



Statement of Qualifications
Design-Build Project, Contract ID 2847360
Kershaw County



in association with



**I-20 Over Wateree River
Bridge Replacement
& Swamp Overflow
Bridge Rehabilitations**



SOQ

3.2 Introduction *Table 1 - Response to 3.2.1, 3.2.2, 3.2.3, 3.2.4, and 3.2.5*

RFQ REQUIREMENT	SUPERIOR TEAM RESPONSE
3.2.1 Entity Identification	Superior Construction Company Southeast, LLC Authority to Execute Contract: Kevin McGlinchey, 7072 Business Park Boulevard N., Jacksonville, FL 32256; (904) 292-4240; kmcglinchey@superiorconstruction.com Division Office: 5900 S. Core Road Suite 404, North Charleston, SC 29406 843.261.0375
3.2.2 Proposer Points of Contact & 3.2.3 Full Legal Names of Contractor and Designer	Superior Construction Company Southeast, LLC: Curt Bender, 5900 S. Core Road, Suite 404, North Charleston, SC 29406 (843) 261-0375, cbender@superiorconstruction.com; STV Incorporated, Chris Carlsten, P.E., 4969 Centre Pointe Drive, Suite 102, North Charleston, SC 29418, (843) 207-2020, chris.carlsten@stvinc.com
3.2.4 DUNS Numbers	Superior Construction Company Southeast, LLC: 830356619; STV Incorporated: 106768252; Chao and Associates, Inc.: 189168735; IPW Construction Group, LLC: 078763453; Nova Engineering and Environmental, LLC 117536910; Property Acquisitions & Negotiations, Inc. N/A
3.2.5 Key Individual Commitment	Our key individuals are fully committed to the project, will meet all SCDOT quality and schedule expectations, and will remain available throughout the project's life-cycle. No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity nor are any such actions pending against them within the last five years.

3.3 Team Structure & Project Execution

3.3.1 Organization Chart, Team Structure, and Team Integration | **Team Structure** — Superior Construction Company Southeast, LLC

(SUPERIOR) will lead the project. We are a prequalified contractor (1SU018) with SCDOT, employing 1,300+ construction staff company wide. SUPERIOR will be the sole entity contracted with SCDOT responsible for the overall project management. We will self-perform most key elements, including major bridge and roadway items to control schedule and cost. SUPERIOR has built 27 major bridges over water and has completed over 40 design-build (DB) projects. **STV Incorporated (STV)** will serve as the Lead Design Firm. STV has designed 38 major waterway highway crossings (over 1,000 feet) in the Carolinas, several of which were for SCDOT. Together we are the SUPERIOR team. Our organizational chart (Figure 1) demonstrates the chain of command, communication lines, and functional relationships that will steer this project.

Team Integration & Functional Relationships — Our team captures the focused expertise of the contractor, design firm, and discipline leads to achieve a safe, efficient, and cost-effective bridge replacements/rehabilitations. SUPERIOR and STV will manage the project from their North Charleston offices. Both firms are working together on the joint GDOT/SCDOT I-20 Savannah River Bridge DB and have an established relationship. To facilitate team integration, SUPERIOR will assign DB Coordinator David Nardon, DBIA to promote efficient cross-communication and design and construction staff integration during design. David fulfilled the same role for SUPERIOR on SCDOT's US 1 over I-20 project. He has 45 years of experience and is familiar with SCDOT DB practices, processes, and procedures. David will manage all design deliverables and reviews, conduct constructability reviews, and be the interface between the design and construction teams.

Figure 1 - Organization Chart showing chain of command, functional relationships, critical disciplines and support roles, and key individual identification and reporting structure.

