

DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

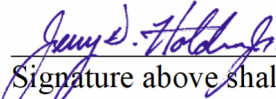
(Revised December 12, 2024)

Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

| | |
|---|---|
| 1. Contract Name as shown in the advertisement | Contract No's 4400031512, 4400031513 and 4400031514 IDIQ Contracts for critical path method (CPM) analysis statewide |
| 2. Contract Number(s) as shown in the advertisement | Contract No's. 4400031512, 4400031513 and 4400031514 |
| 3. State Project Number(s), if shown in the advertisement | N/A |
| 4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>) | Garver, LLC |
| 5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law) | EF.0003869 |
| 6. Prime consultant mailing address | 4701 Northshore Drive North Little Rock, Arkansas 72118 |
| 7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria) | 2900 Westfork Drive Suite 401, Office 05 Baton Rouge, LA, 70827 |
| 8. Name, title, phone number, and email address of prime consultant's contract point of contact | Jerry D. Holder, PE 4701 Northshore Drive North Little Rock, Arkansas 72118 501-537-3221 JDHolder@GarverUSA.com |
| 9. Name, title, phone number, and email address of the official with signing authority for this proposal | Jerry D. Holder, PE 4701 Northshore Drive North Little Rock, Arkansas 72118 501-537-3221 JDHolder@GarverUSA.com |

Prime consultant should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

| | |
|--|---|
| <p>10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.</p> <p>Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.</p> | <p> Signature above shall be the same person listed in Section 9:</p> <p><u>2/5/2025</u> Date:</p> |
| <p>11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.</p> | <p><u>Firm(s):</u> <u>Firm(s)' %:</u></p> <p style="text-align: right;">N/A</p> |

12. Discipline Table:

As indicated in the advertisement, insert a completed table here. The percentages for the prime and sub-consultants must total 100% for each discipline, as well as the overall total percent of the contract.

The **only** disciplines to be used are listed in the drop down in each row (Appraiser, Bridge, CE&I/OV, CPM, Data Collection, Environmental, Geotech, ITS, Other (must specify), Planning, Right-of-Way, Road, Survey, and Traffic). **Remove rows as needed.**

| Discipline(s) | % of Overall Contract | Prime | Firm B | Firm C | Firm D | Firm E | Each Discipline must total to 100% |
|--|-----------------------|-------------|--------|--------|--------|--------|------------------------------------|
| CPM | 100 | Garver, LLC | | | | | 100% |
| Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant. | | | | | | | |
| Percent of Contract | 100% | | | | | | |

13. Firm Size:

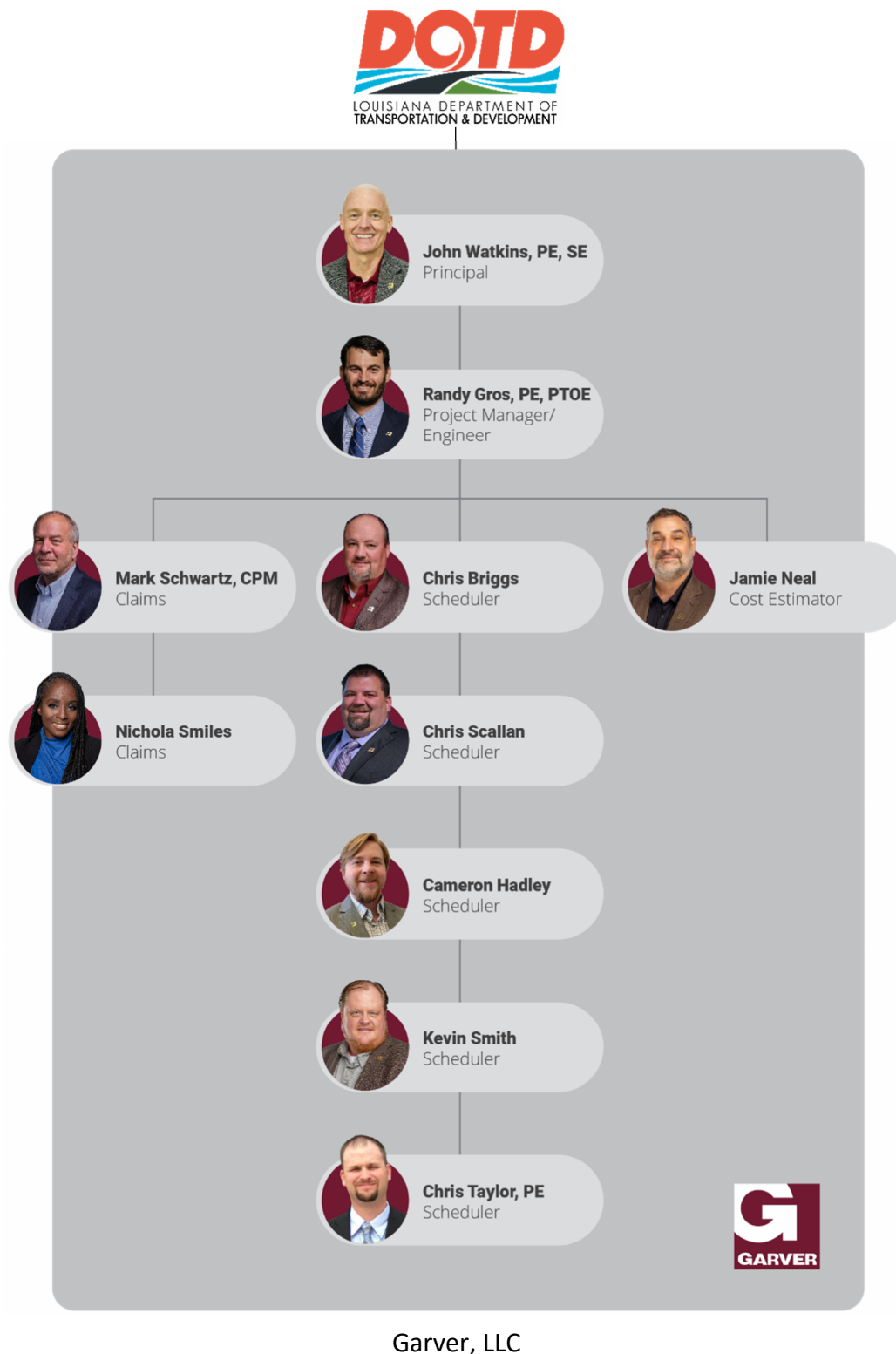
For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify “Other (must specify)” and include the classification title inside the parentheses.

The DOTD Job Classification(s) to be used can be found at the following link:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Job_Qualification/Job%20Classifications%20with%20Descriptions.pdf

| Firm name | DOTD Job Classification | Number of personnel <u>committed to this</u> contract | Total number of personnel available in this DOTD Job Classification (if needed) |
|-------------|-------------------------|--|---|
| Garver, LLC | Principal | 1 | 1 |
| Garver, LLC | Engineer | 1 | 1 |
| Garver, LLC | Other (Claims Reviewer) | 2 | 2 |
| Garver, LLC | Other (Scheduler) | 5 | 5 |
| Garver, LLC | Other (Cost Estimator) | 1 | 1 |

14. Organizational Chart:



15. Minimum Personnel Requirements:

Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR. Make sure the P.E. discipline is also listed (highlighted in table) that is meeting the MPR; e.g. professional civil engineer should show the discipline of the license as civil if meeting that MPR.

