



SC 183 OVER GREGORY CREEK



SC 124 OVER GEORGES CREEK



SC 183 TWELVEMILE CREEK



US 123 OVER GEORGES CREEK

STATEMENT OF QUALIFICATIONS
PICKENS COUNTY, SOUTH CAROLINA

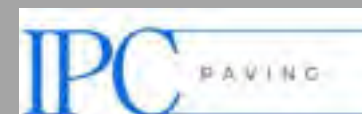
BRIDGE PACKAGE 16

Design Build Project - Project ID 3962240

January 25, 2023



Submitted by:



In association with:



3.2 Introduction

3.2.1 -IPC

Authority to Execute Contract

Chad Johnson
7800 Southland Blvd, Suite 109
Orlando, FL 32809
407-888-8481
cjohnson@ipc paving.com

Office from which project will be managed

2000 Spartanburg Highway, Suite 600
Hendersonville, NC, 28792
Construction managed from field office.

3.2.2 -Proposer Points of Contact

Aaron Creasman, PE

IPC Paving, LLC
2000 Spartanburg Highway, Suite 600
Hendersonville, NC, 28792
828-552-3233 (o) / 828-409-1803 (c)
acreasman@ipcstructure.com

Hardy L. Willis, PE, SE

Associate Vice President & Office Leader
1318-F Patton Avenue
Asheville, NC 28806
828-202-5012 (o)/ 828-691-1278 (c)
hlwillis@jmt.com

3.2.3 -Lead Contractor/ Designer

Lead Contractor

IPC Paving LLC

Lead Designer

Johnson, Mirmiran & Thompson, Inc.

3.2.4 -Unique Entity ID

Lead Contractor

W2V4ZMHMX1N4

Lead Designer

QGC7CHWHPT51




3.2.5-Commitment of Key Individuals

All key personnel identified will be committed to the project per requirements of the RFQ and to meeting SCDOT's quality and schedule expectations. IPC and JMT confirms availability of key staff for the duration of the project.

3.3 Team Structure and Project Execution

3.3.1 Organizational Chart, Team Structure, and Team Integration | The Bridge Package 16 Design-Build project will be led by IPC Paving LLC (IPC). IPC is a prequalified prime contractor with the SCDOT (1LP003). IPC will be the sole entity to contract with the SCDOT responsible for the overall Design Build (DB) project and will self-perform most of the key elements on the project including major bridge construction, demolition, and ancillary roadway components. Table 1 below indicates the team structure, and the organizational chart (Figure 1, Page 2) demonstrates the “Chain of Command”, communication lines, and functional relationships that will be implemented on this project.

Table 1: Primary Team Members

Logo	Role	Responsibility
	Lead Contractor	Overall project management, construction of a new bridges and associated roadway approaches, demolition and removal and disposal of the existing bridges, utility coordination, erosion and sediment control, and maintenance of traffic.
	Lead Designer	Overall design management during construction, hydrologic/hydraulic analysis and design, environmental monitoring and compliance, roadway design, bridge design, utility coordination, and as-built plans for bridges US 123 over Georges Creek and SC 124 over Georges Creek
	Major Subconsultant	Structure design, roadway design, hydrologic/hydraulic analysis and design, and as-built plans for Bridges SC 183 over Twelve Mile Creek and SC 183 over Gregory Creek. QC Manager for the team all four projects.

LEGEND

Direct Report/"Chain of Command"

Coordination/Communication

Key Personnel

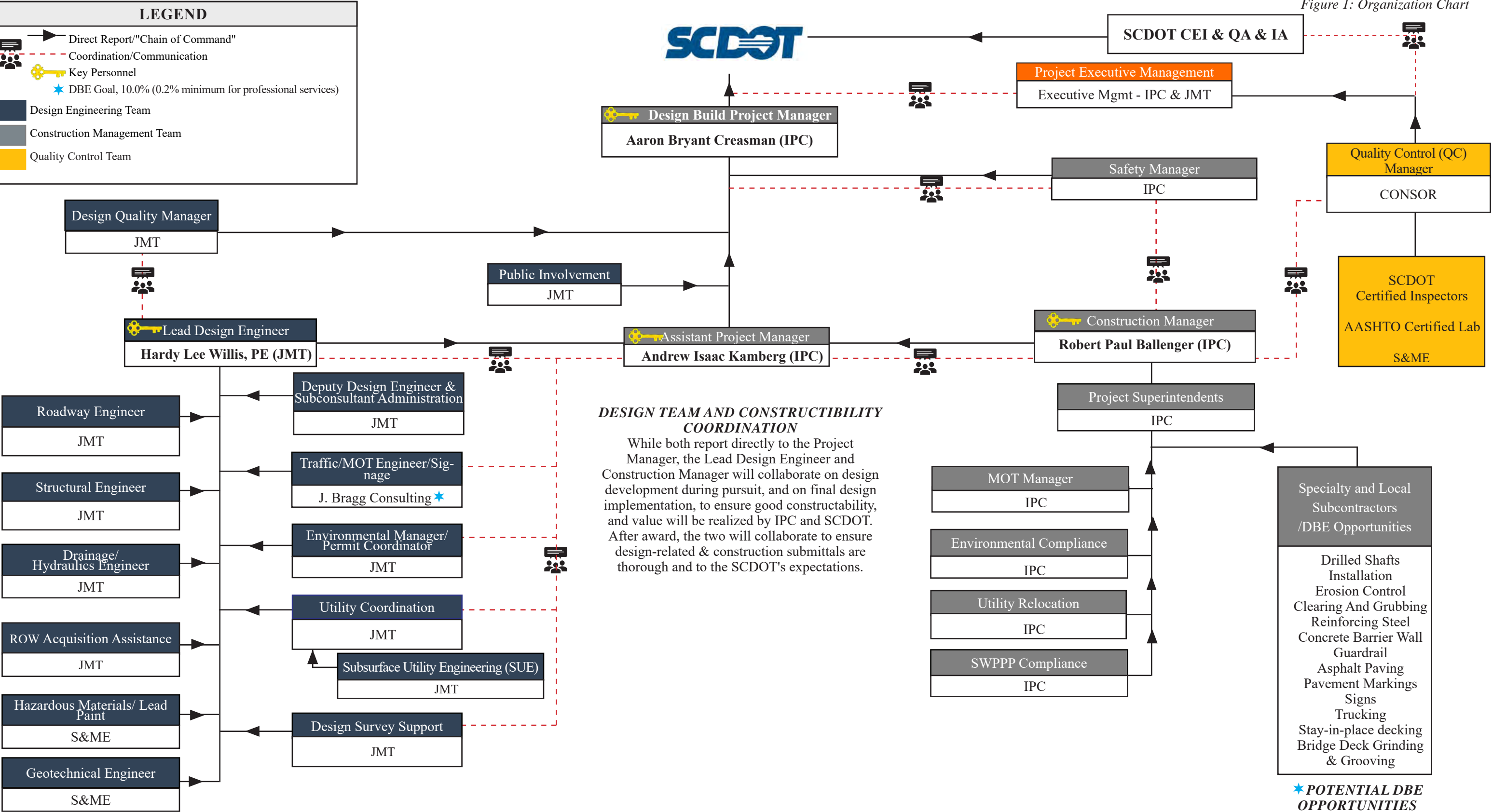
DBE Goal, 10.0% (0.2% minimum for professional services)

Design Engineering Team

Construction Management Team

Quality Control Team

Figure 1: Organization Chart



*JMT will obtain at least 0.2% DBE for design using J. Bragg Consulting.



All key personnel identified will meet requirements of the RFQ and the SCDOT's quality and schedule expectations. IPC and JMT confirms availability of key staff for the duration of the project.

Table 2: Qualifications of Key and Support Personnel









Key Individual	Reporting to	Responsibility	Key Qualifications	Key Individual	Reporting to	Responsibility	Key Qualifications
Project Manager Aaron Bryant Creasman <i>IPC</i>  	SCDOT / Resident Construction Engineer	<ul style="list-style-type: none"> Project delivery Primary Contact Attend/Lead Meetings Full Authority Safe delivery & quality construction Available to SCDOT 	<ul style="list-style-type: none"> 17 years experience Experience with bridge and roadway projects Structures Division Manager 	Lead Design Engineer Hardy Lee Willis, PE <i>JMT</i>  	Project Manager Aaron Bryant Creasman	<ul style="list-style-type: none"> Responsible for design Attend all routine project meetings in-person Available to SCDOT as needed 	<ul style="list-style-type: none"> 32 years of exp. in bridge design and transportation project management. Design Team Manager for over a dozen Design Build bridge replacement projects.
Assistant Project Manager Andrew Isaac Kamberg <i>IPC</i>  	Project Manager Aaron Bryant Creasman	<ul style="list-style-type: none"> Daily coord. & contact Avail. on-site for all constr. activities Lead weekly design status meetings 	<ul style="list-style-type: none"> 8 years experience with large bridge projects Background with complex project admn., and with SCDOT admin. requirements. 	Construction Manager Robert Paul Ballenger <i>IPC</i>  	Project Manager Aaron Bryant Creasman	<ul style="list-style-type: none"> All aspects of project construction. Conformance with RFP Subcontractor coord. Constr. Team management 	<ul style="list-style-type: none"> 18 years experience Onsite operations bridge experience

Table 3: Additional Key Support to Ensure Project Success

Role	Why Valuable?
Hydraulic Engineer Pilar McClelland, PE (JMT) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> 42 years experience Hydraulic engineer of record on the following SCDOT projects: Design-Build Wagener Rd. (SC4/SC 302) over S. Edisto and on Bridge Replacement Package 2016-1A
Geotechnical Engineer Gant Taylor, PE (S&ME) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> 24 years experience (12 years of SCDOT Design-Build project experience) S&ME's Lead Geotechnical Engineer and Project Manager for several D-B projects: I-85 Widening Phase III (MM98-106) D-B in Cherokee Co.; I-385 Widening D-B in Greenville Co.); performed geotechnical explorations for numerous bridge replacement projects through the SCDOT On-Call Geotechnical Contract
Environmental Manager John Collum, PWS (JMT) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> 25 years of experience Environmental and permit management on 33 SCDOT projects including Design-Build Bridge Replacements Package C & D and SC 4 Wagener Road.
Quality Control Manager Dan Chism, PE (Consort) Reports directly to Construction Manager	<ul style="list-style-type: none"> 40 Years construction inspection experience, last 25 of which have been with SCDOT projects Has taught the SCDOT Bridge Foundation inspection course for 13+ years Contract QC Manager for Phillips & Jordan for the US 17 ACE Basin Design Build project SCDOT CEI Project Manager for the I-385 Widening Design Build project in Greenville County
Bridge Engineer/Seismic QC Charles Rodrigues, PE (Consort) Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> 9 years experience with DOT bridge projects and bridge bundles Lead bridge designer on 10 design-build projects including three-mile long Howard Franklin Bridge Replacement, I-95 over SR-13 Emergency Beam Replacement, Gateway Expressway Design experience with anticipated bridge types such as superstructures comprised of prestressed concrete beams including AASHTO Girder and Bulb Tee, substructures including driven piles and non-redundant drilled shafts. Familiar with staged construction of bridges and bridges over waterways.
Bridge Engineer/Seismic QC Thai Trinh, PE (JMT) Reports directly to Lead Design Engineer & will provide structural oversight with other design staff	<ul style="list-style-type: none"> 24 years of experience Has provided structural engineering services (management, design, engineer-of-record) for 7 SC Design-Build jobs including SC 4 and US 1 over I-20 Interchange. SCDOT seismic and geotechnical manual expertise.

Team Structure | IPC has enlisted JMT as the lead designer; JMT will subcontract to specialty subconsultants providing support in pursuit of the Bridge Package 16 project. IPC's Project Manager, Aaron Creasman, will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ/RFP requirements and SCDOT's primary point of contact. Aaron will attend and lead weekly status meetings during the design and construction phase and has authority in all design and construction matters.

Supporting Aaron will be Andrew Kamberg, Assistant Project Manager. Andrew will provide project administration such as keeping the schedule and budget controls, generating purchase orders and subcontracts, and coordinating RFI's and submittals. He will be available to be on-site during all the construction activities, attend weekly status meetings, and will be available to SCDOT as requested. Additionally, Robert Ballenger, Construction Manager, will be responsible for daily planning and management of construction activities with roadway and structural foremen managing individual job sites. Robert will be the daily site contact for inspectors and SCDOT and he will attend weekly progress meetings.

Lead Design Engineer, Hardy Willis, PE, will lead and be responsible for the overall design and plan development, coordinating all design disciplines, will attend all routine project meetings in person, and be available as needed by SCDOT. He has successfully led similar small bridge replacement and design-build contracts. Hardy has been Lead Design Engineer on NCDOT Division 13 Design-Build project, as well as, NCDOT's Division 11 Design-Build project to replace 5 bridges.