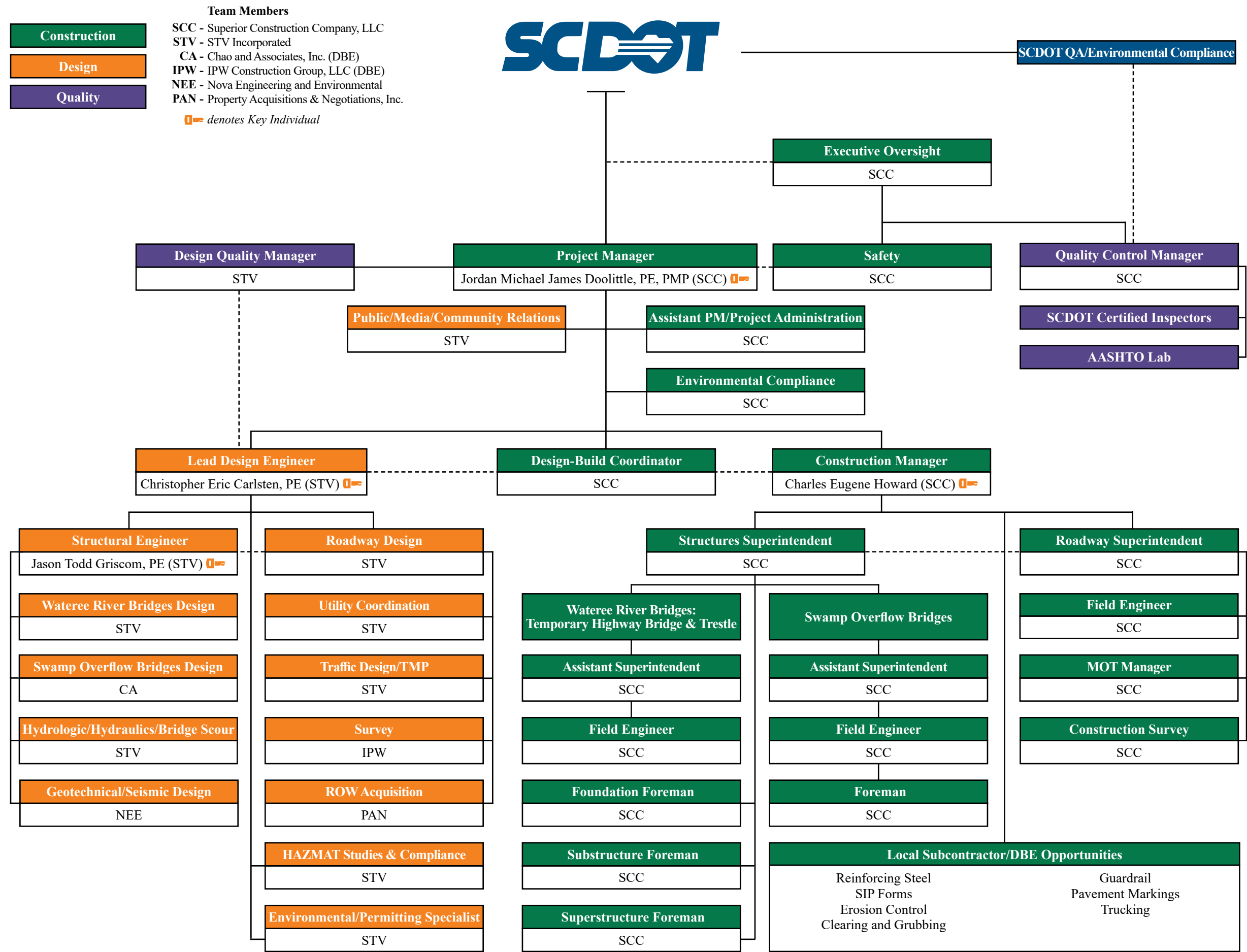






Table 2 - Key Individuals Qualifications

POSITION/NAME		RFQ QUALIFICATIONS/PROJECT ROLE	SIMILAR PROJECT EXPERIENCE SUMMARY
	Project Manager Jordan Doolittle, P.E., PMP link to resume	<ul style="list-style-type: none"> • SCDOT primary point of contact • Design-build experience • Dedicated solely to this project for its duration • 10 years managing and building similar complex projects • Attend weekly status meetings during design & construction 	Charlotte Area Transit System LYNX Blue Line Extension – Civil B/C Package, NCDOT Complete I-540 Contracts (A&B) DB, INDOT I-65/I-70 North Split DB P3, NCDOT I-77 HOT Lanes DB P3, Charlotte-Douglas International Airport Josh Birmingham Parkway Connector
	Construction Manager Gene Howard link to resume	<ul style="list-style-type: none"> • Dedicated and on site for all construction activities • Design-build experience • 35 years building similar complex projects • Attends weekly status meetings during construction 	FDOT I-10/US 301 Interchange Reconstruction, FDOT First Coast Expressway (SR 23), FDOT SR 223 Starke Bypass, FDOT University Boulevard over Arlington River DB, Heckscher Drive Fort George Inlet Bridge, FDOT Celebration Pointe Bridge and Roadway Improvements
	Lead Design Engineer Chris Carlsten, P.E. link to resume	<ul style="list-style-type: none"> • South Carolina P.E. # 22780 • Design-build experience • 13 years managing highway design projects • 18 years designing similar scope, magnitude, and complexity 	I-85 Phase III Widening DB, US 1 Bridges over Black Creek and Little Alligator Creek, SC 72 Bridge Replacement over Stoney Fork Creek, US 1 over I-20 DB Preparation, GDOT I-20 Savannah River Bridge Replacements DB, S-51 Bridge Replacement over Gills Creek, S-75 Bridge Replacement over US 29
	Structural Engineer Jason Griscom, P.E. link to resume	<ul style="list-style-type: none"> • South Carolina P.E. # 32193 • Design-build experience • 18 years of progressive experience in the design of bridge and roadway structures of similar scope, magnitude, and complexity 	Carolina Bays Parkway over Atlantic Intracoastal Waterway, SC 5 Bridge Replacement over CSXT, Catawba River, and 12 Mile Creek, Fantasy Harbour Bridge, Cherokee Trail over Fourteen Mile Creek, NCDOT I-485 Widening from I-77 to Rea Road D-B, NCDOT I-485/I-85 Turbine Interchange DB

STV will lead the design with support from the subconsultants as shown on our organizational chart. The structural and geotechnical subconsultants will report to **Structural Engineer Jason Griscom, P.E.** All other subconsultant firms will report to **Lead Design Engineer Chris Carlsten, P.E.** This one stop shop for design integration delivers efficiency and quality, lowers costs, and increases productivity. With all staff located in the Carolinas, designers and contractors will collaborate via in-person meetings and Microsoft Teams virtual meetings if needed. Table 3 highlights the value of other critical personnel.