| MPR No. Do not insert wording from ad | Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement) | Firm employed by | Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil) | State of license | License / certification expiration date |
|--|--|------------------|---|------------------------|---|
| 1 | John Watkins, PE, SE Principal | Garver, LLC | PE #0035913 – Civil Engineer | LA | 3/31/2025 |
| 2 | Randy Gros, PE, PTOE Project Manager/Project Engineer | Garver, LLC | PE #36760 – Civil Engineer | LA | 3/31/2026 |
| 3a | Randy Gros, PE, PTOE Project Manager/Project Engineer | Garver, LLC | PE #36760 – Civil Engineer (5) years of experience in the use of Primavera software for the preparation, review, and monitoring of five (5) documented CPM projects as defined by DOTD specifications and pertaining to road and bridge construction. | LA | 3/31/2026 |
| 3b | Mark Schwartz, CPM | Garver, LLC | (2) appearances in Louisiana District Court, or equal, as an expert witness in the field of scheduling as defined by DOTD specifications and pertaining to road and bridge construction. | | |
| 4 | Chris Taylor, PE Scheduler | Garver, LLC | PE#138983 – Civil Engineer PE#18645 – Civil Engineer (5) years of experience in administering complex road and bridge construction projects; (3) years of experience in the use of Primavera software for the preparation, review, and monitoring of CPM projects as defined by DOTD specifications and pertaining to road and bridge construction. | TX AR | 6/30/2025 12/31/2025 |

| | | | | | |
|--|-------------------------------------|-------------|---------|--|--|
| | Chris Briggs Scheduler | Garver, LLC | Support | | |
| | Jamie Neal Cost Estimator | Garver, LLC | Support | | |
| | Mark Schwartz, CPM Claims Review | Garver, LLC | Support | | |
| | Chris Scallan Scheduler | Garver, LLC | Support | | |
| | Kevin Smith Scheduler | Garver, LLC | Support | | |
| | Nichola Smiles Claims Review | Garver, LLC | Support | | |
| | Cameron Hadley Scheduler | Garver, LLC | Support | | |

16. Staff Experience:

| | | | |
|--|---|---|---|
| Firm employed by Garver, LLC | | | |
| Name | John Watkins, PE, SE | | Years of relevant experience with this employer |
| Title | Principal | | Years of relevant experience with other employer(s) |
| Degree(s) / Years / Specialization | | B.S. / 1986 / Civil Engineering | |
| Active registration number / state / expiration date | | PE# 0035913/ LA / 3/31/2025 | |
| Year registered | 2010 | Discipline | Civil Engineering |
| Contract role(s) / brief description of responsibilities | | John Watkins will serve as principal. He fulfills Minimum Personnel Requirement number 1. John's responsibilities include design quality control and coordinating architectural, civil, structural, electrical, and mechanical design for government, industrial and commercial buildings and water-bearing structures. His project experience includes structural analysis and design for treatment plants, parking structures, warehouses, manufacturing facilities, aircraft hangars, office buildings, educational facilities, and pedestrian bridges. Building systems design experience includes steel framing, reinforced concrete, reinforced masonry, PEMB, CMU, and steel stud construction. John's experience includes structural design in high-seismic regions of northeastern Arkansas and western Tennessee. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 02/20 – 05/23 | TxDOT Hondo New Area Engineer and Maintenance Facility, Hondo, TX – Principal responsible for overseeing the contract and quality control reviews for engineering scopes of work for this new TxDOT Hondo AEM, which houses approximately 45 persons while taking into account future growth considerations. The site consists of an administration building, maintenance areas, outbuildings, and parking areas. | | |
| 12/21 – Present | TxDOT New Paris District Headquarters Complex Addition, Paris, TX – Project manager responsible for overseeing design services required for the preparation of Plans, Specifications and Estimates (PS&E) and related documents for the new TxDOT Paris District Headquarters and AEM for 120 full-time employees. Services include site investigation, site development, site utilities, visitor and staff parking, administrative office and shop, training buildings, laboratory, truck wash building, fuel station, warehouse, vehicle storage shed(s), asphalt tank pad to include containment area, full site generator, and maintenance yard to include facility vehicle parking and lighting and fleet operations. | | |
| 05/24 – Present | TxDOT San Marcos Maintenance Facility, San Marcos, TX – Project manager responsible for overseeing design services required for the preparation of PS&E for the San Marcos Maintenance Facility. Services include site investigation, site development, visitor and staff parking, office and shop buildings, truck wash building, fuel station, salt storage building, brine maker building, containment structure for brine tanks, vehicle storage shed, asphalt tank(s) pad to include containment area, full site generator, and maintenance yard to include facility vehicle parking and lighting. | | |

| | | | |
|--|---|---|---|
| Firm employed by Garver, LLC | | | |
| Name | Randy Gros, PE, PTOE | | Years of relevant experience with this employer |
| Title | Project Manager/Project Engineer | | 7 |
| | | Years of relevant experience with other employer(s) | 11 |
| Degree(s) / Years / Specialization | | B.S. / 2007 / Civil Engineering | |
| Active registration number / state / expiration date | | PE# 36760 / LA / 3/31/2026 | |
| Year registered | 2011 | Discipline | Civil Engineering |
| Contract role(s) / brief description of responsibilities | | <p>Randy Gros will serve as project manager/project engineer. He fulfills Minimum Personnel Requirement number 2 and 3a. He has experience leading project teams and delivering quality products on time, within budget, and to the clients' satisfaction. Randy's responsibilities include project management, plan production, creating horizontal and vertical geometry for roadways, creating 3D models of large-scale roadway projects, developing construction sequencing and maintenance of traffic plans, designing signing and pavement markings, designing storm water pollution prevention plans, and designing intersections and interchanges. His project experience includes roadway and interchange design on interstate highway, rural highway, and urban street projects. His urban street project experience includes full reconstruction, rehabilitation, roundabouts, complete streets concepts, and bicycle and pedestrian facilities.</p> | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 06/19 – 11/24 | <p>TxDOT Dallas FM 1387 SE, Dallas, TX – Project manager responsible for project team coordination and final schematic plan production. Project management tasks included coordinating with the client and subconsultants, and leading roadway design team through schematic production. Responsibilities also included managing the roadway design team responsible for corridor modeling, geometric design, superelevation calculations, temporary retaining wall layouts, signing and striping layouts, quantity calculations, cost estimates, and schematic plan production.</p> | | |
| 10/19 – 11/21 | <p>TxDOT Dallas I-20 PS&E, Dallas, TX – Project engineer responsible for project team coordination and 30% PS&E project plan set production. Responsibilities included managing the roadway design team responsible for corridor modeling, geometric design, typical sections, traffic control plans, superelevation calculations, quantity calculations, cost estimates, and general 30% PS&E plan production.</p> | | |
| 10/20 – 02/24 | <p>TxDOT US 80 SE, Kaufman County, TX – Deputy project manager responsible for project team coordination and final schematic plan production. Project management tasks included coordinating with the client and subconsultants, maintaining project schedule, tracking budgets, participating in open house meetings with local residents and local government, and leading roadway design team through schematic production.</p> | | |

| | | | |
|--|--|---|---|
| Firm employed by Garver, LLC | | | |
| Name | Mark Schwartz, CPM | | Years of relevant experience with this employer |
| Title | Claims Review | | 10 |
| Degree(s) / Years / Specialization | | B.S / 1990 / Accounting | |
| Active registration number / state / expiration date | | Certified Project Manager / Ohio / N.A. | |
| Year registered | 2005 | Discipline | Project Manager |
| Contract role(s) / brief description of responsibilities | | <p>Mark Schwartz will serve as claims reviewer. He fulfills Minimum Personnel Requirement number 3b. He is responsible for working with teams to establish project controls specifications, schedules, and cost-loaded schedules. He establishes program and project reporting based on schedule and cost performance of contractors and claims support. Mark has experience maintaining project controls, scheduling, cost structure, work process improvement, and contract auditing. He has experience designing new technologies, developing project management tools and techniques, and managing financial infrastructures. Mark also has experience in risk management establishing risk registers, mitigation plans, and risk scoring. In addition, he has made more than two appearances in Arkansas and Ohio District Courts as an expert witness in the field of scheduling and has years of experience developing project budgets, including project economic benefits.</p> | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 10/20 - Present | <p>Connecting Arkansas Program (30 Crossing), Little Rock, AR – Mark is responsible for working with design consultants and the Arkansas Department of Transportation (ARDOT) on developing, updating, and reporting on 36 CPM schedules; developing and leading risk workshops; publishing risk memos with recommendation on contingency; implementing project update meetings to report on status of projects; reviewing and inputting data into the ReCAP quarterly publication; and working with the budget manager on cost reports. Responsibilities also include being accountable for review and verification on estimates from design consultants, overseeing and reviewing construction schedules from contractors, advising on construction meetings and change orders (time impacts), and developing and maintaining program cash flow and evaluating potential arbitrage risk.</p> | | |
| 9/20 – 12/24 | <p>KDOT IKE Program, Statewide, KS – Mark was responsible for working with design consultants and the Kansas Department of Transportation (KDOT) on the developing, updating, and reporting of 37 projects across the state to include CPM schedules, developing and leading risk workshops, publishing risk memos with recommendation on contingency; implementing project update meetings to report on status of projects; reviewing and inputting data into the IKE Program Dashboard (Power BI) hosted on a live website, and working with the budget manager on cost reports. Additionally, developing CPM schedules for 14 previously designed projects ready for construction. Responsibilities also include being accountable for review and verification on estimates from design consultants, overseeing and reviewing construction schedules from contractors, advising on construction meetings and change orders (time impacts), and developing and maintaining program cash flow and evaluating potential arbitrage risk.</p> | | |