Functional Relationships and Integrated Team | IPC's Team is structured to share and apply lessons learned to ensure effective teamwork with clear lines of authority and responsibility with open channels of communication. The design and construction teams are structured to ensure efficient cross-communication and integration between design and construction staff throughout the entire project duration.

Figure 2 demonstrates how we will function as an integrated team and Table 4 (below) shows our integration strategies. While IPC and JMT have not worked together as a design-build team, both parties are familiar with each other's work. IPC's Aaron Creasman has worked directly, as an employee of another firm, with JMT's Hardy Willis on bridge projects. Also, IPC has constructed bridges designed by JMT, and has worked with our major subconsultant, CONSOR, on prior projects. Our design team members have had working relationships on past projects as well.

INTEGRATED PROJECT TEAM (IPT)

The IPT brings designer and contractor together for early & continuous collaboration to maximize value to the owner

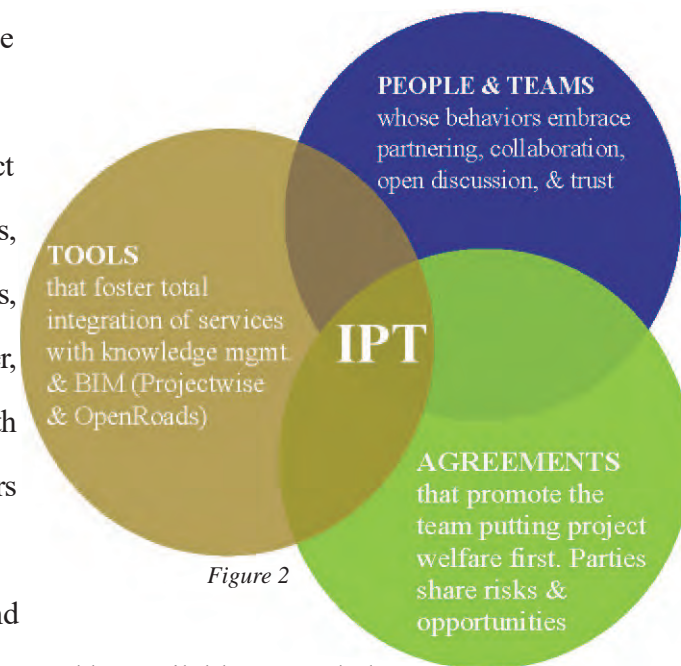


Figure 2

Table 4: Design Build Integration Strategies

Project Manager has overall decision-making and contractual ability and will empower the Asst. Project Manager to execute on day-to-day site-specific decisions/communication
Assistant Project Manager responsible for day-to-day management and SCDOT communication; facilitating Pre-construction and Construction communication
Task Force meetings will be held Pre-construction and continue into Construction and will include Major Subcontractors, Stakeholders, and SCDOT as appropriate. Weekly / Monthly Project meetings will also be held to promote collaboration, planning, constructability, scheduling, and design reviews.
Pre-design meetings with Construction and SCDOT upon award and as needed thereafter
Technology Integration – BlueBeam Plan reviews, ProjectWise file management system, and Video Conferencing
Pre-submittal constructability reviews by Construction Team
Dedicated design / construction document control specialists to coordinate with SCDOT on design and construction submittals
JMT will perform independent “third party” quality control plans using PCDM-22 Quality Control Checklists for Design

Table 5: Working together as a Team and Collaborating on the same project	IPC Personnel	JMT	CONSOR	S&ME
Ashley Hall Plantation Road Bridge Replacement, Charleston, SC (2014-2020) JMT - Lead Designer, S&ME - Geotech Contact: Charleston County, Eric Adams, PE, ejadams@charlestoncounty.org 843-202-6149		✓		✓
Two Bridge Replacement on S-22 (Veterans Road) over South Edisto River, Aiken County, SC (2021-Ongoing) JMT - Lead Designer, S&ME - Hazardous Materials/Lead Paint Contact: SCDOT, Tony Edwards, PE, EdwardsTC@scdot.org, 855-467-2368		✓		✓
Bridge Replacement over Beresford Creek, Berkeley County, SC (2021-Ongoing) JMT - Lead Designer, S&ME - Geotech Contact: City of Charleston, J. Frank Newham, Sr. PM, newhamj@charleston-sc.gov, 843-724-3713		✓		✓
St Thomas/Clement Ferry/Daniel Island Pedestrian Connector, Charleston County, SC (2021-Ongoing) JMT - Lead Designer, S&ME - Geotech Contact: City of Charleston, Chase Anderson, Andersonc@charleston-sc.gov, 843-720-3910		✓		✓
FDOT District Four Continuing Services for CEI Inspection Support Consor is a subconsultant to JMT. Kristy Keeler, FDOT Consultant CEI Administrator, kristy.keeler@dot.state.fl.us, (772) 429-4866		✓	✓	
FDOT District Four CEI Services for SR 732/Jensen Beach Consor is a subconsultant to JMT Mark Freeman, FDOT Project Manager, 772-429-4936, mark.freeman@dot.state.fl.us		✓	✓	
Belle Shoals Rd Bridge Replacement over Twelve Mile Creek Liberty, SC SCDOT Project P027023 SCDOT - Lead Designer, IPC Construction Lead Contact: SCDOT, Joe Laws, lawsjd@scdot.org, 864-313-4760	✓		✓	
Emergency Deck Replacement SC183 over Saluda River Pickens County, SC SCDOT Project File # 231750 SCDOT - Lead Designer, IPC Construction Lead Contact: SCDOT, Joe Laws, lawsjd@scdot.org, 864-313-4760	✓		✓	
Bridge Replacement West Georgia Rd over Reedy River Simpsonville, SC SCDOT Project 028355 SCDOT - Lead Designer, IPC Construction Lead Contact: SCDOT, Jack Valetti, PE, valettijb@scdot.org, 864-420-4562	✓		✓	

3.3.2 Project Resources, Strategies, and Execution |

Team's Strategy for Implementing Resources to Execute Contract - IPC Paving, LLC was formed in 2019, continuing a century long tradition in the heavy civil and marine industries. To better serve clients in certain sectors, IPC was formed to focus on concrete paving, bridge construction and rehab, and roadway work. While IPC is relatively young, we continue to build upon the foundation and expertise that was gained through previous projects over many years. IPC Paving also operates as IPC Structures in North & South Carolina to highlight its commitment to bridge construction and rehabilitation.

Table 6: Labor Resources			Equipment Resources		
Classification	Avail	Anticip	Type	Avail.	Anticip
Carpenters	9	4	Pile Hammer	1	1
Laborers	11	2	Excavators	3	2
Foreman	10	2	Loaders	5	1
Operators	7	2	Skidsteers	1	1
Concrete Finishers	9	2			
Mechanics	2				
Superintendents	3	1			

IPC plans to commit a minimum of 2 structures crews and 2 grading/drainage crews from our Structures Division to execute the contract.

Furthermore, IPC will allocate additional resources as necessary, to ensure any unforeseen schedule impacts are recovered, so the project is completed on time to meet SCDOT and public expectations. IPC has a tenured and accomplished staff of construction professionals who take great pride in building quality projects safely, while developing superior partnering relationships with owners, other contractors, and stakeholders on the projects we build. We have successfully completed several Design-Bid-Build bridge projects of similar size & complexity along with several Emergency Bridge Repairs without claims or liquidated damages, and developed internal best practices and a greater capacity for alternate delivery contracting. IPC

has proven itself as a resourceful contractor who constantly innovates and adapts to solve challenges and issues that may arise. Regardless of the delivery method, successful project implementation and completion starts with good communication, planning and relationships, all of which IPC Paving excel at. Table 6 is an estimate of both IPC's available staff and equipment resources along with what we anticipate

Table 7: Team Responsibility <i>IPC will self-perform all major scopes of construction work (70-85% of total contract), to maintain control of the schedule</i>								
Construction Category	Self-Perform	Construction Category	Sub-Contract	Design Discipline	JMT	CONSOR	S&ME	JBragg
Construction Management	•	Drilled Shafts	•	Structural/Bridge Design	•	•		
Pile Foundations	•	Clearing Grub	•	Roadway Design	•	•		
Beams Erection	•	Roadway Striping	•	H&H Design	•	•		
Decks	•	Erosion Control Installation	•	Geotechnical Design			•	
Approaches	•	Guardrail	•	Utility Coordination	•			
Demolition	•	Hauling	•	Traffic				•
Site Utility Coordination	•	Barrier Walls	•	Permitting	•			
E&S Control Maintenance	•	Grooving	•	Surveying/SUE	•			
Storm Drainage	•	Seeding	•	Right of Way	•			
Rip Rap Slope Protection	•	Paving	•	Public Involvement	•			
Subcontractor Support	•	Lead Paint with QC Testing	•	Construction Support	•	•	•	•

needing to complete this project. Additional or specialty equipment needs will be met by utilizing our existing relationships with several rental and leasing companies.

To successfully launch and promote seamless execution for this project, IPC will begin by working with SCDOT and JMT to identify project deliverables which are critical and/or require long lead times. With the current construction environment, planning and scheduling are critical to project completion on time and the same applies to design and permitting. Once long lead design & permitting items are in process, we will begin working with our designers to identify areas of design and construction where we can save SCDOT time and money. We know that the budget and schedule for all projects are critical to SCDOT, and we constantly look for ways where we can provide SCDOT with a better product under budget and ahead of schedule. While budget and schedule are important, impact to the public and environment are equally as important. IPC strives to balance all these areas and not sacrifice one for the benefit of the other. Throughout the project, IPC will communicate and coordinate with SCDOT, JMT and our subcontractors to safely and successfully complete this project. We are committed to providing SCDOT with a quality project in all aspects of design and construction.

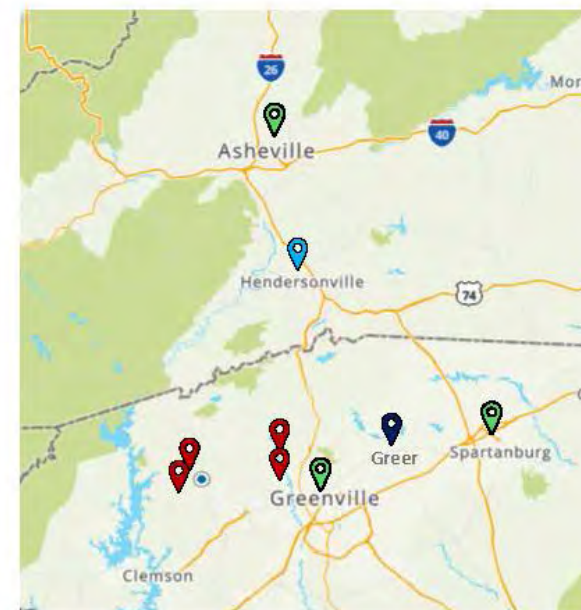
Additionally, JMT's staff of 43 in SC are supported by an additional 173 in NC, plus the 39 SC engineering personnel that Consor brings to the team. This full-coverage approach provides the necessary resources (many already having SC experience from working on past SCDOT Design-Build jobs) to help deliver this project. JMT is currently short-listed as a lead engineer on only Bridge Package 15 SCDOT Design-Build jobs and anticipates full availability to perform their role on Package 16. JMT is proposing a team fully independent of the Package 15 Team that has both the capacity and Design-Build experience to perform all the tasks and duties required for Package 16. This JMT, SCDOT Design-Build experienced, staff has completed their design roles on their 4 most recent SCDOT DB projects and are immediately available to apply valuable lessons-learned, and acquired best practices, to serve this project. To provide additional project resources, JMT will oversee Consor as a major subconsultant, responsible for 2 of the bridges. **JMT's strategy for successful design resource execution is to utilize an independent team as the primary design team on this Package, but also utilize the expertise, in an advisory capacity, of those who participated in the 2021 CLRB package pursuit with Jim O'Connor serving in an Principal Design-Build Engineer oversight role.**

The wealth of past Design-Build experience that Hardy Willis along with his team brings to the project, will eliminate any contractor-designer coordination learning curve. The IPC/JMT Team has already finalized teaming and contract documents so that immediate start-up at NTP can happen. It

also promotes the development of cohesive and accurate design deliverables to SCDOT after a collaborative QC process with IPC. In addition to JMT's staff, their subconsultant S&ME have SCDOT Design-Build experienced in-state staff immediately available for this project and can provide staff that has worked with IPC staff previously. Having important front-end services like utility coordination & SUE, environmental/permitting, traffic/MOT, and ROW services all under the JMT "one company" umbrella is another key resource implementation strategy that will yield a successful project start-up and delivery. Likewise, JMT's past working relationship with Gant Taylor of S&ME, derived over many years of joint projects in challenging soils, allows for seamless interaction of JMT's structural staff with S&ME's geotechnical staff to quickly settle on effective, and GDM compliant, foundation and embankment solutions. JMT and the major subconsultant on this team, Consor, have collaborated successfully on numerous design projects in other states and will bring this teaming success and lessons learned to this Bridge Package with the intent of supplying SCDOT a team that can respond on all four bridges at the same time using individual design squads all reporting through Hardy Willis our Lead Design Engineer.