Table 3 - Additional critical support personnel to facilitate a successful project

SUPPORT PERSONNEL/ROLE	VALUE BROUGHT
Design Build Coordinator David Nardon, DBIA Reports directly to Project Manager & collaborates with other design staff	<ul style="list-style-type: none"> • 45 years of heavy civil, bridge & marine structures, transportation, and DB experience, including 28 bridges over water worth \$1.69 billion • Design-build coordinator on 21 major DB projects (including South Carolina) valued at \$5.73 billion • Will lead internal coordination and design review of deliverables, facilitate constructability reviews, and be an interface between the design and construction teams
Environmental/Permitting Specialist Michael Iagnocco, PWS Reports directly to Lead Design Engineer & collaborates with design staff	<ul style="list-style-type: none"> • 43 years of experience performing and managing environmental studies • Completed hundreds of wetland projects, including delineations, functional assessments, restoration and enhancement, and Clean Water Act Section 404 permitting • Provided environmental assessments/permitting services on over 50 SCDOT bridge replacements
Geotechnical/Seismic Design Ed Tavera, P.E. Reports directly to Structural Engineer & collaborates with other design staff	<ul style="list-style-type: none"> • 23 years of geotechnical experience in South Carolina • Co-authored the initial development of the SCDOT Geotechnical Design Manual (GDM, 2010, Version 1.1) • Helped establish a state of practice for geomechanics, LRFD geotechnical engineering, and earthquake engineering for SCDOT GDM • Revised GDM to state that Pre-Pleistocene soils were not subject to cyclic liquefaction during previous seismic events
Roadway Design Engineer Adam Freeman, P.E., DBIA Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none"> • 22 years of roadway design experience on highway and bridge projects • Design manager/roadway design lead on 10 DB projects since 2008 with a cumulative construction cost in excess of \$1 billion • Leading STV's roadway engineering efforts on Carolina Crossroads interchange upgrades • Extensive work zone traffic control experience, implementing traffic management plans that maximize mobility and safety

Working Together — Our team's recent and relevant experiences, honed over the past several years will help in our goal to exceed SCDOT expectations.