| | |
|-----------------|--|
| 10/20 - Present | ARDOT 30 Crossing (CA0602), Little Rock, AR – Mark is responsible for the oversight and management of schedule specification and technical provisions and determining project coding structures, establishing cost control processes including budget, commitments, payments, change orders, schedule submittals, reporting, design reviews, requests for information, daily work logs, control point inspections, construction deficiencies and non-conformance reporting. Responsibilities also included developing processes and data structures and reporting in E-builder software package, complemented by MS Power BI. Mark also served as trainer, contributor and reviewer during initiation and development of material sampling data collection and statistics database. |
| 7/24 - Present | LaDOTD Project Delivery Reliability Improvement (PDRI) - Phase II, Baton Rouge, LA – Project controls specialist responsible for overseeing research and documentation of current processes for preconstruction project delivery, and proposing and implementing new scheduling and reporting processes. |

| | | | |
|--|--|--|---|
| Firm employed by Garver, LLC | | | |
| Name | Chris Taylor, PE | | Years of relevant experience with this employer |
| Title | Scheduler | | Years of relevant experience with other employer(s) |
| Degree(s) / Years / Specialization | | B.S. / 2010 / Civil Engineering | |
| Active registration number / state / expiration date | | PE# 138983 / TX / 06/30/2025 | |
| Year registered | 2020 | Discipline | Civil |
| Contract role(s) / brief description of responsibilities | | Chris Taylor will serve as a construction scheduler. He fulfills Minimum Personnel Requirement number 4. Chris will be responsible for preparing, reviewing, and verifying project schedules, including CPMs, construction phasing review, risk identification, EWP cost estimate review and validation, estimating and scheduling support during construction, and participation in project meetings. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 11/20 – Present | CPM Scheduling Support Dallas District, Dallas, TX – Scheduling project manager responsible for reviewing the contractor’s initial baseline schedule and making recommendations to the TxDOT PM regarding deficiencies and logic flaws for multiple, various types of projects including complex road and bridge construction projects (FM 2551 in Collin County, FM 1333 from SH 173 to County Road 310 in Atascosa County, SH 151 from LP 1604 to IH 410 in Bexar County, SH 5 from SH 121 to North of Collin County Outer Loop in Collin County, US 80 in Kaufman County). Additionally, Chris provides detailed review and reporting of the contractor’s monthly schedule updates. This master contract includes reviewing construction project progress schedules and providing recommendations to resolve disputes and claims. One project involved two recovery schedules from the contractor. | | |
| 09/20 – Present | KDOT IKE Program, Statewide, KS – Scheduler responsible for establishing the CPM scheduling process for the IKE program, a 10-year program consisting of construction on highways, bridges, public transit, aviation, rail, and bike/pedestrian access, totaling more than \$10 billion. Chris is also responsible for developing and administering training to KDOT Staff on how to understand the information being reported, general CPM terminology, and SmartPM. Additional responsibilities included creating CPM schedules, developing and leading risk workshops, implementing project update meetings to report on project status, reviewing and inputting data on the IKE Program Dashboard, and working on cost reports. | | |
| 06/20 – Present | CPM Scheduling Statewide Program, Statewide, AR – Scheduler responsible for overseeing and reviewing the development and updating of schedules, reviewing contractor schedules, reporting variances, critical path analysis, advising on change orders and time impacts, and reports for project managers. | | |
| 05/20 – 01/23 | Connecting Arkansas Program (30 Crossing), Various Counties, AR – Scheduler responsible for overseeing and reviewing the development and updating of schedules, reviewing contractor schedules, reporting variances, critical path analysis, advising on change orders and time impacts, and reports for project managers. | | |
| 11/18 – 01/20 | ARDOT BB1101 Project, Various Counties, AR – Scheduler responsible for reviewing and maintaining a copy of the contractor’s schedule. Also responsible for updating actual resources and cost accounts in P6. This project was 20 miles of interstate rehabilitation on I-30 in Hempstead, Nevada, and Clark counties and was \$44M in construction cost. | | |

| | |
|---------------|---|
| 07/15 – 08/18 | ARDOT BB0303 Project, Various Counties, AR – Scheduler and PM responsible for reviewing and maintaining a copy of the contractor’s schedule, tracking cost and resources compared to certified payroll, daily work reports, and contractor pay estimates. This project replaced the I-30 bridge over the Red River in Hempstead and Miller counties in AR. |
|---------------|---|

| | | | |
|--|--|--|----|
| Firm employed by Garver, LLC | | | |
| Name | Chris Briggs | Years of relevant experience with this employer | 2 |
| Title | Scheduler | Years of relevant experience with other employer(s) | 32 |
| Contract role(s) / brief description of responsibilities | | Chris Briggs will serve as a construction scheduler and will support the MPR Team. Chris will be responsible for preparing, reviewing, and verifying CPM project schedules, including contract time determination schedules, constructability by reviewing construction phasing, risk identification, cost estimate review and validation, estimating and scheduling support during construction, and participation in project meetings. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 01/23 – Present | CPM Scheduling Support for the Dallas and San Antonio District, TX – Scheduling project manager responsible for reviewing the contractor’s initial baseline schedule and making recommendations to the TxDOT PM regarding deficiencies and logic flaws for 13 assigned projects and on a program management and training contract with the Transportation Planning Division with TxDOT. Additionally, Chris provides detailed review and reporting of the contractor’s monthly schedule updates for the life of the project. Chris also reviewed contract documents including change orders, estimates, and daily work reports. Chris was responsible for creating or analyzing contract time determination schedules, reviewing construction project progress schedules and providing recommendations to resolve disputes and claims. | | |
| 01/23 – Present | Connecting Arkansas Program (30 Crossing), Little Rock, AR – Scheduler responsible for reviewing contractor schedules submitted by ARDOT, analyzing the schedule for potential issues or concerns utilizing Microsoft Projects, P6, and SmartPM, and reporting the findings to ARDOT in a detailed report. Also providing look ahead schedules, identifying trends from the contractor, and providing what-if scenarios to give the client the necessary information to make an informed decision. | | |
| 01/23 – Present | KDOT IKE Program, Statewide, KS – Scheduler responsible for reviewing contractor schedules submitted by KDOT, analyzing the schedule for potential issues or concerns utilizing Microsoft Projects, P6, and SmartPM, and reporting the findings back to KDOT in a detailed report. Also provided look-ahead schedules, identified trends from the contractor, and provided “what if” scenarios giving the client the necessary information to make informed decisions. | | |
| 07/18 – 02/21 | FM 720 from Eldorado Parkway to Martop Road, Little Elm, TX – Chris served as the project controls specialist responsible for schedule reviews and claims. He reviewed the delay claim on FM 720. One area of roadway had underground water seeping through the subgrade preventing proper compaction and delaying the paving operations. The contractor tried multiple options to resolve the issue, including lime treatment by adding a lime slurry, but finally settled on cement-treated base. The second issue was a delay in relocating a TRA waterline. The contractor could not progress work in the area until the line was moved. This claim was not the fault of the contractor. Chris helped negotiate the claim to lessen the impact and lower the cost of the claim because work could have progressed in other areas and the contractor chose not to work. | | |
| 10/16 – 12/20 | SH 114 / FM 156, Justin, TX – Project controls specialist responsible for reviewing the contractor schedules for alternate work areas to mitigate delays, developing daily work reports for staffing concerns and equipment issues, and responding to requests for information and solutions. The contractor provided documentation for the claim and found many items that were added were considered subsidiary. Chris reviewed schedules and claims on the SH 114 project from FM 156 to 12th Street in Justin, TX. A railroad agreement, unknown utilities, and design concerns with a traffic switch delayed the contractor. The team agreed to review a time impact analysis (TIA) that accounted for these issues. Chris worked with the area office to review the contractor’s TIA. The process required reviewing the project schedules, production rates, certified payrolls, daily work reports, project correspondences, contractor inefficiencies, and weather-related issues. The contractor did occur damages, but through the review of the documentation, several items were removed or reduced on the claim and the | | |