Geographical Location of the Firms to Enhance Integration, Communication, Issue Resolution, and Project Execution | IPC will manage

the project from their Hendersonville office, located 40 to 50 minutes from the four sites, and a mobile office will be set up in a central location for on-site collaboration and coordination with the SCDOT District and inspection staff. This allows construction challenges to be worked out at the other sites well in advance of mobilization. Some early design and construction issues to be considered at each site are represented in Table 8. At the beginning of the project, IPC will mobilize the necessary staff and resources needed to execute the project. As time progresses and more sites are started, IPC will mobilize additional resources as needed. If schedule demands arise, additional resources may be used to begin construction simultaneously at additional bridge sites. IPC's geographical location, and bench depth of resources, promotes flexibility in our project execution and higher responsiveness to unforeseen challenges.



 IPC Paving, LLC office

 JMT office

 Consor office

 Bridge locations

Table 8: Key to Successful Execution	
SC 183 over Twelve Mile Creek	US 123 over Georges Creek
<ul style="list-style-type: none"> • Utilities - Three AT&T lines attached to upstream face. Need to temporarily relocate during construction. • Hydraulics - The preliminary hydraulic report shows potential for high amounts of debris. The bridge design and hydraulic analysis should account for this. The high amount of fill to the west of the bridge will likely impact the floodplain. The flea market nearby has been prone to flooding, and we need to take this into consideration. • Geotech. - Exploration will characterize the thickness, compressibility, and stability of soft alluvial soil deposits across the wide floodplain, along with variable depth to rock (for estimation of foundation depths). We will evaluate slope stability and differential settlements of the new 18-ft high approach embankments (on nearby offset alignment). • Enviro. - Project will be designed to meet SCDOT General Permit requirements. JMT will utilize SCDOT's E-Permit GP Smart Form. Stream mitigation will come from Big Generostee Creek Mitigation Bank or Turkey Creek Mitigation Bank. Turkey Creek only has preservation credits, but Generostee appears to have sufficient restoration credits. Wetland credits will be covered by Black River. Also, the Sangamo Weston, Inc. PCB Contamination Superfund site is located upstream (on Town Creek) of this bridge. S&ME will conduct hazardous materials testing of potential excavation areas to determine if special handling/disposal is required. • Roadway - Sag vertical curve in bridge area will present a challenge. Low point needs to be kept off of bridge. • Bridge - Setting bridge length to meet hydraulic requirements and top of bank setback requirements. Consider equal-depth beams, instead of variable Type III / 74" MBT's suggested in concept. This would allow continuous deck across entire bridge. 	<ul style="list-style-type: none"> • Utilities - Overhead utilities (Duke Energy and others) run parallel to this bridge about 30 feet to the north. The direction of staging of the bridge is in this same direction and will be in conflict. Also, an underground SS line runs under the easternmost span. This needs to be protected during construction. Multiple other utilities in vicinity. • Hydraulics - this crossing and the upstream SC 124 crossing need to be analyzed together (as well as the remaining NBL bridge on US 123). Sequentially, the downstream structure needs to be modeled first to see how it affects the required opening of the upstream structure. • Geotech. - Very tall (up to 25-30 ft) new embankment slopes will require thorough analysis of slope stability and differential settlements (for offset alignment). Our exploration will characterize thickness and stability of alluvial soil deposits across the floodplain, along with variable depth to rock (for estimation of foundation depths). Staged construction will require temporary shoring/ stabilization of existing approach embankments. • Enviro. - Project will be designed to meet SCDOT General Permit requirements. JMT will utilize SCDOT's E-Permit GP Smart Form for permit submittal. Sufficient stream mitigation is available at several banks including Grove Creek Mitigation Bank, Saluda Mitigation Bank Arrowhead Farms Mitigation Bank, Sandy Fork, or Turners Branch. Wetland credits will be covered by Black River. • Roadway - The 55 mph posted speed limit and alignment shift means long project limits. Goal will be to keep superelevation transition off the bridge. • Bridge - Consider removing one beam line to save cost. Proximity of stage line to edge of existing travel lane is relatively tight.
SC 124 over Georges Creek	SC 183 over Gregory Creek
<ul style="list-style-type: none"> • Utilities - 18" water line is in footprint of relocated bridge and will need to be relocated. No apparent overhead lines. • Hydraulics - this crossing and the downstream US 123 dual bridge crossing need to be analyzed together. Sequentially, the downstream structure needs to be modeled first to see how it affects the required opening of the upstream structure. • Geotech. - Exploration will characterize the thickness, compressibility, and stability of soft alluvial soil deposits across the wide floodplain, along with the variable depth to rock (for estimation of foundation depths). We will evaluate slope stability and differential settlements of the new 15-ft high approach embankments (on nearby offset alignment). • Enviro. - Project will be designed to meet SCDOT General Permit requirements. JMT will utilize SCDOT's E-Permit GP Smart Form for permit submittal. Sufficient stream mitigation is available at several banks including Grove Creek Mitigation Bank, Saluda Mitigation Bank Arrowhead Farms Mitigation Bank, Sandy Fork, or Turners Branch. Wetland credits will be covered by Black River. • Roadway - Significant grade raise along western approach. Need to tie in driveway appropriately. • Bridge - Consider removing one beam line to save cost. Interior bents may need scour protection. 	<ul style="list-style-type: none"> • Utilities - Overhead power (Blue Ridge Electric Coop.) is in the same area where new bridge is being relocated (north of existing alignment). Will need to be relocated. • Hydraulics - Two tributaries that are being filled in with new bridge footprint will need to be assessed and relocated as necessary. The design assumptions in the preliminary hydraulic report should be validated. • Geotech. - Exploration will characterize the thickness, compressibility, and stability of soft alluvial soil deposits across the wide floodplain, along with variable depth to rock (for estimation of foundation depths). We will evaluate slope stability and differential settlements of the new 16-ft high approach embankments (on nearby offset alignment). • Enviro. - Project will be designed to meet SCDOT General Permit requirements. JMT will utilize SCDOT's E-Permit GP Smart Form for permit submittal. Stream mitigation will come from Big Generostee Creek Mitigation Bank or Turkey Creek Mitigation Bank. Turkey Creek only has preservation credits, but Generostee appears to have sufficient restoration credits. Wetland credits will be covered by Black River. • Roadway - Considerable fill in western approach. Temporary shoring may be needed between traffic phases. Try to mitigate the crest VC on the bridge. • Bridge - Crest vertical curve in bridge - need to provide sufficient buildup over beams and be cognizant of extra dead load. Consider removing one beam line to save cost.

JMT will manage the design out of their Asheville, NC, with staff support coming from nearby Spartanburg, SC office to best respond to IPC's needs, both for office meetings and on-site meetings. The IPC Team, both construction and design, IPC and the design firms are located in close proximity to the project sites and SCDOT. Proximity of the IPC and JMT offices to each other, and SCDOT headquarters, will allow for **enhanced communication and integration**. This is accomplished by planning and brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance as needed. Communication and integration is key on any project, but especially Design-Build efforts. JMT and IPC will attend regular meetings, maintain a high level of communication & collaboration and function as an integrated delivery team, both during the pursuit and delivery of this project.

When it comes to issue resolution, there is no better avenue to solve problems than face-to-face meetings, that can be enhanced with additional virtual communication. Our geography to each other and SCDOT allows for immediate reaction to any issues and to any meeting needs to expedite resolution. While we don't anticipate having any issues, the sometimes unpredictability and volatility of the infrastructure industry, demands preparedness. Our team has the experience, and expertise, to tackle any solution head-on to maintain project budgets, schedules, and outcomes.

3.4 Experience of Key Individuals

Please see Appendix A for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The IPC Team commits key staff to fill designated roles, who will be available for the duration of the project and will satisfy the minimum requirements for the following key staff roles: Project Manager, Assistant Project Manager, Lead Design Engineer, and Construction Manager.

3.5 Past Performance of Team

Please see appendix B for the Work History and Quality Form-Contractor/Designer.



SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



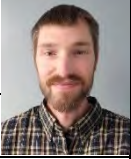

US 123 GEORGES

APPENDIX A

Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title: Aaron Creasman, PE Division Manager & Special Projects Senior Manager	
b. Role of Key Individual for this Project: Project Manager	
c. Name of Firm with which you are now associated: IPC PAVING, LLC	
d. Years of Experience: With this Firm <u>3</u> Years With Other Firms <u>14</u> Years IPC Paving, LLC: Structures Division Manager – Responsible for oversight of all administration, construction projects and pursuits in Western North Carolina and Upstate South Carolina. Direct management of special projects as needed. 2020 - Current GLF Construction Corporation: Senior Project Manager – Responsible for estimating and managing all operations and administration on assigned projects. 2019 – 2020 NHM Constructors: Senior Project Manager – Responsible for estimating and managing all operations and administration on assigned projects. 2013 – 2019 Taylor & Murphy Construction: Project Manager - Responsible for managing all operations and administration on assigned projects. 2006 – 2013	
e. Education: NC State University/Raleigh, NC / Bachelor of Science / 2004-2006 / Construction Engineering & Management (Magna Cum Laude) UNCA Asheville / Asheville, NC / 2+2 Program w/ NCSU / 2002-2004 / Construction Engineering & Management	
f. Active Registrations: 2013 / NC / Registered Professional Engineer / 039722 2017 / NC / Licensed General Contractor / 78519 2020 / NC / Qualifier for IPC General Contractor / 83498 2020 / SC / Qualifier for IPC General Contractor / 122963	
g. Document the extent and depth of your experience and qualifications relevant to the Project. <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <u>Project Example No. 1</u> Key Personnel Role: Experience with Previous Firm: Project/Assignment Duration: Owner Contact Information: Construction Value: Project Description: </div> <div style="width: 65%;"> SCDOT P028355 Route S-272 over Reedy River, Greenville County, SC Division Manager GLF Construction Project 2019-2020, Assigned 2020-2020 DOT, Jack Valetti, PE, valettijb@scdot.org, 864-420-4562 \$5.9 Million <p>This project consisted of the bridge replacement and roadway realignment of West Georgia Road over the Reedy River in Greenville County. The new bridge was a 64' wide and 180' long single span steel girder bridge. The foundations consisted of a spread footing on one side and driven pile foundation on the other. The new roadway consisted of 35,000 CY of excavation along with associated storm drainage for the realignment of the existing roadway. Two emergency bridge repair contracts were also added as extensions under this contract. As Division Manager, Mr. Creasman was responsible for oversight of project managers and subcontractors to ensure the project was completed on-time in a safe manner. Mr. Creasman worked closely with the project superintendent on all bridge construction matters and oversaw the construction of the emergency bridge repairs. He also worked with DOT to develop a plan and cost for the emergency bridge repairs.</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 30%;"> <u>Project Example No. 2</u> Key Personnel Role: Experience with Previous Firm: Project/Assignment Duration: Owner Contact Information: Construction Value: Project Description: </div> <div style="width: 65%;"> SCDOT P0041339 Road S-45 over Norfolk Southern Railroad, Cowpens, SC Project Manager NHM Constructors Project 2014-2016, Assigned 2014-2016 DOT, Patrick McKenzie, PE, mckenziepk@scdot.org, 803-737-4499 DOT, Will Yarborough, yarborouwd@scdot.org, 864-587-4721 \$2.7 Million <p>This project consisted of the bridge replacement and roadway realignment of Old Pacolet Road over Norfolk Southern Railroad in Cowpens, SC. The bridge was a 38' wide and 115' long single span Type IV Prestressed Beam bridge. The foundations consisted of driven piles with MSE walls to contain the fills. The roadway consisted of 20,000 CY of borrow material along with associated storm drainage and utility relocations for the realignment. Additional communication and attention to detail were required for coordination with Norfolk Southern Railroad due to the large quantity of trains every day. All bridge work was within the railroad right of way and required multiple track closures for driving piles and</p> </div> </div>	

setting beams. Due to the close proximity of multiple residences and structures, vibration monitoring was also required. As Project Manager, Mr. Creasman was responsible for overall project execution and assuring all operations were performed in accordance with DOT, RR, safety and quality standards. He was responsible for developing and submitting safe work plans, railroad submittals, coordination and communication between field personnel and subcontractors.