It will also provide clear lines of authority and responsibility with open channels of communication. **The organization chart, on page two details the functional reporting and responsibilities of key individuals to shows how we will work as an integrated team.** Tables 4 and 5 highlight the SUPERIOR team's shared project experience as well as our key individual's shared experience. The firms comprising the SUPERIOR team have developed a cohesive working relationship and mutual trust over a shared project history. Most recently, SUPERIOR and STV worked together on the I-20 Savannah River Bridge. The two firms are also teamed on the SCDOT I-95 Lake Marion Bridge Replacement DB pursuit. Design-Build Coordinator David Nardon's history with STV dates back to 1987 and includes the I-20 Savannah River Bridge, CATS LYNX Blue Line Extension in Charlotte, and the 5,200-foot-long Washington Baum Bridge over Roanoke Sound in North Carolina.

Table 4 - SUPERIOR team firm's shared project experience

NAME/LOCATION/YEARS	TEAM MEMBER ROLE	REFERENCE	BRIEF DESCRIPTION
I-20 Savannah River Bridge DB <i>Richmond County, GA and Aiken County, SC 2018 - ongoing</i>	SCC: Prime contractor STV: Roadway and structures design	Albert Welch Jr., (404) 772-6969, GDOT awelch@dot.ga.gov	Interstate (I-20) bridge replacements over Savannah River
SR 105 over Simpson Creek and Myrtle Creek Bridge Replacement <i>Jacksonville, FL 2014-ongoing</i>	SCC: Prime contractor STV: Preliminary engineering	Craig Teal, (386) 961-7703, FDOT craig.teal@dot.state.fl.us	Bridge replacements over Simpson Creek and Myrtle Creek
US 1 Over I-20 Bridge Replacement and Interchange Improvements DB <i>Lexington County, SC 2018-ongoing</i>	SCC: Prime contractor STV: Preliminary engineering	Jae Mattox, (803) 737-1805, SCDOT MattoxJH@scdot.org	Interchange improvement, including bridge replacement
I-10 (SR 8) at US 301 Interchange <i>Duval County, FL 2019</i>	SCC: Prime contractor STV: Construction specialty engineer	Scott Lent, (904) 360-5675, FDOT Scott.Lent@dot.state.fl.us	Interchange improvements
I-10 (SR 8) over County Road 125 <i>Duval County, FL 2019</i>	SCC: Prime contractor STV: Construction specialty engineer	Scott Lent, (904) 360-5675, FDOT Scott.Lent@dot.state.fl.us	Roadway improvements
I-95 (SR 8) over Hendricks Avenue Bridge Repair DB <i>Duval County, FL 2022</i>	SCC: Prime contractor STV: DB engineering support	Jerry Ausher, (904) 360-5200, FDOT Jerry.Ausher@dot.state.fl.us	Interchange repair
I-77 Exit 82 Interchange <i>York County 2022 - ongoing</i>	STV: Prime consultant IPW: Survey; PAN: ROW services	Berry Mattox, (803) 737-2776 SCDOT mattoxtb@scdot.org	Interchange modifications