| | |
|---------------|---|
| | impact was less than originally claimed. |
| 01/15 - 01/19 | FM 2181 from FM 2499 to US 377, Denton TX – Project controls specialist responsible for reviewing baseline and monthly update schedules and claims filed by the contractor. This project experienced numerous delays due to contractor inefficiency with resources, utility, and Right of Way issues, TxDOT decided to initiate default procedures. Due to complications in collaborating with the contractor, TxDOT eventually defaulted the contractor. Chris worked with TxDOT's area office staff, district office staff, district administration, and CST Division to negotiate a final settlement and successfully negotiated with the bonding company to hire another contractor to finish the project. |

| | | | |
|--|---|---|----|
| Firm employed by Garver, LLC | | | |
| Name | Jamie Neal | Years of relevant experience with this employer | 5 |
| Title | Cost Estimator | Years of relevant experience with other employer(s) | 14 |
| Contract role(s) / brief description of responsibilities | | Jamie Neal will serve as a cost estimator. He will support the MPR Team. Jaime will be responsible for estimating costs, conducting labor market studies/surveys, and assisting with bid proposals/contracts. He also has experience utilizing Primavera P6 to complete projects on time and within budget. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 10/20 - Present | Connecting Arkansas Program (30 Crossing), Little Rock, AR - Scheduler responsible for conducting schedule analyses, reviewing schedules, and approving schedule activities and monthly biller for the design-build contractor. This project proposes to enhance one of the most traveled roads in Arkansas. When complete, the improvements will enhance the transportation connection through Central Arkansas, increase capacity, and improve traveler safety. | | |
| 03/24 - Present | Hwy 77 Interchange Improvements at I 40-55, West Memphis, AR - Scheduler responsible for schedule development, reviews and updates of design schedule with support and oversite of contractor schedule. | | |
| 09/20 – 12/24 | KDOT IKE Program, Statewide, KS – Scheduler responsible for monthly project cost and schedule reporting for Garver online Power BI reports. | | |
| 07/24 – 11/24 | TxDOT Aviation State System Plan, Austin, TX – Cost estimator responsible for development of TxDOT’s Aviation Cost Estimating Tool used for conceptual estimation of future projects. | | |
| 01/23 – 05/23 | DFW Fire Training Research Center - Independent estimator and scheduler responsible for performing independent estimates as an alternative to the owners third party estimate and independent scheduler utilizing estimated manhours for overall contract duration. Schedule included manpower by phase to determine overall construction window for contract bidding. | | |

| | | | |
|--|--|---|----|
| Firm employed by Garver, LLC | | | |
| Name | Chris Scallan | Years of relevant experience with this employer | 6 |
| Title | Scheduler | Years of relevant experience with other employer(s) | 14 |
| Degree(s) / Years / Specialization | | B.S. / 2004 / Construction Management | |
| Contract role(s) / brief description of responsibilities | | Chris Scallan will serve as a construction scheduler and will support the MPR Team. Chris will be responsible for analyzing CPM schedules, risk identification, impact analysis, schedule reports, and participation in project meetings. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 06/19 - Present | Connecting Arkansas Program (30 Crossing), Little Rock, AR – Scheduler responsible for providing schedule management support. Project responsibilities include conducting contract reviews, evaluating TIAs and baseline schedules, and updating schedules that were submitted. | | |
| 06/19 - Present | ARDOT CPM Scheduling Statewide, Statewide, AR - Scheduler responsible for schedule support, analysis, and training of Arkansas resident engineers and contractors. Responsibilities include developing and implementing scheduling templates, evaluating TIA for change orders affecting project completion, creating budgets, and revising contract documentation. | | |
| 01/23 - 09/23 | TxDOT US 277 Super 2 PSE, Coke County, TX – Scheduler responsible for providing CPM schedule for TxDOT road construction. Project responsibilities include building a P6 CPM bid schedule that follows the guidelines agreed upon in the contract and specifications. | | |
| 01/24 -11/24 | KDOT IKE Program, Statewide, KS – Scheduler responsible for providing TIA and supporting and performing quality control of updated reports. | | |

| | | | | |
|--|--|---|---|----|
| Firm employed by Garver, LLC | | | | |
| Name | Kevin Smith | | Years of relevant experience with this employer | 5 |
| Title | Scheduler | | Years of relevant experience with other employer(s) | 12 |
| Contract role(s) / brief description of responsibilities | | Kevin Smith will serve as a construction scheduler and will support the MPR Team. Kevin will be responsible for analyzing CPM schedules, risk identification, impact analysis, schedule reports, and participation in project meetings. | | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | | |
| 01/20 - Present | Connecting Arkansas Program, Little Rock, AR – Scheduler responsible for reviewing contractor schedules submitted to ARDOT, analyzing the schedule for potential issues or concerns utilizing P6 and SmartPM, and reported the findings to ARDOT. Attended bi-weekly meetings and periodic site visits to validate construction progress to the schedule updates. Also providing look ahead schedules, schedule trends, what if scenarios, and detailed reports to give the client the necessary information to make informed decisions. | | | |
| 01/18 - 01/20 | BP Refinery, Toledo, OH – Lead scheduler responsible for working with unit planners, engineers, and operations to develop unit schedules. Created and maintained management reports such as cost forecasting, manpower charts, and % complete curves. Attended meetings weekly with Management to report on budgets and overall status of the outage. | | | |
| 01/08 - 01/18 | Primavera scheduler in the oil and gas industry on numerous outages across multiple sites. BP Toledo, OH (2018 – 2019); Phillips 66 Wood River, IL (2017 – 2018); Marathon Billings, MT (2017 – 2017); Valero Norco, La (2014 – 2016); Valero Memphis, TN (2013 – 2013); Shell Anacortes, WA (2012 – 2013); Union Carbide Taft, La (2011 – 2012); Exxon Houston, Texas (2010 – 2011); Hovensa U.S. Virgin Islands (2009 – 2010); Marathon Garyville, Louisiana (2008 – 2009) | | | |

| | | | |
|--|--|---|----|
| Firm employed by Garver, LLC | | | |
| Name | Nichola Smiles | Years of relevant experience with this employer | 1 |
| Title | Claims Review | Years of relevant experience with other employer(s) | 16 |
| Degree(s) / Years / Specialization | | B.S. / 2007 / Civil Engineering | |
| Contract role(s) / brief description of responsibilities | | Nichola Smiles will serve as a claims reviewer and will support the MPR Team. Nichola has more than 13 years of engineering and project controls experience. Her experience spans the civil engineering, construction, infrastructure, and petrochemical industries. She is knowledgeable in project scheduling and planning for all project phases including detailed engineering and construction engineering and inspection (CEI). She has performed monthly reviews of project schedules and costs to develop project management summary reports. She has a clear understanding of CPM, work breakdown structure, schedules, estimates, and contracts. She is proficient in Primavera P6 and Schedule Analyzer as well as ArcGIS, HEC-RAS, AutoCAD, HY-8, and MCACES 2.3 & 3.0. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 01/25 – Present | State Loop 9, Dallas, TX – Scheduler and claims analyst conducting a detailed TIA to evaluate schedule variances and assess the effects of additional work beyond the original scope. Utilized Primavera P6 to analyze schedule updates, identify impacts, and provide insights on project completion timelines. Assessed monthly schedule updates using Primavera P6 and SmartPM, comparing baseline and revised schedules to determine variances. Developed detailed reports summarizing findings. | | |
| 01/25 – Present | IH 35E Project, Ellis County, TX – Scheduler and claims analyst conducting a TIA to evaluate project delays, scheduling discrepancies, and the validity of a 23-day time extension request. Utilized Primavera P6 to analyze schedule updates, assess the impact of mitigation efforts, and provide recommendations for project scheduling accuracy. Evaluated monthly schedule updates, identifying inconsistencies between submitted and approved schedules. Developed detailed reports highlighting findings, inconsistencies, and areas requiring further clarification. | | |
| 11/21 – 01/23 | IH 10 from Colorado County Line to FM 3538, Austin County, TX – Scheduler for the reconstruction of 3.22 miles of IH 10 main lanes and frontage roads from West San Bernard River to East of Crooked Branch Creek, Austin County, Texas. The project included roadway and bridge design, hydrologic and hydraulic design, traffic signal design, survey, geotechnical data collection, and construction phase services. Nichola led the scheduling effort for two adjacent segments for the two prime contracts. Utilizing project design drawings, traffic control plan, and cost estimates, Nichola developed the detailed time determination schedule for this project. The schedule format was created using standard TxDOT production rates and calendars per Yoakum District. The schedule structure was developed using activity codes to be consistent with project’s traffic control plan. As a final deliverable, Nichola merged two schedules to develop one master schedule. | | |