Project Example No. 3

NCDOT C203498, Jackson County, NC

Key Personnel Role: Project Manager

Experience with Previous Firm: NHM Constructors

Project/Assignment Duration: Project 2016-2019, Assigned 2016-2019

Owner Contact Information: DOT, Nathan Tanner, nrtanner@ncdot.gov, 828-497-7333

Construction Value: \$6.8 million

Project Description:

This project consisted of the bridge replacement on Old Cullowhee Road over the Tuckasegee River along with roadway realignment and intersection improvements with Monteith Gap Road and Edgewater Road. The new bridge was a 50' wide and 300' long three span prestressed concrete girder bridge. The bridge was in a curve with a super elevation. The endbents were supported on driven pile foundations while the bents were supported on drilled shafts. The roadway work consisted of 107,000 CY of rock excavation along with associated storm drainage, utility relocations and signals. Due to the proximity to Western Carolina University, the bridge and roadway work needed to be completed in multiple phases to allow residents and businesses to travel. Special care also needed to be taken with the Tuckasegee River since it is a world class trout destination. As Project Manager, Mr. Creasman was responsible for overall project execution and assuring all operations were performed in accordance with DOT, Environmental, safety and quality standards. Mr. Creasman was responsible for developing and submitting safe work plans, coordination with WCU and DOT, and communication between all field personnel and subcontractors.

Project Example No. 4

NCDOT C203409 Jackson County

Key Personnel Role: Project Manager

Experience with Previous Firm: NHM Constructors

Project/Assignment Duration: Project 2014-2017, Assigned 2014-2017

Owner Contact Information: DOT, Nathan Tanner, nrtanner@ncdot.gov, 828-497-7333

Construction Value: \$6.7 million

Project Description:

This project consisted of the bridge replacement on US23/74 over Southern Railroad, SR1705 and Scott Creek, along with associated roadway work and barrier rail replacement. US23/74 is a split four lane highway with both directions traveling over this bridge, separated by concrete barrier rail. The project was completed in three phases by utilizing traffic swaps and single lane travel on half of the bridge while constructing the other half. The new bridge was a 86' wide and 313' long three span steel girder bridge. One endbent was supported on driven piles, one endbent was a spread footing excavated into rock and the bents were supported on drilled shafts. The roadway work consisted of minor fills, shoulder reconstruction, traffic crossovers, temporary shoring and over 2,200 LF of median barrier removal and installation. Since this bridge crossed a road, a creek and a railroad, communication and planning were essential. Working to comply with trout stream moratoriums, railroad requirements and lane restriction requirements, required attention to detail and coordination with multiple entities. As Project Manager, Mr. Creasman was responsible for overall project execution and assuring all operations were performed in accordance with DOT, environmental, railroad, safety and quality standards. Mr. Creasman was responsible for developing and submitting safe work plans, coordination with Southern Railroad and DOT, and communication between field personnel and subcontractors.

Project Example No. 5

NCDOT C203411, Burke County, NC

Key Personnel Role: Project Manager

Experience with Previous Firm: NHM Constructors

Project/Assignment Duration: Project 2014-2016, Assigned 2014-2016

Owner Contact Information: DOT, Nathaniel Moneyham, nsmoneyham@ncdot.gov, 828-443-8407

Construction Value: \$1.4 million


Project Description:

This project consisted of the bridge replacement on Icard School Road over Norfolk Southern in Burke County, NC. The bridge was a 40' wide and 135' long three span prestressed concrete beam bridge. The endbents were supported on driven pile foundations and the bents were supported on exposed driven pipe piles. The roadway work consisted of 5,000 CY of fill material and storm drainage to facilitate the realignment of the road. Additional communication and attention to detail were required for coordination with Norfolk Southern Railroad due to the large quantity of trains every day. All bridge work was within the railroad right of way and required multiple track closures for driving piles and setting beams. As Project Manager, Mr. Creasman was responsible for overall project execution and assuring all operations were performed in accordance with DOT, RR, safety and quality standards. He was responsible for developing and submitting safe work plans, railroad submittals, coordination and communication between all field personnel and subcontractors.

- h.** For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

N/A – An assistant project manager has been named.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: ANDREW KAMBERG Project Manager</p>	
<p>b. Role of Key Individual for this Project: Assistant Project Manager</p>	
<p>c. Name of Firm with which you are now associated: IPC PAVING, LLC</p>	
<p>d. Years of Experience: With this Firm <u> 3 </u> Years With Other Firms <u> 5 </u> Years</p> <p>IPC Paving: Project Manager – Responsible for managing all bridge projects as assigned, 2020 – Present GLF Construction: Project Engineer – Responsible for assisting project managers on larger projects and managing projects as experience was gained, 2016 – 2020 Blythe Development: Project Engineer – Responsible for assisting project managers on larger projects, 2015 – 2016</p>	
<p>e. Education: University of North Carolina at Charlotte / Charlotte, NC / Bachelor of Science / 2015 / Civil Engineering</p>	
<p>f. Active Registrations:</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <div style="margin-top: 10px;"> <p><u>Project Example No. 1</u> NCDOT DM00232 Yancey County</p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: GLF Construction</p> <p>Project/Assignment Duration: Project 2017-2018, Assigned 2017-2018</p> <p>Owner Contact Information: DOT, Joseph Lawrence, jrlawrence@ncdot.gov, 828-776-5005</p> <p>Design/Construction Value: \$706k</p> <p>Project Description:</p> <p>This project includes the replacement of the bridge over Roaring Fork Creek on Roaring Fork Road, along with associated roadway work. Due to the geographic location of the project, an onsite detour was required before bridge construction could begin. Bridge construction was also phased due to site constraints. The bridge was a single span steel beam superstructure, supported on driven pile foundations. As project manager, Mr. Kamberg was responsible for overall project execution, assuring all operations were performed in accordance with safety, environmental and quality standards while maintaining project schedules. Mr. Kamberg was responsible for developing project submittals and communication with DOT personnel.</p> </div> <div style="margin-top: 20px;"> <p><u>Project Example No. 2</u> NCDOT C204055 Buncombe County</p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: GLF Construction</p> <p>Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020</p> <p>Owner Contact Information: DOT, Joseph Lawrence, jrlawrence@ncdot.gov, 828-776-5005</p> <p>Design/Construction Value: \$10.3 million</p> <p>Project Description:</p> <p>This project consisted of the rehabilitation of 12 bridges on I40 in Buncombe County. The project included bridges crossing the French Broad River, Hominy Creek and several roads within The Biltmore Estate. Rehabilitation work included latex deck overlays, steel beam repairs, bearing replacement, granite stone veneer removal & replacement, bridge beam painting and joint replacement. Roadway work included excavation & fill, shoulder reconstruction and paving. As project manager, Mr. Kamberg was responsible for coordination between Biltmore Estate, DOT and 20+ subcontractors on multiple bridges simultaneously. Mr. Kamberg was responsible for submittals for each beam repair location and coordinating with DOT, Steel Suppliers and Welders to ensure the correct repair was completed in each location. Mr. Kamberg was also responsible for traffic control coordination on Biltmore Estate Roads and I-40 during daytime and nighttime operations.</p> </div>	

Project Example No. 3

NCDOT DM00280 Buncombe County

Key Personnel Role:

Project Manager

Experience with Current Firm:

GLF Construction

Project/Assignment Duration:

Project 2019-2019, Assigned 2019-2019

Owner Contact Information:

DOT, Joseph Lawrence, jrlawrence@ncdot.gov, 828-776-5005

Design/Construction Value:

\$327k

Project Description:

This project consisted of the rehabilitation of Bridge #242 over I-240 on NC191. This project required the removal of deteriorated concrete on the bridge deck and replacement of a new reinforced wearing surface. The existing bridge was 150' long and 28' wide. Typically, this work is done under nightly lane closures but this project required a weekend shutdown for the removal and replacement of the deck. Traffic control was a major concern on this project due to closing NC191 and onsite detours for I-240 while construction took place. As project manager, Mr. Kamberg was responsible for overall project execution and submittal of working drawings and traffic control plans. Mr. Kamberg also supervised traffic control crews, police officers and bridge crews over the weekend. This project required coordination and notification of several entities, weeks before the planned shutdown.

Project Example No. 4

Middle Fork Greenway – Section 4

Key Personnel Role:

Project Manager

Experience with Current Firm:

IPC Paving

Project/Assignment Duration:

Project 2021-2021, Assigned 2021-2021

Owner Contact Information:

Arete Engineers, Adam Felmlee, adam@areteengineers.com, 828-572-8792

Design/Construction Value:

\$748k

Project Description:

This project consisted of the construction of 3 pedestrian bridges on the Middle Fork Greenway in Boone, NC. The greenway crossed the Middle Fork River twice and a tributary stream once. The project included 2 prefabricated steel pedestrian bridges supported on driven pile foundations and 1 site built steel beam and wood deck bridge supported on helical piers. As project manager, Mr. Kamberg was responsible for overall project execution, shop drawing development and submission, and coordination with the prime contractor, engineers, and environmental agencies. Mr. Kamberg also developed project schedules and worked with crane contractors to ensure the correct size crane was used and on-site lift conditions were identical to what had been drawn up in pre-lift plans.

Project Example No. 5

SCDOT P0414150 Anderson County

Key Personnel Role:

Project Manager

Experience with Current Firm:

IPC Paving

Project/Assignment Duration:

Project 2021-2023, Assigned 2021-2023

Owner Contact Information:

Thrift Development, Ryan Miller, rmiller@thriftdev.com, 864-546-1628

Design/Construction Value:

\$1.7 million

Project Description:

This project consists of the replacement of the Cherokee Road bridge over US29 in Anderson County. IPC was contracted by Thrift Development for the construction of a 146' long and 43' wide, single span prestressed concrete 72" FIB, bridge. IPC is also responsible for demolition of the existing bridge and construction of roadside rigid barrier against the MSE Walls at each endbent. Traffic control and protection are major concerns on this project when working over US29. As project manager, Mr. Kamberg is responsible for overall project execution and communication with subcontractors, SCDOT & Thrift Development while ensuring the work is completed safely according to project plans and specifications. Mr. Kamberg is also responsible for developing safe work plans to set the large beams and ensure public safety while the bridge deck is constructed. Mr. Kamberg is also tasked with developing and monitoring project schedules to ensure the project is completed in a timely manner.



- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Andrew Kamberg is currently assigned to the following projects.

- SCDOT P0414150 Anderson (bridge only), Project Manager, Complete April 2023
- NCDOT C204672 McDowell, Project Manager, Complete August 2023
- SCDOT P030484 Spartanburg (bridge only), Project Manager, Complete December 2023

Mr. Kamberg will be made available as needed throughout the Bridge Package 16 Pursuit and full-time upon project award.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Robert Ballenger Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: IPC PAVING, LLC</p>	
<p>d. Years of Experience: With this Firm <u> 3 </u> Years With Other Firms <u> 15 </u> Years</p> <p>IPC Paving: Superintendent – Responsible for field operations for all bridge projects, 2020 – Present GLF Construction: Bridge Foreman – Responsible for onsite day to day operations for bridge projects as assigned, 2016 – 2020 NHM Constructors: Bridge Foreman – Responsible for onsite day to day operations for bridge projects as assigned, 2013 – 2016 Taylor & Murphy Construction: Foreman – Responsible for onsite day to day operations for projects as assigned. Progressed from laborer when first hired to foreman over time, 2005 – 2013</p>	
<p>e. Education:</p>	
<p>f. Active Registrations:</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <div style="margin-top: 10px;"> <p><u>Project Example No. 1</u> NCDOT C204055 Buncombe County</p> <p>Key Personnel Role: Foreman</p> <p>Experience with Current Firm: GLF Construction</p> <p>Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020</p> <p>Owner Contact Information: DOT, Joseph Lawrence, jrlawrence@ncdot.gov, 828-776-5005</p> <p>Design/Construction Value: \$10.3 million</p> <p>Project Description:</p> <p>This project consisted of the rehabilitation of 12 bridges on I40 in Buncombe County. The project included bridges crossing the French Broad River, Hominy Creek and several roads within The Biltmore Estate. Rehabilitation work included latex deck overlays, steel beam repairs, bearing replacement, granite stone veneer removal & replacement, bridge beam painting and joint replacement. Roadway work included excavation & fill, shoulder reconstruction and paving. As foreman Mr. Ballenger was responsible for ensuring planned bridge rehabilitation activities were executed safely, according to project specifications and within the time allotted. Mr. Ballenger worked daily/nightly with bridge crews, subcontractors and DOT field personnel to complete the tasks needed. Mr. Ballenger was responsible for ensuring the work was done according to design drawings and working with project management to address issues that arose.</p> </div> <div style="margin-top: 20px;"> <p><u>Project Example No. 2</u> SCDOT P028355 Route S-272 over Reedy River</p> <p>Key Personnel Role: Foreman</p> <p>Experience with Previous Firm: GLF Construction</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020</p> <p>Owner Contact Information: DOT, Jack Valetti, PE, valettijb@scdot.org, 864-420-4562</p> <p>Construction Value: \$5.9 Million</p> <p>Project Description:</p> <p>This project consisted of the bridge replacement and roadway realignment of West Georgia Road over the Reedy River in Greenville County. The new bridge was a 64' wide and 180' long single span steel girder bridge. The foundations consisted of a spread footing on one side and driven pile foundation on the other. The new roadway consisted of 35,000 CY of excavation along with associated storm drainage for the realignment of the existing roadway. Two emergency bridge repair contracts were also added as extensions under this contract. As foreman Mr. Ballenger was responsible for ensuring planned bridge construction activities were executed safely, according to project specifications and within the time allotted. Mr. Ballenger worked daily/nightly with bridge crews, subcontractors and DOT field personnel to complete the tasks needed. Mr. Ballenger was responsible for ensuring the work was done according to design drawings and working with project management to address issues that arose.</p> </div>	

