

Bruce E. Marriner, P.E.

QA/QC, Value Engineering

Mr. Marriner has more than 35 years of experience in engineering and project management for complex civil engineering projects including: roadway improvements, major land development, commercial facilities, planned community, and subdivision projects. Additionally, he has prepared feasibility and assessment reports for both existing and proposed projects; managed several transportation projects for both public and private sector clients; and performed construction administration for infrastructure improvements for commercial facilities, subdivisions and roadway projects.

Scheduling and Estimating Manpower Needs (Tampa, Florida). Preparing contract documents and technical specifications; analyzing and resolving field problems; evaluating and selecting design procedures; establishing standards for paving and drainage details; coordination of project activities with clients, consultants, contractors, material suppliers, regulatory and governmental agencies; organizing and scheduling events inherent in the preparation of construction drawings for paving, drainage, water and sanitary improvements; assembling data for cost estimates; interfacing with local, state and federal agencies to secure required permits for construction activities; analyzing soil data to determine construction suitability; development of stormwater management systems; hydraulic studies of water distribution systems; preparation of feasibility and assessment reports for both existing and proposed sites; and the management and preparation of construction drawings for roadway improvements and complex civil engineering projects.

Anderson Road Alternate Alignment Study (Tampa, Florida). Investigated alternative road alignments that would be more cost effective than the proposed Anderson Road Improvements from Hillsborough Avenue to Sligh/Crenshaw. The alignment analysis entailed the evaluation and comparison of the following components for three (3) roadway alternatives: drainage, wetland mitigation, utilities, permitting, right-of-way, construction cost, railroad involvement, maintenance of traffic, design costs, hazardous material sites and estimates for; relocation, business damage, traffic mobility, and property accessibility. This report was ultimately used by Hillsborough County Engineering and Construction Services for determining the selection of the A-2 alignment (extending Hoover Boulevard to Crenshaw).

Imperial Parkway (Polk County, Florida).

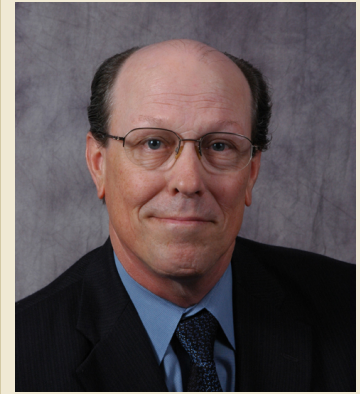
This project involved the design and construction for 3± miles of rural two (2) lane collector road. Responsibilities included project management, drainage analysis, determination of roadway horizontal and vertical alignment, intersection design of SR 27 and Imperial Parkway, interface with SCLRR for railway crossing, signage and pavement markings, super elevation design, acquisition of applicable permits, and preparation of quantities and cost estimate. A unique feature of this project was dealing with the pronounced undulation of the existing terrain. In essence, this entailed the design of forty-five vertical curves. Great care was taken to minimize the amount of cut and fill to stay within the prescribed right-of-way limits without jeopardizing safety (sight distance) criteria.

Maydell Avenue and Causeway Boulevard Intersection Improvements (Tampa, FL)

Linebaugh Avenue (Sheldon to Henderson and Henderson to Sugarmill, Tampa, FL)

Lumsden Road (Kings Avenue to Lithia Pinecrest, Hillsborough County, FL)

Bloomington Avenue (U.S. Highway 301 to Providence and Providence to Kings, Hillsborough County, FL)



Duties & Responsibilities

Chief Executive Officer
Senior Project Manager

Education

B.S.E., Civil Engineering, Water Resources, University of South Florida, FL, 1978 (Cum Laude)

Registrations

Professional Engineer:
FL 33180
Florida Real Estate
Broker/Salesman #433703

Professional Associations

Florida Engineering Society
American Society of Civil Engineers
National Society of Professional Engineers

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