| | | | |
|--|---|--|---|
| Firm employed by Garver, LLC | | | |
| Name | Cameron Hadley | Years of relevant experience with this employer | 3 |
| Title | Scheduler | Years of relevant experience with other employer(s) | 2 |
| Degree(s) / Years / Specialization | | B.S. / 2020 / Construction Engineering Technology | |
| Contract role(s) / brief description of responsibilities | | Cameron Hadley will serve as a construction scheduler and will support the MPR Team. Cameron has three years of experience. Cameron’s primary responsibilities include reviewing CPM schedules for departments of transportation in Arkansas, Kansas, and Texas. He uses his experience to help consult departments of transportation with any questions or concerns. Cameron has experience utilizing Primavera P6 and is also trained to use HCSS Heavy Bid. | |
| Experience dates (mm/yy–mm/yy) | Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s). | | |
| 01/23 – Present | Connecting Arkansas Program (30 Crossing), Little Rock, AR - Scheduler responsible for reviewing CPM schedules and providing support to the client, along with assisting with the administration process of importing CPM schedules. | | |
| 01/23 – Present | ARDOT CPM Scheduling Statewide, Statewide, AR - Scheduler responsible for reviewing completed CPM schedules and providing input on decisions made regarding prior projects, along with assisting in the admin process of importing CPM schedules. | | |
| 11/22 – 08/23 | KDOT Schedule Impact Analysis 54-88 2385-03, Seward County, KS – Scheduler responsible for providing CPM schedule support for a three-year, four-lane highway expansion project. | | |

17. Firm Experience:

| | | | | | | |
|---|---|--------------|---|-------------------------|--------------------------------------|--------------|
| Firm name | Garver, LLC | | Discipline(s)* CPM | | **copy disciplines as listed below** | |
| Project name | TxDOT - SH 151 | | | | Firm responsibility (prime or sub?) | Prime |
| Project number | CSJ 3508-01-029 | Owner's name | Texas Department of Transportation (TxDOT) | | | |
| Project location | San Antonio, Texas | | | Owner's Project Manager | Yazmin Garcia, P.E. | |
| Owner's address, phone, email | 550 Walzem Rd, San Antonio, TX 78239; (210) 615-5809; yazmin.garcia@txdot.gov | | | | | |
| Services commenced by this firm (mm/yy) | | 11/20 | Total consultant contract cost (\$1,000's) | | | 2,000,000.00 |
| Services completed by this firm (mm/yy) | | 11/25 | Cost of consultant services provided by this firm (\$1,000's) | | | 158,000.00 |

The TxDOT project in San Antonio consists of widening a 4-lane expressway to a 6-lane expressway and going from 4-lane frontage roads to 6-lane frontage roads on WB SH 151 to NB Loop 1604 2-lane Direct Connector. Garver serves as the Prime consultant working closely with TxDOT's PM and the project staff. The project started with a kick-off meeting to introduce Garver to the TxDOT personnel on the SH 151 project. **Chris Taylor, PE** serves as the Garver PM on this project. **Chris Briggs** and **Nichola Smiles** serve as the schedulers overseeing the reviews of the baseline schedules and monthly schedule reviews.

Garver reviewed the contractor's baseline schedule for accuracy, including the traffic control plan, the phasing, the logic, open-ended activities, resources, activity durations, calendars, and milestones, track long lead items, and offered a recommendation to accept or reject the baseline based on the specifications. Once Garver approved the baseline, we started to analyze each monthly update submitted by the contractor. The monthly updated schedules are imported into our P6 database and SmartPM. This process allows Garver to review the schedule in detail and look for logic errors, duration changes, added or deleted activities, changes to the critical path, and delays to the project. Garver also provides a detailed report of the findings, and the necessary steps needed to correct the schedule.

The project schedule showed the contractor losing time each month on this project with no justification in the contractor's narrative. Working with TxDOT on the loss of time, it was recommended the contractor fix the schedule and show a plan to get the project back on schedule. The contractor submitted a TIA requesting 65 days for delay in grading plans, mainlane plans, and removal plans for the abutment on the north side of Wiseman Road. In reviewing the documentation from the contractor and the daily work reports from TxDOT, it was determined the contractor magnified the delay by keeping the drilling contractor working on non-critical items in a different area to finish work instead of returning to work on the critical items the delayed area once a resolution was established. In the end the contractor was awarded 36 days for the time impact request. Having a good line of communication was key to resolving the time impact and reviewing the schedules on this project.

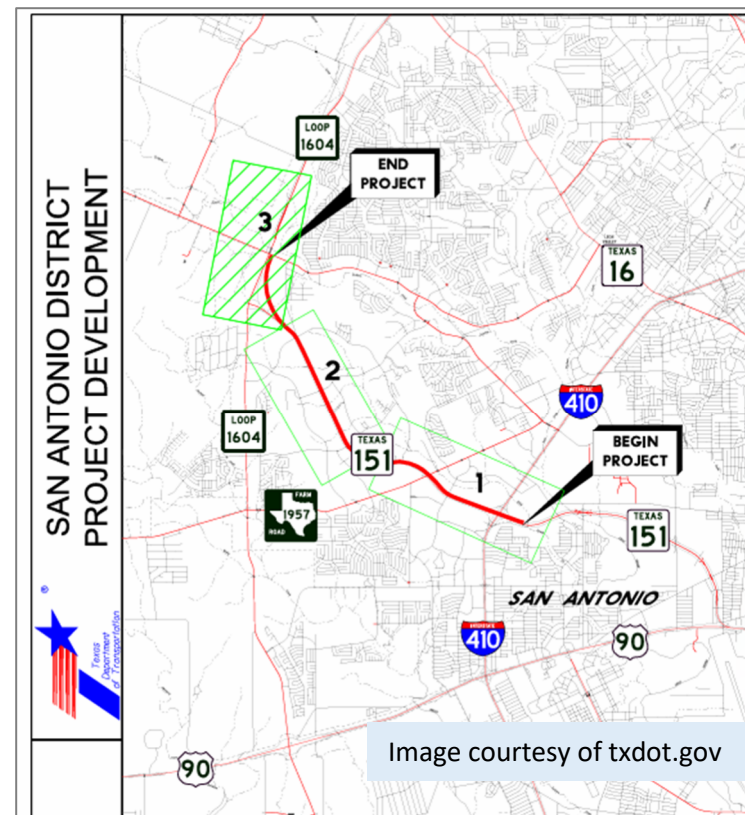


Image courtesy of txdot.gov

| | | | | | |
|---|--|--------------|---|--------------------------------------|-------------|
| Firm name | Garver, LLC | | Discipline(s)* CPM | **copy disciplines as listed below** | |
| Project name | CA0602 30 Crossing Oversight (Design-Build) | | | Firm responsibility (prime or sub?) | Prime |
| Project number | CA0602 | Owner's name | Arkansas Department of Transportation (ARDOT) | | |
| Project location | Little Rock, Arkansas | | Owner's Project Manager | Keli Wylie, PE | |
| Owner's address, phone, email | 10324 Interstate 30, Little Rock, AR 72209; (501) 569-2247; keli.wylie@ardot.gov | | | | |
| Services commenced by this firm (mm/yy) | | 01/20 | Total consultant contract cost (\$1,000's) | | 633,000,000 |
| Services completed by this firm (mm/yy) | | Ongoing | Cost of consultant services provided by this firm (\$1,000's) | | 21,615,213 |

The 30 Crossing project reconstructed and widened 4.7 miles of I-30 and I-40 in Little Rock and North Little Rock, Arkansas, from the interchange with I-630 to the interchange with I-40. This corridor included the convergence of multiple major highways and bridge reconstruction in the state's busiest corridor. The Arkansas River Bridge was reconstructed to three through lanes with two collector-distributor lanes and an auxiliary lane in both directions.