Project Example No. 3

SCDOT P027023 Pickens County

Key Personnel Role:

Foreman

Experience with Current Firm:

GLF Construction

Project/Assignment Duration:

Project 2018-2019, Assigned 2018-2019

Owner Contact Information:

Joe Laws, DOT, lawsjd@scdot.org, 864-313-4760

Design/Construction Value:

\$2.1 million

Project Description:

This project consisted of the replacement of the bridge over Twelve Mile Creek on Belle Shoals Road. The bridge was 139' long and 42' wide, single span prestressed 72" modified bulb tee, bridge. The endbents are supported by driven pile foundations. As foreman Mr. Ballenger was responsible for ensuring planned bridge activities were executed safely, according to project specifications and within the time allotted. Mr. Ballenger worked with bridge crews, subcontractors and DOT field personnel to complete the tasks needed. Mr. Ballenger was responsible for ensuring the work was done according to design drawings and working with project management to address issues that arose.

Project Example No. 4

SCDOT P038334 Emergency Bridge Repair

Key Personnel Role:

Foreman

Experience with Current Firm:

GLF Construction

Project/Assignment Duration:

Project 2018-2019, Assigned 2018-2019

Owner Contact Information:

Joe Laws, DOT, lawsjd@scdot.org, 864-313-4760

Design/Construction Value:

\$794k

Project Description:

This project consisted of the joint replacement and deck rehabilitation of the bridge on SC183 over Saluda River. The existing bridge was 26' wide and 350' long with 8 spans. The initial plans called for partial and full depth patching of the bridge deck but was redesigned for partial deck patching and latex overlay. The project also had a 30-day completion date for the bridge to be reopened. As foreman Mr. Ballenger was responsible for ensuring planned bridge activities were executed safely, according to project specifications and within the time allotted. Mr. Ballenger worked with bridge crews, subcontractors and DOT field personnel to complete the tasks needed. Mr. Ballenger was responsible for ensuring the work was done according to design drawings and working with project management to address issues that arose.

Project Example No. 5

SCDOT P0414150 Anderson County

Key Personnel Role:

Superintendent

Experience with Current Firm:

IPC Paving

Project/Assignment Duration:

Project 2021-2023, Assigned 2021-2023

Owner Contact Information:

Thrift Development, Ryan Miller, rmiller@thriftdev.com, 864-546-1628

Design/Construction Value:



\$1.7 million

Project Description:

This project consists of the replacement of the Cherokee Road bridge over US29 in Anderson County. IPC was contracted by Thrift Development for the construction of a 146' long and 43' wide, single span prestressed concrete 72" FIB, bridge. IPC is also responsible for demolition of the existing bridge and construction of roadside rigid barrier against the MSE Walls at each endbent. Traffic control and protection are major concerns on this project when working over US29. As superintendent, Mr. Ballenger is responsible for the coordination and communication between subcontractors, field personnel and office management. Mr. Ballenger is responsible for allocating resources in an efficient manner to ensure the project is completed within schedule and budget requirements. Mr. Ballenger is responsible for ensuring safety measures are being adhered to, for ensuring the project is constructed per plan and for communicating with SCDOT personnel on construction and schedule.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.					
<p>a. Name & Title: HARDY WILLIS, PE Associate Vice President</p>					
<p>b. Role of Key Individual for this Project: Lead Design Engineer</p>					
<p>c. Name of Firm with which you are now associated: JOHNSON, MIRMIRAN & THOMPSON, INC.</p>					
<p>d. Years of Experience: With this Firm, <u>24</u> Years; With Other Firms, 8 Years Johnson, Mirmiran & Thompson, Inc. (JMT): Associate VP/Structures Section Head/Office Leader – Leads the NC Structures Section. and the Asheville, NC office. Manages full-service projects with multiple disciplines, subconsultants, and fast-track deadlines. Oversees staff engineers/drafters in designing and detailing bridges and roads for various public and private clients. Provides review and oversight of bridge design and plan production. Develops project scope, budgets, and schedules and work with clients/owners throughout the life of the projects. July 1998 – Present Neel-Schaffer, Inc.: Structural Engineer – Responsible for design, design review, and plan production of transportation structures. March 1998 – July 1998 Moreland-Altobelli Assoc., Inc. (MAAI – now Atlas): Structural Engineer/Assistant Project Manager – Responsible for design, design review, and plan production of transportation structures. Assisted in project budget schedules and overall management. January 1995 – March 1998 NCDOT Structure Design Unit: Bridge Design Engineer – Completed the 18-month training program; worked permanently in the Structure Design Unit (Structures Management Unit); Responsible for design, design check, and plan review/plan production for transportation structures. 1990-December 1994</p>					
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Duke University / Durham, NC / Bachelor of Science / 1990 / Civil Engineering</p>					
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2004 / SC / Registered Professional Engineer (PE) / #23688 Also registered in GA, KY, NC, TN, and WV. 2021 / GA / Registered Structural Engineer (SE) / SE000816</p>					
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <table border="0"> <tr> <td> <p><u>Project Example No. 1</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p> </td> <td> <p>Emergency Express Design-Build Bridge Package, Avery and Watauga Counties, NC</p> <p>Lead Design Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton</p> <p>Project 2016-2021 / Assignment 2016-2020</p> <p>NCDOT, Mr. Ivan Dishman, PE, ihdishman@ncdot.gov, (336) 903-9245</p> <p>\$700,000 (Design) / \$4.46 M (Construction)</p> </td> </tr> </table> <p>As lead designer on a DB Team with Summers & Taylor Construction, JMT was awarded five bridge replacements in Avery and Watauga Counties, NC. The new bridges were all single-span structures over mountain creeks, consisting of prestressed concrete cored slabs or box beams, ranging in length from 25 to 100 feet. The out-to-out widths ranged from 27 to 36 feet, and all were founded on steel pile end bents. Most were designed for stage construction. One bridge in particular had a very challenging 3-phase staging sequence due to extremely tight space constraints. That bridge is about 260 feet from the intersection of a divided highway. As such, it was imperative to maintain two lanes of traffic at all times throughout construction. Mr. Willis was responsible for overall design team management (answering to the DB Project Manager), leading a team of designers and subconsultants, including structure design, roadway design, hydraulic analysis, land surveying, erosion control plans, elaborate traffic management plans, utility coordination, geotechnical investigation and design, and right-of-way acquisition. Mr. Willis attended project meetings, and completed the as-built drawings at the project completion.</p> <table border="0"> <tr> <td> <p><u>Project Example No. 2</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p> </td> <td> <p>Design-Build Replacement of Bridges #8 & #9 over Ivy Creek, Madison County, NC</p> <p>Lead Design Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton</p> <p>Project 2017-2019 / Design phase: 2017- 2018</p> <p>NCDOT, Jody Lawrence, jrlawrence@ncdot.gov, (828) 298-0080</p> <p>\$356,000 (Design)/ \$3.97 M (Construction)</p> </td> </tr> </table> <p>This design-build project entails the removal of two severely deficient bridges to be replaced with a single 3-span structure. The new bridge has a curved deck on chorded 54-inch PCG's over Ivy Creek. Interior bents were multi-column bents on drilled shafts. Mr. Willis was responsible for overall design team management (answering to the DB Project Manager with Crowder Construction), leading a 'turnkey' team of designers and subconsultants, including structure design, roadway</p>		<p><u>Project Example No. 1</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>Emergency Express Design-Build Bridge Package, Avery and Watauga Counties, NC</p> <p>Lead Design Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton</p> <p>Project 2016-2021 / Assignment 2016-2020</p> <p>NCDOT, Mr. Ivan Dishman, PE, ihdishman@ncdot.gov, (336) 903-9245</p> <p>\$700,000 (Design) / \$4.46 M (Construction)</p>	<p><u>Project Example No. 2</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>Design-Build Replacement of Bridges #8 & #9 over Ivy Creek, Madison County, NC</p> <p>Lead Design Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton</p> <p>Project 2017-2019 / Design phase: 2017- 2018</p> <p>NCDOT, Jody Lawrence, jrlawrence@ncdot.gov, (828) 298-0080</p> <p>\$356,000 (Design)/ \$3.97 M (Construction)</p>
<p><u>Project Example No. 1</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>Emergency Express Design-Build Bridge Package, Avery and Watauga Counties, NC</p> <p>Lead Design Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton</p> <p>Project 2016-2021 / Assignment 2016-2020</p> <p>NCDOT, Mr. Ivan Dishman, PE, ihdishman@ncdot.gov, (336) 903-9245</p> <p>\$700,000 (Design) / \$4.46 M (Construction)</p>				
<p><u>Project Example No. 2</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>Design-Build Replacement of Bridges #8 & #9 over Ivy Creek, Madison County, NC</p> <p>Lead Design Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton</p> <p>Project 2017-2019 / Design phase: 2017- 2018</p> <p>NCDOT, Jody Lawrence, jrlawrence@ncdot.gov, (828) 298-0080</p> <p>\$356,000 (Design)/ \$3.97 M (Construction)</p>				

design, a complex traffic control design (the project included two intersection conversions), hydraulic analysis, erosion control plans, geotechnical investigation and design, utility coordination, and right-of-way acquisition. He attended project meetings, and completed the as-built drawings at the project completion.

Project Example No. 3

Belcher Road Bridge Replacement, Spartanburg County, SC

Key Personnel Role:

Structural Manager

Experience with Current Firm:

Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton

Project/Assignment Duration:

Project 2017-2022 / Assignment 2017- 2022

Owner Contact Information:

Spartanburg County, William Martin, PE, PLS,
wmartin@spartanburgcounty.org, (864) 595-5332

Design/Construction Value:

\$127,000 (Design) / \$1.0 M (Construction est.)

Project Description:

JMT, formerly V&M, was selected by Spartanburg County through an On-Call contract for the design to replace the bridge over Lawsons Fork Creek on Belcher Rd. The bridge design consisted of 39" deep precast, prestressed concrete box beams, clear-spanning the creek on a 100-foot span. These box beams were placed side-by-side with multiple rows of transverse post-tensioning strands (0.6" diameter L.R., each strand). The bridge out-to-out width is 39'-0". After all beams have been set in place and post-tensioned, keyways between beams will be grouted, concrete railing constructed, and a 1 ½" minimum thickness asphalt overlay will be placed. A new alignment of Belcher Road was designed to the inside of the existing curvature, allowing the configuration of the bridge on a short tangent section. Mr. Willis was responsible for overseeing and leading the quality control of the structural design team. He reviewed the design and contract plans prior to submittal.

Project Example No. 4

Emergency Express Design Build Replacement of Bridge #136, Iredell County, NC

Key Personnel Role:

Lead Design Engineer

Experience with Current Firm:

Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton

Project/Assignment Duration:

Project 2020-2022 / Assignment 2020-2022

Owner Contact Information:

NCDOT, Mr. Larry Carpenter, PE, lcarpenter@ncdot.gov, (980) 552-4205

Design/Construction Value:

\$167,000 (Design) / \$2.17 M (Construction)

Project Description:

Due to the impacts of Tropical Storm Eta, in November of 2020, the NCDOT awarded this emergency replacement of bridge #136 in Iredell County to the Crowder-V&M design-build team. The storm's effects caused the bridge on Liberty Hill Road, northwest of Statesville, to wash out completely. The DB team, where JMT (formerly V&M) served as the lead design firm, quickly designed, constructed, and managed a 3-span, 272-foot long prestressed-concrete box beam bridge, with 150-foot roadway approaches at each end. One peculiar component of this project was addressing a shift in the stream. JMT's hydraulic designers had to account for the shift, modeling the stream in its original condition while detailing and permitting a reconstructed and armored south bank. Mr. Willis was responsible for overall design team management (answering to the DB Project Manager with Crowder Construction), leading a team of designers and subconsultants, including structure design, roadway design, hydraulic analysis, land surveying, erosion control plans, geotechnical investigation and design, and right-of-way acquisition. He attended project meetings, and completed the as-built drawings at the project completion.

