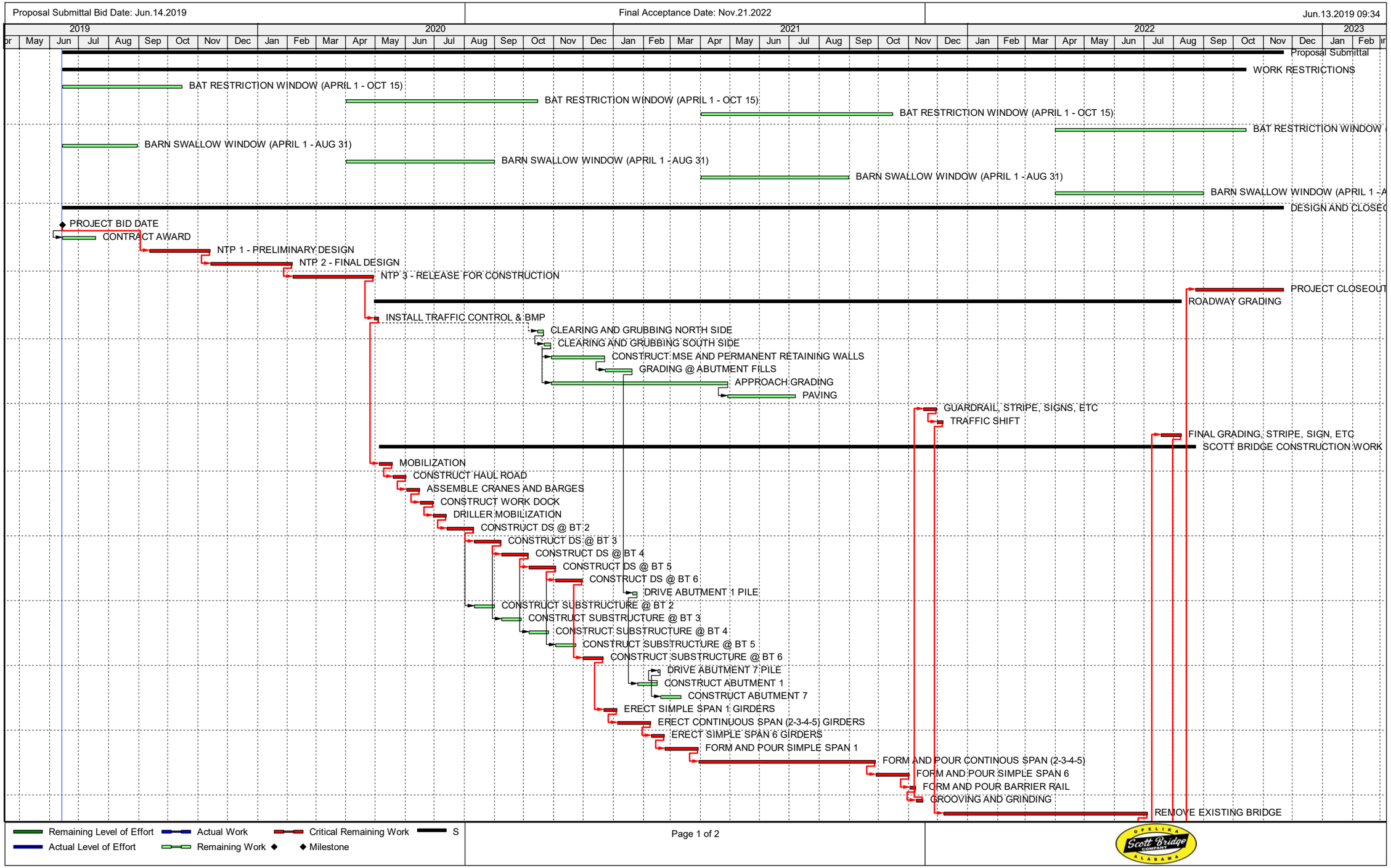
OUR TEAM

1 Scott Bridge Company
2 Michael Baker International
3 Brockington and Associates
4 Corblu Ecology Group
5 Eco-Tech Consultants
6 Long Engineering
7 McKim & Creed
8 Aulick Engineering
9 Contour Engineering
10 S&ME

▲ KEY PERSONNEL RESUMES INCLUDED IN SUBMISSION

With 100+ years of combined bridge-crossing, design-build, and GDOT experience, our team of key personnel will lead this project to an economical, expedient, and stress-free completion.

C.1.3. Proposal Schedule

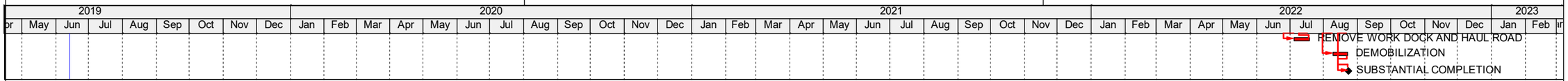


C.1.3. Proposal Schedule

Proposal Submittal Bid Date: Jun.14.2019

Final Acceptance Date: Nov.21.2022

Jun.13.2019 09:34



Remaining Level of Effort
Actual Work
Critical Remaining Work
S
Actual Level of Effort
Remaining Work
Milestone

C.2 Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal - Form M

C.2 Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal – Form M

FORM M

Closure Durations, Interim Completion, Substantial Completion, and Final Acceptance Proposal

Proposer Name: Scott Bridge Company, Inc.

The Proposer shall indicate acceptance of the Substantial Completion Deadline and Final Acceptance Deadline durations identified below.

Table M-1: Milestone Deadlines

Milestone Deadlines	Duration
Substantial Completion Deadline	No later than 1,095 Days after NTP 1
Final Acceptance Deadline	No later than 90 Days after Substantial Completion

Date: June 14, 2019

Proposer: Scott Bridge Company, Inc.

Signature: Michael Terrell

Title: Senior Vice President