Garver's scheduler, **Jamie Neal** was responsible for reviewing/verifying that the contractor's submitted CPM schedule has been completed thoroughly and consistently and provided recommendations for defects and deficiencies prior to acceptance by the Department. Garver attended regular scheduling meetings to assist ARDOT's staff and maintain a list of scheduling concerns that were discussed with ARDOT. **Kevin Smith** assisted in the monthly schedule reviews and helped monitor the project for potential impacts. Kevin also reviewed the claims that were submitted by the Contractor for accuracy and provided recommendations on the validity of the claim.

Garver has also provided scheduling training and guidance to the Resident Engineers of various Districts and assisted in developing or recommending training opportunities for Department staff. Staff on this project included: Jacob Dvorak-Project Construction Manager, **Mark Schwartz**, CPM-Program Controls Manager, **Chris Taylor**, PE-Schedule Controls Team Leader, and **Chris Scallan**-Time Impact Analyst.



Garver, LLC

| | | | | | | |
|---|-----------------|--|---|-------------------------|--------------------------------------|--------------|
| Firm name | Garver, LLC | | Discipline(s)* CPM | | **copy disciplines as listed below** | |
| Project name | TxDOT IH 35E | | | | Firm responsibility (prime or sub?) | Prime |
| Project number | CSJ 0442-03-042 | Owner's name | Texas Department of Transportation (TxDOT) | | | |
| Project location | Red Oak, Texas | | | Owner's Project Manager | Elecia Moore, P.E. | |
| Owner's address, phone, email | | 3904 S. US 75, Sherman, TX 75460; (903) 892-6529; elecia.moore@txdot.gov | | | | |
| Services commenced by this firm (mm/yy) | | 06/21 | Total consultant contract cost (\$1,000's) | | | 2,000,000.00 |
| Services completed by this firm (mm/yy) | | 07/27 | Cost of consultant services provided by this firm (\$1,000's) | | | 400,000.00 |

The TxDOT project in Red Oak consisted of building two separate interchanges, a Single Point Urban Interchange to replace a single bridge on IH 35 at Fm 664 and building a separate interchange at Loop 9 and IH 35. Garver serves as the Prime consultant working closely with TxDOT's PM and the project staff. The project started with a kick-off meeting to introduce Garver to the TxDOT personnel on the IH 35 project. **Chris Taylor, PE** serves as the Garver PM on this project. **Chris Briggs** and **Nichola Smiles** serve as the schedulers overseeing the reviews of the baseline schedules and monthly schedule reviews.



Image courtesy of txdot.gov

On the IH 35 project, Garver reviewed the contractor's baseline schedule for accuracy, including the traffic control plan, the phasing, the logic, open-ended activities, resources, activity durations, calendars, and milestones, track long lead items, and offered a recommendation to accept or reject the baseline based on the specifications. Once Garver approved the baseline, we started to analyze each monthly update submitted by the contractor. The monthly updated schedules are imported into our P6 database and SmartPM. This process allows Garver to review the schedule in detail and look for logic errors, duration changes, added or deleted activities, changes to the critical path, and delays to the project. Garver also provides a detailed report of the findings, and the necessary steps needed to correct the schedule.

The IH 35 project submitted a claim stating they incurred critical path delays caused by differing site conditions with utilities impacts that resulted in design changes. Two delays were encountered Delay 01 (Drainage Redesign for Lumen Fiber Line) and Delay 03 (Water Line and AT&T Utility Conflicts with Line G) and the contractor requested 23 days. The contractor attempted to mitigate the delays by working in other areas and relocating crews. This process was evaluated and while the contractor was less efficient by moving crews around and working out of sequence, the analysis determined the project was not delayed and the activities completed on time just out of sequence. It was determined the 23 days were not warranted at this time. The project was not delayed and progress continued.

| | | | | | | |
|---|--|--------------|---|-------------------------|--------------------------------------|-----------------|
| Firm name | Garver, LLC | | Discipline(s)* CPM | | **copy disciplines as listed below** | |
| Project name | US 166 Expansion Project | | | | Firm responsibility (prime or sub?) | Prime |
| Project number | KA-1005-02 | Owner's name | Kansas Department of Transportation (KDOT) | | | |
| Project location | Baxter Springs, Kansas | | | Owner's Project Manager | Daniel Hoyt | |
| Owner's address, phone, email | 411 W Fourteenth St, Chanute, KS 66720; (620) 901-6557 | | | | | |
| Services commenced by this firm (mm/yy) | | 01/22 | Total consultant contract cost (\$1,000's) | | | \$61,199,119.21 |
| Services completed by this firm (mm/yy) | | 09/24 | Cost of consultant services provided by this firm (\$1,000's) | | | \$61,196,026.11 |

The KDOT (KA-1005-02) project consisted of grading, bridge work and surfacing on US-166 from US-166 / US-400 junction, east and southeast to 0.5 miles northwest of the Kansas / Missouri state line in Cherokee County near Baxter Springs, Kansas. The length of the project was 4.337 miles and consisted of rerouting US-166 and building new bridges.

From the beginning of the project, Garver assisted KDOT and Emery Sapp & Sons (ESS) with the schedule reviews. We reviewed the schedule using P6 and SmartPM, an automated construction project controls platform. These tools allowed us to verify the schedule for compliance with the specifications and to look for errors in the schedule. This project had schedule update meetings every two weeks to review the schedule and to discuss other topics regarding the project. **Chris Taylor, PE** was involved from the beginning and brought in an additional scheduler to assist with the reviews for the project duration.

Not long after the project began, geotechnical issues were noted that impacted the bridge foundations on some of the bridges. While the contractor was waiting for the bridge foundations to be redesigned, and through discussions with KDOT and Garver, they worked on out of sequence activities in the schedule to keep the project progressing. ESS soon submitted a TIA for this delay due to the geotechnical issues requesting 89 calendar days to be added to the schedule. Using SmartPM, Garver analyzed the TIA and evaluated 87 calendar days to be added to the schedule. This analysis was submitted to KDOT / ESS and both agreed to add 87 calendar days to the schedule.

Having schedule update meetings for this project on a two-week basis worked well for the owner (KDOT) / contractor (ESS). The support in these meetings, kept everyone on the project aware of current issues and their situations as well as future challenges.



Image courtesy of kdot.gov

| | | | | | |
|---|--|---|---------------------------------------|--------------------------------------|----------------|
| Firm name | Garver, LLC | | Discipline(s)* CPM | **copy disciplines as listed below** | |
| Project name | ARDOT | | | Firm responsibility (prime or sub?) | Prime |
| Project number | CA 0903 | Owner's name | Arkansas Department of Transportation | | |
| Project location | Benton County, Arkansas | | | Owner's Project Manager | Keli Wylie, PE |
| Owner's address, phone, email | 10324 Interstate 30, Little Rock, AR 72209; (501) 569-2247; keli.wylie@ardot.gov | | | | |
| Services commenced by this firm (mm/yy) | 01/2017 | Total consultant contract cost (\$1,000's) | | | \$68,000,000 |
| Services completed by this firm (mm/yy) | 03/2023 | Cost of consultant services provided by this firm (\$1,000's) | | | \$9,204,796 |

This project consisted of construction of 2.661 miles of a two-lane roadway with bridge structures on Highway 549 in Benton County consisting of clearing and grubbing, earthwork, road paving, traffic signal and illumination items, w-beam span bridges, plate girder bridge, box culvert, pavement marking, and miscellaneous items.