Project Example No. 5

NCDOT Low Impact Bridge Replacement (LIBR), Multiples Counties, NC

Key Personnel Role:

Project Manager

Experience with Current Firm:

Johnson, Mirmiran & Thompson, Inc. (JMT), formerly Vaughn and Melton

Project/Assignment Duration:

2011 - present

Owner Contact Information:

NCDOT Division 14, Josh Deyton, PE, jbdeyton@ncdot.gov, (828) 586-2141

Design/Construction Value:

Avg. \$175,000 (Design) / Avg. \$1.0 M (Construction) per site

Project Description:

JMT, formerly Vaughn and Melton, was selected by NCDOT on numerous occasions for the turnkey design of over 50 bridges over the last decade. This was part of the "Low Impact Bridge Replacement" (or LIBR) program instituted by NCDOT in 2011. Most of the sites that we were selected for have been in western NC. The LIBR program employs a common-sense approach to replacement of small, two-lane stream crossings in rural, low traffic volume areas. Mr. Willis has been the Project Manager on a majority of these projects in Divisions 10, 11, 13 and 14. His responsibilities include overall project management, leading a team of designers and subconsultants, including structure design, roadway design, hydraulic analysis, land surveying (often SUE), erosion control plans, traffic management plans, utility coordination, utility design, geotechnical investigation and design, and right-of-way acquisition.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. This role is not required to be on-site, full time during the duration of construction.



SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK




US 123 GEORGES

APPENDIX B


Work History and Quality Form - Contractor/Designer (3.5.1)





WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[IPC Paving, LLC]

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify IPC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by IPC (in thousands)
Name: SCDOT P0414150 Delivery Method: DBB Location: Anderson County, SC	Name: Design Lead: STV, Inc Construction Lead(Bridge): IPC Paving, LLC	Name of Owner: Thrift Development (Prime) Project Manager: Ryan Miller, PE Phone: 864-882-4582 Email: rmiller@thriftdev.com	Design Substantial Completion 10/2020 Actual Const. Substantial Completion Date: 04/2023	\$1,706	\$1,580
g. Narrative describing the work performed by IPC Paving					
<div><p>IPC Paving was contracted by Thrift Development to demo the existing bridge on Cherokee Rd over US29 and construct a new 146’ single span bridge. The remaining project scope including roadway construction, MSE Endbent Construction at the bridge and utilities were managed by Thrift. IPC worked closely with the MSE wall sub during construction of the walls to ensure h-pile placement was correct. The plans for this bridge stated that the MSE walls would be constructed first and the h-piles would be driven afterwards. Since this is the opposite of normal MSE/h-pile construction operations, several issues presented themselves that needed to be addressed such as crane loads & vibrations on new MSE walls and installation and support of pile sleeves during construction. The pile sleeves were constantly monitored as MSE wall fills were installed and the piles were installed without issue.</p><p>IPC will be setting the 146’ long, 72” FIB Prestressed Concrete Beams in a few weeks. Designed and approved erection drawings call for the use of two cranes to work in tandem while setting the beams. US29 will be closed during overnight to allow trucks and cranes to use the roadway and set the beams. Once the beams are set, construction of the deck, barrier rails and approach slabs will commence. IPC is committed to completing this work safely and efficiently.</p></div> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of IPC’s performance on the project to identify IPC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify IPC that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>This project will be successfully completed due to communication and collaboration between IPC, Thrift and SCDOT personnel. IPC key personnel work in tandem with Thrift & SCDOT personnel daily to complete the original contract with no LD’s being assessed, no safety issues, and no dispute proceedings, litigation or arbitration. No claims have been initiated on the project to date. Due to planning, communication and execution this project will be successfully completed on time and within budget.</p>					
i. Quality Initiatives. Discuss IPC’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>IPC Paving is able to control costs, manage the schedule and avoid claims on this project due to excellent communication and teamwork with Thrift & SCDOT. By discussing project schedule and work items ahead of time, many issues and delays are avoided. We also procure many of our materials ahead of time and store them so we have them onsite as needed. In today’s market, material shortages are abundant so we pursue these long lead items early in the project to avoid delays. Our personnel strive to provide SCDOT with a quality project each time which means looking for ways to save money and time on the project, not just looking out for IPC’s best interests. We have proven this methodology on several successfully completed projects for SCDOT since IPC was formed.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, IPC shall provide a detailed explanation below.					
<p>All responses are “no” to all questions.</p>					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[IPC Paving, LLC]

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify IPC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by IPC (in thousands)
Name: SCDOT P039469, P041775 Delivery Method: DBB Location: District 3	Name: Design Lead: SCDOT Construction Lead: IPC Paving, LLC	Name of Owner: SCDOT Project Manager: Joe Laws, PE Phone: 864-313-4760 Email: lawsjd@scdot.org	Design Substantial Completion 08/2022 Actual Const. Substantial Completion Date: 12/2022	\$2,232	\$2,100
g. Narrative describing the work performed by IPC Paving					
<div><p>The initial scope for this project included work on two bridges involving traffic control, steel repairs, concrete repairs, joint replacement, bridge pile wrap, reinforcing steel, painting, borrow excavation and asphalt milling/paving. Both bridges included work in and over water due to the location of the pile wraps and miscellaneous repairs. Both bridges normally carried heavy traffic loads but were currently closed due to the condition of the substructure. Knowing that getting the bridges opened was a big concern for SCDOT, IPC was able to put multiple crews on the project and work both bridges simultaneously. We were able to finish the project about 2 weeks before the scheduled completion date.</p><p>During the original contract period for this project, Mark Hunter, PE, State Bridge Maintenance Engineer, called with another emergency bridge repair project that needed immediate attention. We received the call on a Friday morning, mobilized the following Tuesday and were able to procure materials and complete the repairs needed to reopen the bridge in under 10 days.</p><p>Another emergency bridge repair was recently added to the project. This scope includes additional pile wraps, steel repairs, painting and joint replacement.</p></div> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of IPC’s performance on the project to identify IPC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify IPC that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>This project was successfully completed due to communication and collaboration between IPC and SCDOT personnel. IPC key personnel worked in tandem with SCDOT personnel to complete the original contract with no LD’s being assessed, no safety issues, and no dispute proceedings, litigation or arbitration. No claims were initiated on the project either. Due to planning, communication and execution this project was successfully completed.</p>					
i. Quality Initiatives. Discuss IPC’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>IPC Paving was able to control costs, manage the schedule and avoid claims on this project due to excellent communication and teamwork with SCDOT. By discussing project schedule and work items ahead of time, many issues and delays were avoided. Our personnel strive to provide SCDOT with a quality project each time which means looking for ways to save money and time on the project, not just looking out for IPC’s best interests. IPC has completed several emergency bridge repair projects, of varying scopes and sizes for SCDOT within the past couple of years, all without claims or LD’s being assessed. This proven track record highlights our commitment to providing a quality project on time and under budget.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, IPC shall provide a detailed explanation below.					
<p>All responses are “no” to all questions.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Johnson, Mirmiran & Thompson, Inc

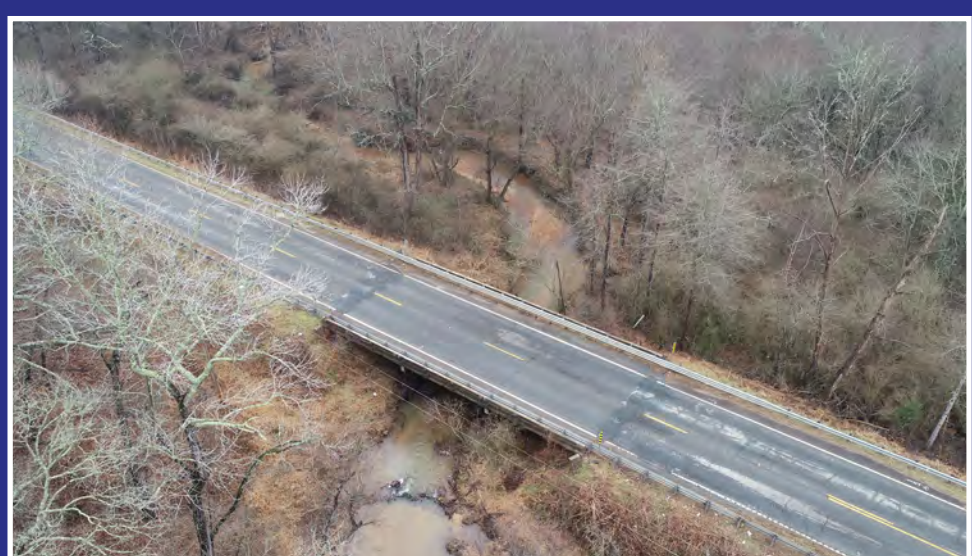
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: NCDOT Emergency Express Design-Build Bridge Package Location: Avery and Watauga Counties, NC	Name: Summers-Taylor, Inc. (Construction and entity under contract with the client, NCDOT); JMT (formerly V&M) (Lead Design firm on DBT)	Name of Owner: North Carolina Department of Transportation (NCDOT), Division 11 Project Manager: Mr. Ivan Dishman, PE Phone: (336) 903-9245 Email: ihdishman@ncdot.gov	Construction Completion: 10/2021 Professional Services Completion: 10/2021	\$4,460	\$700
g. Narrative describing the work performed by JMT,					
<div><p>Project Description: As lead designer on a Design-Build Team with Summers & Taylor Construction, JMT (operating as Vaughn & Melton) was awarded five bridge replacements in Avery and Watauga Counties, NC. The new bridges were all single-span structures over mountain creeks, consisting of prestressed concrete cored slabs or box beams, ranging in length from 25 to 100 feet. The out-to-out widths ranged from 27 to 36 feet, and all were founded on steel pile end bents. Most were designed for stage construction. One bridge in particular had a very challenging 3-phase staging sequence due to extremely tight space constraints. That bridge is about 260 feet from the intersection of a divided highway. The traffic queue approaching this intersection consistently backs up to the bridge. As such, it was imperative to maintain two lanes of traffic at all times throughout construction. On this same crossing, the RFP called for an allowance of additional width on one stream bank for a future greenway.</p><p>Mr. Willis was responsible for overall design team management (answering to the DB Project Manager), leading a team of numerous in-house designers and subconsultants. The NCDOT was pleased with the outcome of this project.</p><p>As a subconsultant, JMT provided: Land Surveying, Project Management, Structure Design, Roadway Design, Hydraulic Analysis, Drainage Design, Traffic Management Plans, Erosion Control Plans, Right of Way Acquisition, Environmental Permit Drawings, Utility Coordination</p></div> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? No					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Johnson, Mirmiran & Thompson, Inc]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: Emergency Bridge Replacement Package 2016 1-A. Four bridge replacements over various waterways Location: Florence, Horry and Marion Counties, SC	Name: Carolina Bridge, Inc.	Name of Client: South Carolina Department of Transportation Project Manager: Brad Reynolds Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction completion 11/2017 Design (Construction Support) 11/2017	Construction cost \$9,199	\$352
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC is our office where the design work was performed and JMT served as the lead designer.					
<p>Project Description: Through emergency Design-Build Procurement procedures, SCDOT has replaced four bridges damaged due to flooding caused by Hurricane Matthew. Bridges to be replaced are S-21-461 over Tributary to Lynches River, S-21-13 over Long Branch, S-26-19 over Bug Branch, and SC 41 over Maidendown Swamp. New bridges were constructed as well as updating the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. The design and construction schedule were accelerated because of the emergency replacement. The superstructure design included a three-span 22" concrete flat slab, two three-span 21" prestressed concrete cored slabs, and a three-span AASHTO type I modified beam. All superstructures end bents on HP piles and interior bents on prestressed concrete piles. Hydraulic analyses were performed to determine the required hydraulic opening and anticipated scour depths used in the bridge design. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine the seismic demand and verify the seismic performance meets SCDOT Seismic Design Specifications.</p> <p>JMT provided roadway design, bridge design, road and bridge hydraulic analysis, and environmental services in support of Carolina Bridge, Inc.</p> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The project was successfully completed on time and on budget. Due to the aggressive completion schedule, collaboration between multiple office locations was required and was completed successfully. All plans were delivered to the design-build contractor on schedule.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
With the nature of all emergency bridge replacement projects, schedule was critical. JMT work closely with Carolina Bridge to identify early on the key areas were critical path for construction of the project and focused on those areas first while working concurrently on the other portions of the project. With multiple bridge designs going concurrently, JMT had early team coordination to ensure consistency among each project site.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? No					



SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



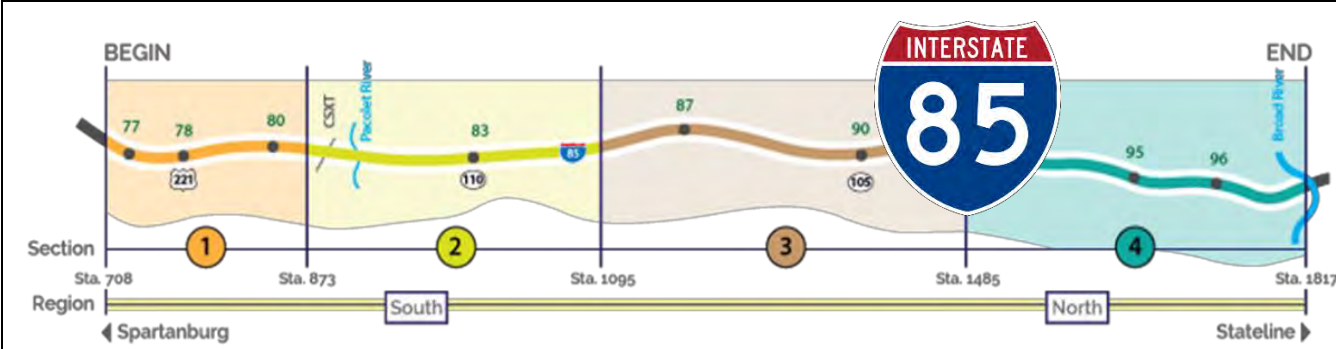
US 123 GEORGES

APPENDIX C

Work History and Quality Form - Contractor/Designer (3.5.2)



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Johnson, Mirmiran & Thompson, Inc

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction Date: Ongoing Professional Services Completion Date: 12/2018	\$435,577	\$4,942
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC					
			<p>Project Description: Includes improvements to 21-miles of I-85 designed to rehabilitate asphalt, increase capacity, and upgrade interchanges and overpass bridges to meet state and federal design requirements. As a subconsultant, JMT provided Lead <u>Traffic/MOT Engineer</u>, <u>Lead Hydraulic Engineer</u> and <u>Lead Environmental Manager</u> and performed road and bridge design within our segments. <u>Structural Design:</u> JMT designed the dual bridge rehab over Pacolet River, new interchange bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 & 2. <u>Roadway Design:</u> JMT provided roadway design services for Sections 1 and 2 on the project including interchange ramp improvements to 3 interchanges in JMT’s Section. I-85 mainline design retained the existing median barrier, significantly reducing the costs, and included widening to the median to provide a new lane in each direction with barrier separated travel lanes. Project also included a CSX rail crossing by third party over the interstate. <u>Traffic Engineering & Maintenance of Traffic:</u> JMT was Lead Traffic/MOT Engineer. The widening section included the reconstruction of 4 interchanges with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety. A transportation management plan was developed for the entire project. JMT conducted the design of signing, pavement markings, signals and ITS. Traffic signal plans included both the MOT and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro Hydraulic <u>Design:</u> JMT was Lead Hydraulic Engineer and provided in-house design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 interchange. JMT coordinated CCTV of existing storm drain systems including video review, repair recommendations and designed remediation work. As Lead Hydraulic Engineer JMT was responsible for responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI and Major Modifications of permits. <u>Environmental:</u> The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability. As Environmental Lead, JMT recommended the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation.</p> <div>Key Individuals on I-85 proposed: Thai Trinh, P.E., Structural Engineer, 2017-2022 David Russell, P.E., Road Design Engineer (not Lead), 2017-2022 </div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.					
The design build contractor has submitted a claim in connection with the construction of this project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities. Contractor’s claims are based upon pricing and quantities developed using preliminary plans and increases to those quantities alleged to be due to the post-award final design development process. JMT performed services as a subconsultant design firm. The design by JMT is not alleged to be erroneous and no issues have been raised with the final RFC plans. JMT disputes all allegations and liability for the contractor’s quantity changes. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

[Johnson, Mirmiran & Thompson, Inc]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: Port Access Road from I-26 - Exit 218 to New Port Terminal Location: North Charleston, South Carolina	Name: Fluor-Lane South Carolina, LLC	Name of Client: South Carolina Department of Transportation Project Manager: Jae H. Mattox, III, PE Phone: 803-737-1805 Email: mattoxjh@scdot.org	Original Est. Construction completion 12/2019 Phase 1 construction: 2021 Phase 2 construction: 2022 Design services substantial completion 12/2018	Construction cost \$220,700	\$5,844

g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, Hunt Valley, MD,



Project Description: JMT was Lead Designer for the Port Access Road Design-Build Project in Charleston County, SC. Project provides direct access between the Hugh Leatherman Terminal and I-26 and maintains local road access for commuter and commercial traffic. Project safely integrated container terminal traffic with existing traffic; supported local & regional planning policies & strategies; and minimized adverse impacts on communities and the environment. **Structures:** JMT designed the 6 new complex and curved bridges over I-26, CSX & NS RR’s, and local roadways as part of the fully directional interchange and associated ramp tie-ins. Superstructures were curved steel girders, chorded & flared prestressed concrete beams, and flat slabs. Substructures were drilled shafts, pipe pile footings, and pile bents. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine seismic demand and meet SCDOT Specifications due to complex geometry in a high seismic zone. **Roadway:** JMT designed all project interchange geometry including about 1,000 ft. along I-26. The new alignment crosses N. Meeting Street, King Street Ext., Spruill Ave. & RRs, as well as Shipyard Creek, to reach the Port. A local access road connects Bainbridge Ave. to the main alignment and parallels Shipyard Creek. **Right of Way:** Some right of way was acquired by SCDOT and some was the D-B team’s responsibility. Geometric optimization and retaining walls were implemented to stay within the right-of-way and reduce takes. 3D modeling in OpenRoads helped define cuts, fills, and vertical clearances. **Environmental:** Project utilized an elevated viaduct to reduce impacts to tidal creeks and hazardous material sites. Commitments from the environmental process were provided on the project webpage for transparency of the NEPA process. **Utilities:** Design avoided utility conflicts when feasible.



Key Individuals on Port Access proposed: David Russell, P.E., Road Design Engineer (not Lead), 2017-2019 | Thai Trinh, P.E., Structural Engineer of Record, 2017-2019 | Jim O’Connor, P.E., Deputy Design Engineer (not Lead), 2017-2019 |

h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.

Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.

The design build contractor JV filed a lawsuit against JMT, as the lead designer, for cost overruns and backcharges associated with the construction of the project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities. Contractor’s pricing was based on preliminary plans, and certain components increased in the post-award design development process. JMT disputed all allegations and liability and asserted that such costs were due to the Contractor’s own pricing determinations and/or means and methods of construction, and that many aspects of the final design actually resulted in overall savings and reductions from original estimates which were disregarded in calculating the Contractor’s claims. The claim was ultimately settled and dismissed through negotiation and mutual agreement of the parties, as settlement was more efficient and economical than funding the cost of continued litigation and appeals.

**ALL
CLAIMS
RESOLVED**



SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



US 123 GEORGES

APPENDIX D

Legal and Financial





January 9, 2023

South Carolina Department of Transportation
955 Park Street, Room 101
Columbia, South Carolina 29201

Re: Surety Program for IPC Paving, LLC
Project: South Carolina Department of Transportation
Bridge Package 16
Design-Build Project
Contract ID 3962240
Pickens County

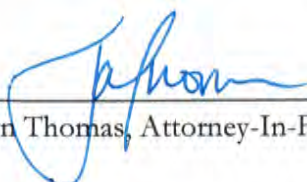
To Whom It May Concern:

It has been the privilege of American Global LLC and United States Fire Insurance Company to provide surety bonds on behalf of IPC Paving, LLC. In our opinion, IPC Paving, LLC remains properly financed, well equipped, and capably managed.

At the present time, United States Fire Insurance Company provides a \$20,000,000 single project/\$60,000,000 aggregate surety program to IPC Paving, LLC. As always, United States Fire Insurance Company reserves the right to perform normal underwriting at the time of any bond request, including, without limitation, prior review and approval of relevant contract documents, bond forms, and project financing. Our consideration and issuance of bonds is a matter solely between IPC Paving, LLC and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

United States Fire Insurance Company is listed on the U.S. Treasury Department's Listing of Approved Sureties (Department Circular 570) and is rated A (Excellent) by AM. Best Company.

Sincerely,
United States Fire Insurance Company

By: 
Jaclyn Thomas, Attorney-In-Fact

ACKNOWLEDGEMENT OF SURETY COMPANY

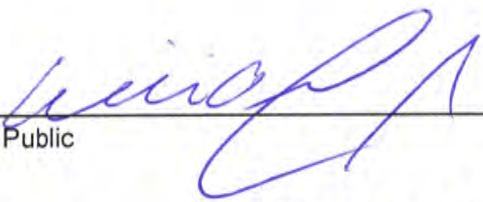
STATE OF NEW JERSEY

COUNTY OF MORRIS

ON THE 9th DAY OF January 2023 BEFORE ME PERSONALLY APPEARED Jaclyn Thomas TO ME KNOWN, WHO BEING BY ME DULY SWORN, DID DEPOSE AND SAY; THAT (S)HE IS THE ATTORNEY-IN-FACT OF United States Fire Insurance Company THE CORPORATION THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL, AT MY OFFICE IN THE ABOVE COUNTY, THE DAY AND YEAR WRITTEN ABOVE.

Notary Public


William A. Drayton Jr.
Notary Public
State of New Jersey
My commission expires April 9, 2026

**POWER OF ATTORNEY
UNITED STATES FIRE INSURANCE COMPANY
PRINCIPAL OFFICE - MORRISTOWN, NEW JERSEY**

06446

KNOW ALL MEN BY THESE PRESENTS: That United States Fire Insurance Company, a corporation duly organized and existing under the laws of the state of Delaware, has made, constituted and appointed, and does hereby make, constitute and appoint:

Krystal L. Stravato, Kevin T. Walsh, Jr., Thomas MacDonald, Edward Reilly, Marisol Mojica, Jaclyn Thomas

each, its true and lawful Attorney(s)-In-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver: Any and all bonds and undertakings of surety and other documents that the ordinary course of surety business may require, and to bind United States Fire Insurance Company thereby as fully and to the same extent as if such bonds or undertakings had been duly executed and acknowledged by the regularly elected officers of United States Fire Insurance Company at its principal office, in amounts or penalties: **Unlimited**

This Power of Attorney limits the act of those named therein to the bonds and undertakings specifically named therein, and they have no authority to bind United States Fire Insurance Company except in the manner and to the extent therein stated.

This Power of Attorney is granted pursuant to Article IV of the By-Laws of United States Fire Insurance Company as now in full force and effect, and consistent with Article III thereof, which Articles provide, in pertinent part:

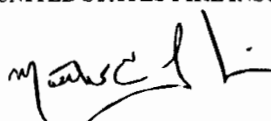
Article IV, Execution of Instruments - Except as the Board of Directors may authorize by resolution, the Chairman of the Board, President, any Vice-President, any Assistant Vice President, the Secretary, or any Assistant Secretary shall have power on behalf of the Corporation:

- (a) to execute, affix the corporate seal manually or by facsimile to, acknowledge, verify and deliver any contracts, obligations, instruments and documents whatsoever in connection with its business including, without limiting the foregoing, any bonds, guarantees, undertakings, recognizances, powers of attorney or revocations of any powers of attorney, stipulations, policies of insurance, deeds, leases, mortgages, releases, satisfactions and agency agreements;
- (b) to appoint, in writing, one or more persons for any or all of the purposes mentioned in the preceding paragraph (a), including affixing the seal of the Corporation.

Article III, Officers, Section 3.11, Facsimile Signatures. The signature of any officer authorized by the Corporation to sign any bonds, guarantees, undertakings, recognizances, stipulations, powers of attorney or revocations of any powers of attorney and policies of insurance issued by the Corporation may be printed, facsimile, lithographed or otherwise produced. In addition, if and as authorized by the Board of Directors, dividend warrants or checks, or other numerous instruments similar to one another in form, may be signed by the facsimile signature or signatures, lithographed or otherwise produced, of such officer or officers of the Corporation as from time to time may be authorized to sign such instruments on behalf of the Corporation. The Corporation may continue to use for the purposes herein stated the facsimile signature of any person or persons who shall have been such officer or officers of the Corporation, notwithstanding the fact that he may have ceased to be such at the time when such instruments shall be issued.