Table 5 - Key individual's shared project experience

NAME/LOCATION/YEARS	TEAM MEMBER ROLE	REFERENCE	BRIEF DESCRIPTION
S-75 over US 29 <i>Anderson County, SC 2017-2021</i>	Carlsten: Project Manager Griscom: Structural Design	C.T. York, (803) 737-3122 YorkCT@scdot.org	Bridge replacements over highway
US 1 Bridge over Black Creek and Little Alligator Creek <i>Chesterfield County, SC 2017 - 2021</i>	Carlsten: Project Manager Griscom: Structural Design	Brian Dix, (803) 737-1085 DixBD@scdot.org	Bridge replacements over two creeks
SC 72 over Stoney Fork Creek <i>York County 2017-2021</i>	Carlsten: Project Manager Griscom: Structural Design	Berry Mattox, (803) 737-2776 mattoxtb@scdot.org	Bridge replacement over a creek
S-51 Bridge Replacement over Gills Creek <i>Lancaster County 2017-2021</i>	Carlsten: Project Manager Griscom: Structural Design	Berry Mattox, (803) 737-2776 mattoxtb@scdot.org	Bridge replacement over a creek
I-85 Widening Phase 3 (MM 98-106) DB <i>Cherokee County 2018-ongoing</i>	Carlsten: Roadway Design Griscom: Structural Design	Brad Reynolds, (803) 737-1440 ReynoldsBS@scdot.org	Roadway and interchange modifications

Table 5 - Key individual's shared project experience

NAME/LOCATION/YEARS	TEAM MEMBER ROLE	REFERENCE	BRIEF DESCRIPTION
US 1 Over I-20 Bridge Replacement and Interchange Improvements DB <i>Lexington County, SC 2018-2020</i>	Carlsten: Design Team Leader Griscom: Deputy Project Manager	Jae Mattox, (803) 737-1805 MattoxJH@scdot.org	Interchange improvement, including bridge replacement
I-77 Exit 82 Interchange <i>York County 2022 - ongoing</i>	Carlsten: Deputy PM/Design Manager Griscom: Structural Design	Berry Mattox, (803) 737-2776 mattoxtb@scdot.org	Interchange modifications

3.3.2 Critical Risks — We listened to you and have compiled information from our meeting with SCDOT on January 10, 2022, completed project research, held brainstorming meetings, and visited the site. Our knowledge of the project area will shape our team's approach to successful project completion. From this, the SUPERIOR team has developed a strategy to quantify and mitigate each risk identified in section 3.3.2 of the RFQ.

Table 6 - Critical risk mitigation strategies (two additional risks/mitigation strategies are include in the table)

RISK	RISK MITIGATION STRATEGIES	SCDOT ROLE
#1 Limitations on in-water and over-water construction and demolition	Worker safety — Work over water poses a safety risk to project personnel. Life jackets will be required when working over water. A safety boat will be on site.	SCDOT coordination and compliance with SUPERIOR safety program
	Trestle (work bridge) limitations — Since the river can be no more than 50% blocked to boat traffic, the trestle will be constructed on either side of the river to maintain navigation access.	SCDOT coordination with SUPERIOR on Notice to Mariners & public outreach efforts
	Schedule delays from 'fish windows' (Seasonal Fish Migration Periods) — SUPERIOR team to produce 'Early Works' foundations design package which may allow completion of 'in-water' work before seasonal fish window. Also, permanent shaft casing and other precautionary measures will be used for in-water work during the shortnose sturgeon migration period is necessary.	SCDOT Programmatic Categorical Exclusion can mitigate effects of fish windows or other in-water restrictions
	Schedule delays in obtaining USACE permit — Coordination with USACE representatives allows USACE to better understand SUPERIOR's needs and SUPERIOR's understanding USACE requirements and current backlog.	SCDOT participation in coordination meetings with USACE
	Wateree flood events and their effects on foundation & substructure design/construction — Design and build flood zone drilled shaft foundations with permanent casing to speed up construction and avoid larger foundation cofferdams risks.	SCDOT timely approval of risk-mitigating structures design features
	Demolition debris entering waterway — Perform sawcutting/removal of existing bridge concrete sections over river, in lieu of hammer demo. Also, SUPERIOR will implement erosion/sediment control BMP's.	SCDOT coordination and approval of SUPERIOR bridge demolition plan.
	Bridge demolition and effects on nesting migratory birds — The SUPERIOR team will identify bird nesting evidence and temporarily stop work in the area if evidence found. If no evidence of nesting, then Superior will implement approved nesting deterrents so that work may proceed.	SCDOT Resident Construction Engineer approval of deterrent methods & coordination with Environmental Services Office
#2 Limited site access	<p>Difficult median access for temporary and new bridge construction between existing EB and WB bridges (only 46 feet apart) — For the foundations and substructure work SUPERIOR will implement top-down construction using a trestle for materials and construction access, rather than extended lane closures on existing interstate bridges. Girder erection will be performed with overhead gantry cranes. Girders will arrive on site via the median and not lane closures (used on I-20 over the Savannah River Bridge project).</p> <p>Job site ingress and egress from and to the I-20, particularly with trucks, can affect worker and traveling public safety — We will provide dedicated acceleration/deceleration lanes along shoulders, protected by barrier and attenuators.</p> <p>Limited storage/laydown/staging areas pose challenges, especially when working within median — Temporary roadways under existing/new bridge structures near abutments (away from water) may be built and maintained. This will allow safer access to the median as well as the north and south sides of I-20 where a wide ROW envelope should provide for sufficient laydown space. We will also develop detailed work plans designating access and crane and equipment laydown and staging locations for the tight working areas at the bridge approaches.</p>	SCDOT input and approval of SUPERIOR work and MOT plan.