The Garver Team assigned to assist ARDOT with this project was **Mark Schwartz**, CPM-Program Controls Manager, **Chris Taylor**-Schedule Controls Team Leader, and **Chris Scallan**-Senior Project Scheduler. Scallan was responsible for reviewing/verifying baseline, all updates, and time impacts submitted by the contractor consistent and in compliance with the contract special provisions. They also provided consultations for delays, impacts, defects and deficiencies prior to acceptance by the Department. Garver attended regular scheduling meetings to assist Department staff and maintained a thorough knowledge of scheduling concerns. The Garver team assisted in the review and monitoring of impacts alleged by the contractor and provided claims analysis. Garver also provided scheduling and report training to the resident engineer and contractor and assisted in developing or recommending training opportunities for Department staff.



On this project there was a major addition of a pedestrian tunnel under the overpass, plus several claims for COVID delays due to crews having to quarantine. The contractor requested 226 days for these delays. Garver was asked to review the claims, and it was determined that at the time of the crew's mandatory quarantine, the work by the quarantined crew was not critical path work and had no impact to the Substantial Completion of the project. The pedestrian tunnel, while adding cost to the project, had a very minimal effect on the Substantial Completion date. After reviewing the impacts made to the schedule, Garver recommended ARDOT award 15 days, and after Garver presented the evidence to the contractor, they agreed to the 15 days.

The reviews of the baseline and updates were to verify that the contractor was adhering to special provisions in the contract. Garver has numerous industry scheduling best practices it verifies that include no open ends or improper logic, that constraints and milestones were used properly, that the budget was fully reflected in P6, and all codes are populated to produce reporting.

17. Approach and Methodology:

The Garver Team strives to be proactive, constantly looking for leading indicators for potential issues. Our approach is as follows:

Reviewing and Analyzing Schedules starts with the Baseline (BL) Schedule to establish the Contractor's plan to construct the project. The BL is compared to the monthly updates to verify progress. Reviewing the monthly updates and comparing them to the previous updates and tracking any changes made to the schedule, such as logic changes, activity duration changes, activity name changes, and calendar changes, is essential to schedule reviews. The Garver Team utilizes a Schedule Analysis Checklist for analyzing schedules. Checklist examples include:

- Confirm monthly update schedule or recovery schedule (often referred to as a rebase schedule)
- Verify it is the most current monthly update
- Verify the critical path is the longest continuous path
- Verify all activities have a predecessor and successor except for start and completion dates of activities
- Verify minimal use or appropriate use of constraints
- Verify that no activities have durations greater than 20 days unless approved by the Engineer
- Verify duration changes on remaining activities
- Evaluate proposed re-sequencing or logic changes and how it affects the completion date
- Verify all materials calendars include weather days, are not being used during activities, and are tied to the appropriate construction activity
- Complete Project Schedule Status Report (PSSR) to show changes to the end date and reason for the change
- Run look ahead schedules to track potential Contractor trends and to give valuable information on activities that could become critical

Critical paths are identified by filtering the schedule to determine the critical path or the longest path to project completion. Project Manager (PM) **Randy Gros, PE** and Schedulers **Chris Briggs** and **Cameron Hadley** will look at float sequestering for schedule manipulation of the critical and near-critical activities and how they can affect the schedule, look at the critical path delays over time, 60 and 90-day look ahead schedules, and run “what-if” scenarios to help determine the project's true critical path. We will review added constraints or “must finish by” notes in the schedule and how they are impacting the end date.

Schedule Review Reports are created and tailored to the client's needs. Each report starts with a general template to include an executive summary that gives details about the schedule and any corrective actions needed. A PSSR is included to show calendar day and working day changes over time. A milestone chart is included for tracking milestones. Critical and near critical activities are documented in the report and graphs are added to show planned vs. actual progress and schedule changes over time. **Briggs** will conduct a quality control and accuracy check of scheduler's reports before submitting to **PM Gros, Mark Schwartz, CPM**, and LADOTD.

Construction Sequencing and Milestones are verified by reviewing the plans and construction sequencing for phased projects and to ensure the schedule is following the plans. Schedulers **Briggs** and **Scallan** will review milestones in the plans for specific dates when they occur and what potential effect the milestones have on the project schedule and how the Contractor utilizes constraints in the schedule for milestones.

- TIAs are usually caused by a dispute on the project. Our Team will review and analyze the impact establishing the status of the project immediately before the impact occurs
- Predicting the effect of the impact on the schedule update by inserting an activity for the impact
- Tracking the effects of the impact on the schedule during its occurrence until completion

- Establishing the project status after the issue is over to verify the actual delay. It is important to track impacts through completion to understand the true impact and monitor the schedule for critical path manipulation and work with LADOTD to resolve the impact before it becomes a delay.

Claims are a delay to the project. **Schwartz and Smiles** will review the information submitted, relevant facts of the claim, cost and other data supporting the claim, descriptions of compensation requested, documents supporting the claim, and will determine if it is compensable or non-compensable. **Smiles** will use what, who, and how methods in analyzing the claim.

- What is the cause of the problem?
- Who is responsible for the problem?
- How does the problem impact the project?

Next, **Smiles** will calculate delays to the project and associated claim costs and meet with LADOTD to discuss the findings and recommended costs to resolve the claim and issue a formal report on recommendations.

TOOLS & APPLICATIONS FOR ANALYSIS

Scallan and Hadley will use Primavera (P6) and SmartPM as our cost and scheduling analytics tools combined with business intelligence reporting capability. **Briggs** will also utilize **Microsoft Power BI** for reporting. **Scallan and Hadley** will use **P6** to:

- Verify schedule follows the TCP
- Changes to logic, relationships, calendars, etc.
- Show schedule compression and forecasted completion
- Graphs showing planned vs. actual progress
- Track construction sequencing and milestones
- Monitor affected milestones and schedule changes
- Analyze schedule for float sequestering or critical path manipulation
- Verify logic is correct and production rates are attainable
- Look for alternative ways to mitigate potential delays
- Submit a findings report and offer recommendations to correct issues and mitigate delays

Unlike Acumen Fuse and Claim Digger, SmartPM allows schedule comparison for the entire project not just update to update. Our Team utilizes SmartPM to run “what-if” scenarios and multiple schedule updates simultaneously, verify cost requirements and validate schedule best practices for compliance with plans and specifications. **Briggs** will coordinate with LADOTD PM, and provide SmartPM access so they can view information in real time.

PROGRESS VERIFICATION METHODS

The Garver Team will use multiple **methods for verifying construction progress as it compares to the schedule updates provided by the Contractor**. **Scallan and Briggs** will:

- Meet with the AE, Assistant AE, and PM before construction starts and discuss "Rocks in the Road." Determine issues of concern, limited working areas, or known impacts at the start of construction.

- Request access to project records and utilize their experience and review DWRs, Contract Time Statements, and Estimates. DWRs provide valuable project information such as weather, inspector notes about issues, pay items, Contractor workforce and time worked, and Contractor equipment.
- Conduct weekly or quarterly meetings to discuss current project progress. **Scallan** will discuss a look-ahead to inform the PM of issues with the current schedule, near critical activities, constraints impacting the completion date, and any schedule manipulation tactics.
- Make quarterly visits, or as needed, to verify schedule progress. Drive the project and review items of work, take photos, and compare them to the schedule. If approved, Garver can utilize drone video.
- Use SmartPM to review submitted schedules. Watch for schedule trends and monitor those against actual construction progress. Activities showing started or completed in the schedule will be verified when visiting the project.

Briggs and Taylor have experience managing multiple contracts and Work Authorizations (WA) for large, and/or complex construction projects and programs. Currently, the Garver Team is managing 8 WAs for Garver's TxDOT'S CPM Scheduling Support for the DAL District, over 30 WAs for the KDOT IKE Program, and over 30 WAs for the ARDOT CAP. **Taylor's** Project Management Plan (PMP) strategies are based on proactive communication with the project team from Notice to Proceed to final project completion. As PM, **Gros** focuses on:

- Communication with his team and LADOTD PM
- Responding proactively to LADOTD requests
- Partnering with LADOTD by providing the AE access to SmartPM for reviewing schedule analytics
- Tailoring team member skillsets to each WAs unique challenges
- Anticipating potential risks and delays and developing mitigation strategies early
- Balancing schedule needs and providing regular progress updates to the LADOTD PM
- Offering workshops or training classes to LADOTD PMs and Contractor schedulers

PROJECT STAFFING

Scallan and Briggs will prepare a thorough PMP preserving important project information, history, progress, decisions, and steps needed for completion. **PM Gros** will coordinate redundancy of key staff as part of the PMP and will develop staffing plans using project-specific data that considers project schedules, scope of work, duration of work requirements, fee estimates, and budgets. **Who:** Garver has 12 schedulers that **Taylor** will utilize as needed to make sure each project has the expert attention required from start to finish. Project activities will be reviewed weekly to assign scheduling resources and provide accurate schedule reviews using SmartPM. **How:** **Scallan and Briggs** will meet with the LADOTD PM to set up a WA kickoff meeting to:

- Allow the Garver Team to understand the AE's needs for CPM support and gain any additional information that can affect the project.
- Show an example review, PSSR, and 60 and 90-day look ahead to the LADOTD AE and PM.
- Allow the AE to request any modifications to meet the project needs.
- Allow **Taylor** to assign appropriate schedulers from the Team with the proper skillset and knowledge.