IN WITNESS WHEREOF, United States Fire Insurance Company has caused these presents to be signed and attested by its appropriate officer and its corporate seal hereunto affixed this 28th day of September, 2021.

UNITED STATES FIRE INSURANCE COMPANY



Matthew E. Lubin, President



State of New Jersey }
County of Morris }

On this 28th day of September, 2021, before me, a Notary public of the State of New Jersey, came the above named officer of United States Fire Insurance Company, to me personally known to be the individual and officer described herein, and acknowledged that he executed the foregoing instrument and affixed the seal of United States Fire Insurance Company thereto by the authority of his office.

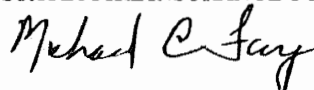



Melissa H. D'Alessio (Notary Public)

I, the undersigned officer of United States Fire Insurance Company, a Delaware corporation, do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy is still in force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of United States Fire Insurance Company on the 9th day of January 2023

UNITED STATES FIRE INSURANCE COMPANY



Michael C. Fay, Senior Vice President



UNITED STATES FIRE INSURANCE COMPANY
1209 ORANGE STREET, WILMINGTON, DELAWARE 19801

STATEMENT OF ASSETS, LIABILITIES, SURPLUS AND OTHER FUNDS

AT DECEMBER 31, 2021

ASSETS	
Bonds (Amortized Value).....	903,307,173
Preferred Stocks (Market Value).....	105,571,429
Common Stocks (Market Value).....	1,504,759,231
Mortgage Loans (Market Value).....	446,047,113
Cash, Cash Equivalents, and Short Term Investments.....	1,184,428,501
Derivatives.....	8,536,548
Other Invested Assets.....	336,487,236
Investment Income Due and Accrued.....	10,016,168
Premiums and Considerations.....	431,207,743
Amounts Recoverable from Reinsurers.....	68,151,803
Funds Held by or Deposited with Reinsured Companies.....	29,595,868
Net Deferred Tax Asset.....	160,701,318
Electronic Data Processing Equipment.....	2,011,585
Receivables from Parent, Subsidiaries and Affiliates.....	114,953,836
Other Assets.....	97,519,676
TOTAL ASSETS.....	\$ 5,403,295,228

LIABILITIES, SURPLUS & OTHER FUNDS	
Losses (Reported Losses Net of Reinsurance Ceded and Incurred But Not Reported Losses).....	1,866,433,397
Reinsurance Payable on Paid Losses and Loss Adjustment Expenses.....	88,108,310
Loss Adjustment Expenses.....	322,459,750
Commissions Payable, Contingent Commissions and Other Similar Charges.....	8,674,938
Other Expenses (Excluding Taxes, Licenses and Fees).....	75,718,281
Taxes, Licenses and Fees (Excluding Federal Income Taxes).....	32,725,021
Current Federal and Foreign Income Taxes.....	62,383
Unearned Premiums.....	845,288,567
Advance Premium.....	7,921,829
Ceded Reinsurance Premiums Payable.....	72,110,703
Funds Held by Company under Reinsurance Treaties.....	24,081,128
Amounts Withheld by Company for Account of Others.....	147,974,892
Provision for Reinsurance.....	3,350,178
Payable to Parent, Subsidiaries and Affiliates.....	13,084,638
Other Liabilities.....	41,952,278
TOTAL LIABILITIES.....	\$ 3,549,946,293
Common Capital Stock.....	18,780,000
Gross Paid In and Contributed Surplus.....	1,577,074,940
Unassigned Funds (Surplus).....	257,493,995
Surplus as Regards Policyholders.....	1,853,348,935
TOTAL LIABILITIES, SURPLUS & OTHER FUNDS.....	\$ 5,403,295,228

I, Carmine Scaglione, Senior Vice President and Controller of UNITED STATES FIRE INSURANCE COMPANY, certify that the foregoing is a fair statement of Assets, Liabilities, Surplus and Other Funds of this Company, at the close of business, December 31, 2021, as reflected by its books and records and as reported in its statement on file with the Insurance Department of the State of Delaware.



IN TESTIMONY WHEREOF, I have set my hand and affixed the seal of the Company, this 1st day of March, 2021.
UNITED STATES FIRE INSURANCE COMPANY



Ms. Carmen Wright
Office of Project Delivery
South Carolina Department of Transportation
955 Park Street, Room 101
Columbia, SC 29201

Re: Bridge Package 16, Pickens County, SC Design-Build Project, Request for Qualifications
Contract ID 3962240

I, Terry A. Williams, in my capacity as President as IPC Paving, LLC (the "Company") and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued January 3, 2023, by the South Carolina Department of Transportation (SCDOT) for Bridge Package 16 in Pickens County, SC.

I hereby declare that, as of this date hereof, the Company has the financial capacity and resources necessary to complete the project as proposed in the RFQ.

Respectfully,

A handwritten signature in black ink, appearing to read "Terry A. Williams".

Terry A. Williams
President

State of Arizona
County of Maricopa

Sworn to and subscribed to me this 09th day of January, 2023 by Terry Arthur Williams





SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



US 123 GEORGES

APPENDIX E

Organizational Conflict of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):

2. Describe measures proposed to mitigate the potential conflict(s):



Signature

1/6/23

Date

Aaron Creasman

Print Name

IPC Paving, LLC

Company

If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company



SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



US 123 GEORGES

APPENDIX F

Confidential and Proprietary Information Summary List



Appendix F

Information contained within our Statement of Qualifications is not confidential or proprietary.



SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



US 123 GEORGES

APPENDIX G

Addendum Receipt Form



Appendix G

No addendums have been issued for Bridge Package 16 Pickens County, SC, Design Build Project 3962240.

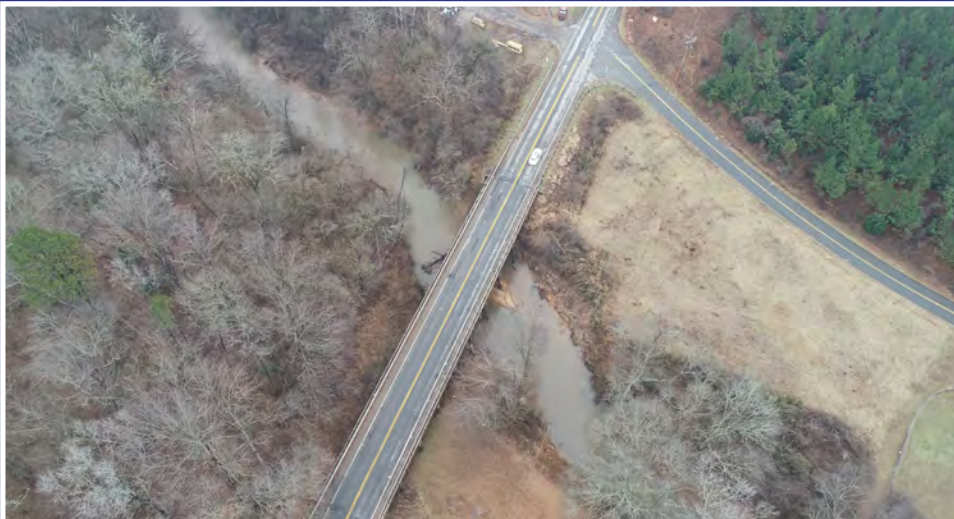




SC 124 GEORGES



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



US 123 GEORGES

APPENDIX H

Key Individual and Contractor/Designer Reference Forms



Email	First Name	Last Name	Company Name	Project Name	Team
valettijb@scdot.org	Jack	Valetti	SCDOT	SCDOT P028355 Route S-272 over Reedy River	GLF Construction Corp (IPC Paving Personnel)
reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	Emergency Bridge Replacement Package 2016-1A	Johnson, Mirmiran & Thompson
ihdishman@ncdot.gov	Ivan	Dishman	NCDOT	NCDOT Express Design Build Bridge #136 on SR 1561	Johnson, Mirmiran & Thompson
jbdeyton@ncdot.gov	Josh	Deyton	NCDOT	NCDOT Low Impact Bridge Replacement (LIBR)	Johnson, Mirmiran & Thompson
jrlawrence@ncdot.gov	Jody	Lawrence	NCDOT	Design-Build Replacement of Bridges #8 and #9 over Ivy Creek	Johnson, Mirmiran & Thompson
wmartin@spartanburgcounty.org	William	Martin	Spartanburg County	Belcher Road Bridge Replacement	Johnson, Mirmiran & Thompson
ihdishman@ncdot.gov	Ivan	Dishman	NCDOT	Emergency Express Design-Build Bridge Package	Johnson, Mirmiran & Thompson
mckenziepk@scdot.org	Patrick	McKenzie	SCDOT	SCDOT P0041339 Road S-45 over Norfolk Southern Railroad	NHM Constructors
nrtanner@ncdot.gov	Nathan	Tanner	NCDOT	NCDOT C203498 Jackson County	NHM Constructors
nrtanner@ncdot.gov	Nathan	Tanner	NCDOT	NCDOT C203409 Jackson County	GLF Construction Corp (IPC Paving Personnel)
nsmoneyham@ncdot.gov	Nathanial	Moneyham	NCDOT	NCDOT C203411 Burke County	GLF Construction Corp (IPC Paving Personnel)
jrlawrence@ncdot.gov	Joseph	Lawrence	NCDOT	NCDOT DM00232 Yancey County	GLF Construction Corp (IPC Paving Personnel)
jrlawrence@ncdot.gov	Joseph	Lawrence	NCDOT	NCDOT C204055 Buncombe County	GLF Construction Corp (IPC Paving Personnel)
jrlawrence@ncdot.gov	Joseph	Lawrence	NCDOT	NCDOT DM00280 Buncombe County	GLF Construction Corp (IPC Paving Personnel)
adam@areteengineers.com	Adam	Felmler	Arete Engineers	Middle Fork Greenway, Section 4	IPC Paving
rmiller@thriftdev.com	Ryan	Miller	SCDOT	SCDOT P0414150 Anderson County	IPC Paving
lawsjd@scdot.org	Joe	Laws	SCDOT	SCDOT P027023 Pickens County	GLF Construction Corp (IPC Paving Personnel)
lawsjd@scdot.org	Joe	Laws	SCDOT	SCDOT P038334 Emergency Bridge Repair	GLF Construction Corp (IPC Paving Personnel)
ejadams@charlestoncounty.org	Eric	Adams	Charleston County	Ashley Hall Plantation Road Bridge Replacement	Johnson, Mirmiran & Thompson
EdwardsTC@scdot.org	Tony	Edwards	SCDOT	Two Bridge Replacement on S-22 (Veterans Road) over South Edisto River, Aiken County	Johnson, Mirmiran & Thompson
newhamj@charleston-sc.gov	J. Frank	Newham, Sr.	City of Charleston	Bridge Replacement over Beresford Creek, Berkeley County	Johnson, Mirmiran & Thompson
Andersonc@charleston-sc.gov	Chase	Anderson	City of Charleston	St Thomas/Clement Ferry/Daniel Island Pedestrian Connector, Charleston County	Johnson, Mirmiran & Thompson
kristy.keeler@dot.state.fl.us	Kristy	Keeler	FDOT	FDOT District Four Continuing Services for CEI Inspection Support	JMT/Consort
mark.freeman@dot.state.fl.us	Mark	Freeman	FDOT	FDOT District Four CEI Services for SR 732/Jensen Beach	JMT/Consort
lawsjd@scdot.org	Joe	Laws	SCDOT	Belle Shoals Rd Bridge Replacement over Twelve Mile Creek Liberty, SC	IPC Paving
lawsjd@scdot.org	Joe	Laws	SCDOT	Emergency Deck Replacement SC183 over Saluda River Pickens	IPC Paving



Email	First Name	Last Name	Company Name	Project Name	Team
valettijb@scdot.org	Jack	Valetti	SCDOT	Bridge Replacement West Georgia Rd over Reedy River Simpsonville	IPC Paving



[illegible]



SC 124 OVER GREGORY CREEK



SC 183 GREGORY CREEK



SC 183 TWELVEMILE CREEK



US 123 GEORGES

APPENDIX I

Unique Entity ID Documentation



< Entity Information

Check Entity Status

This tool allows you to check the status of your entity.

☐ Search by Unique Entity ID/CAGE ☒ Search e



Non-federal users: You may only check the st
linked to your SAM.gov account.

Legal Business Name

IPC Paving LLC



Entity Information

IPC Paving LLC ● Pending ID Assignment

You originally submitted documentation on **Jan. 09, 20**

Monitor your email for instructions from the entity valid
complete your Unique Entity ID assignment.



Chad Johnson
Vice President
7800 Southland Blvd. Ste. 100
Orlando, FL 32809
Tel: (407)888-8481