Taylor and Briggs will be available to attend project preconstruction meetings as necessary to gain further understanding of any potential project issues that may affect the completion date.

Why: Appropriate allocation of resources has a direct impact on project cost and completion. **Briggs** will implement these provisions to accommodate changes in the sequence of work to:

- Minimize delays to prevent unnecessary costs
- Meet project expectations and goals by optimizing resource management and effort
- Identify and resolve resource conflicts by making sure additional staff are available

COMMUNICATION PLAN

Communication is key to achieving quality performance during construction. It is important that members from each project team communicate, identify problems, share information and proactively work together to resolve any conflicts that arise. **Briggs** will maintain effective communication by:

- Conducting meetings based on LADOTD's needs, whether that be weekly, bi-weekly, or monthly
- Utilizing look-ahead schedules along with SmartPM analytics to anticipate potential issues
- Providing necessary LADOTD personnel access to SmartPM to review the schedule in real time to inform stakeholders, relevant businesses, and schools on progress as needed

THE PROPOSED SCHEDULE BELOW IS BASED ON OUR UNDERSTANDING OF ATTACHMENT A – SCOPE OF SERVICES AND IS FOR ILLUSTRATIVE PURPOSES ONLY.

| SCOPE OF SERVICES | | LADOTD SCOPE OF SERVICE | | 04-Feb-25 07:59 |
|--------------------------|---|-------------------------|-----------|---|
| Activity ID | Activity Name | Start | Finish | February 2025 |
| | | | | 02 09 16 23 |
| SCOPE OF SERVICES | | 03-Feb-25 | 15-Feb-25 | 06-Feb-25, PRE LETTING |
| PRE LETTING | | 03-Feb-25 | 06-Feb-25 | |
| A1000 | Review Contract Plans, Documents, Policy and Processes | 03-Feb-25 | 04-Feb-25 | Review Contract Plans, Documents, Policy and Processes |
| A1010 | Review Cost and Resource / CTD | 04-Feb-25 | 05-Feb-25 | Review Cost and Resource / CTD |
| A1020 | Review Schedule CPM specifications | 05-Feb-25 | 06-Feb-25 | Review Schedule CPM specifications |
| POST LETTING | | 03-Feb-25 | 15-Feb-25 | 15-Feb-25, POST LETTING |
| A1030 | Review baselines, updates, and impacts | 06-Feb-25 | 08-Feb-25 | Review baselines, updates, and impacts |
| A1031 | Create customized schedule report | 08-Feb-25 | 10-Feb-25 | Create customized schedule report |
| A1033 | Document findings and recommend Approval / Rejection of schedules | 10-Feb-25 | 11-Feb-25 | Document findings and recommend Approval / Rejection of schedules |
| A1035 | Provide Lookahead schedules to support DOTD | 10-Feb-25 | 11-Feb-25 | Provide Lookahead schedules to support DOTD |
| A1040 | Attend meetings and provide training | 03-Feb-25 | 14-Feb-25 | Attend meetings and provide training |
| A1050 | Project closeout to include final schedule report | 11-Feb-25 | 15-Feb-25 | Project closeout to include final schedule report |

18. Workload:

For all contracts where a firm on the team is a prime consultant or sub-consultant and where **a)** the consultant selection was made by DOTD, and **b)** a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

- 1) one of the team's firms is responsible for the performance of the work;
- 2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
- 3) the work has not yet been performed and invoiced; and
- 4) the work is not currently suspended for an indefinite period of time.

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually.

List only the portion of the fees attributable to firms on the team.

| Firm(s) <u>ALL FIRMS</u> MUST BE REPRESENTED IN THIS TABLE | Discipline(s) * | Contract Number and State Project Number | Project Name | Remaining Unpaid Balance** |
|--|-----------------|---|--|----------------------------------|
| Garver, LLC | CPM | Contract Number - 400030062 | LaDOTD Project Delivery Reliability Improvement (PDRI) - Phase II | \$ 2,920,893 |
| Garver, LLC | CPM | Contract Number - 4400031173 | LaDOTD Agency Transformation | \$ 10,560,527 |

(Add rows as needed)

DO NOT SUM

19. Certifications/Licenses:

If the advertisement requires submission of licenses and/or certificates, include them here. **Otherwise, leave this section blank.**

Search for Louisiana Business Filings

coraweb.sos.la.gov/CommercialSearch/CommercialSearchDetails.aspx?CharterID=604780_6C18FB8AA0

Louisiana
SECRETARY OF STATE
NANCY LANDRY

HOME

Search for Louisiana Business Filings

Buy Certificates and Certified Copies | Subscribe to Electronic Notification | Print Detailed Record

| Name | Type | City | Status |
|-------------|---|-------------------|--------|
| GARVER, LLC | Limited Liability Company (Non-Louisiana) | NORTH LITTLE ROCK | Active |

Previous Names
GARVER ENGINEERS, LLC (Changed: 4/3/2009)

Business: GARVER, LLC
Charter Number: 35319843Q
Registration Date: 8/12/2002

Domicile Address
4701 NORTHSHORE DR.
NORTH LITTLE ROCK, AR 721185325

Mailing Address
C/O LEGAL
4701 NORTHSHORE DR.
NORTH LITTLE ROCK, AR 72118

Principal Business Office
4701 NORTHSHORE DR.
NORTH LITTLE ROCK, AR 721185325

Registered Office in Louisiana
450 LAUREL STREET, 8TH FLOOR
BATON ROUGE, LA 70801

Principal Business Establishment in Louisiana
3900 N. CAUSEWAY BLVD
SUITE 1200
METAIRIE, LA 70002

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 8/12/2002
Last Report Filed: 7/15/2024
Type: Limited Liability Company (Non-Louisiana)

Registered Agent(s)
Agent: CORPORATION SERVICE COMPANY
Address 1: 450 LAUREL STREET, 8TH FLOOR
City, State, Zip: BATON ROUGE, LA 70801
Appointment Date: 11/14/2011

Officer(s) Additional Officers: No
Officer: BROCK HOSKINS
Title: Manager, Member
Address 1: 715 BROWN ROAD
City, State, Zip: CAVE SPRINGS, AR 72718

Amendments on File (6)

| Description | Date |
|--|------------|
| Foreign LLC Statement of Change | 1/29/2008 |
| Name Change | 4/3/2009 |
| Foreign LLC Statement of Change | 11/14/2011 |
| Foreign LLC Statement of Change | 12/28/2015 |
| Appointing, Change, or Resign of Officer | 3/10/2020 |
| Foreign LLC Statement of Change | 9/1/2023 |

Back to Search Results | New Search | View Shopping Cart

© 2025 Louisiana Department of State

Garver, LLC

20. QA/QC Plan:

If the advertisement requires submission of a QA/QC plan, include it here. **Otherwise, leave this section blank. If a QA/QC plan is included in this section and was not required by the advertisement, it will be redacted.**

21. Sub-consultant information:

If one or more sub-consultants will be used, provide the name, address, point of contact and phone number for each. Otherwise, leave this section blank.

| Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>) | Address | Point of Contact and email address | Phone Number |
|--|----------------|---|---------------------|
| | | | |

22. Location:

If location is an evaluation criterion for this advertisement (see page 2) and the prime consultant intends to establish a local presence, describe the plan for doing so. **Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the Evaluation Criteria section of the advertisement.**