Table 8 - Critical risk mitigation strategies (continued)

RISK	RISK MITIGATION STRATEGIES	SCDOT ROLE
#3 MOT	Tight traffic shift crossovers during construction due to close proximity of Swamp Overflow and Wateree River bridges (850 feet) — Our designers looked at six alternatives and have staging suggestions to soften the rate of the crossovers. Building a portion of the permanent bridge in the existing median, which becomes a single 4-lane bridge upon completion, is an option. This concept would minimize the construction portion outside of the existing roadway.	SCDOT input and approval of SUPERIOR work and MOT plans and assistance from South Carolina State Highway Patrol.
	Maintaining traffic during construction — Our MOT plan will undergo a rigorous constructability review to facilitate safety and effectiveness. It will take into consideration motorists that may be unfamiliar with changing traffic patterns. Specific strategies include clear separation of work zones, highly visible flashers to enhance awareness at night and in fog, and a site-specific incident management plan that spells out corrective measures in the event of a traffic accident/stoppage. Crews will work extended shifts on the Wateree River bridges. We could also develop an ATC to maximize lane closures on the Overflow Bridge rehabilitations to shorten overall lane closure impact.	
	Asphalt pavement drop-offs created by uneven surface elevations are inevitable during construction and are unsafe — Our MOT plan will focus on minimizing the number of traffic shifts, followed by shortening, as much as possible, the duration of asphalt placement operations.	None required.
	I-20's existing curvature over Farm Pond #3 may create a potentially uncomfortable and unsafe condition (with current design speeds) relative to the crossover for traffic during the phase of construction where WB I-20 traffic is shifted to the I-20 median and a similar condition for I-20 EB traffic — Our investigation of various alternatives for traffic phasing suggests that consideration of a detour bridge between the existing Farm Pond #3 bridges might be worthy of consideration to alleviate this situation and promote a safer work zone altogether.	SCDOT input and approval of SUPERIOR work and MOT plan.
	Lane closures and detours impacting peak traffic periods and accommodating special events — We will be proactive in planning, adjusting, and notifying SCDOT, emergency responders, and local government of upcoming lane closures and detours. We could also develop an ATC to maximize lane closures on the Overflow Bridge rehabilitations to shorten overall lane closure impact.	
#4 Geotechnical seismic hazards	Soil shear strength loss (SSL) under design earthquakes is possible — We will evaluate site susceptibility to soil SSL by applying proper screening criteria and evaluating the geologic age (using geologic literature and shear wave velocity measurements). We will also calibrate CPT models with SPT models (fines content, age, and consistency) to obtain consistent and reliable models.	SCDOT to provide existing data and make soil/rock samples available for inspection. SCDOT to review geotechnical reports and provide comment.
	Seismic slope instability resulting from inertial forces and potential concurrent effects of soil SSL — We will evaluate site peak and residual soil shear strength characterization using CPT, SPT, DMT, and laboratory testing. These values will be used to evaluate soil SSL design parameters that will be needed.	
	The pond seismic stability would need to be evaluated to determine if it would affect the stability of the new bridge — Embankment slopes that may affect the stability of the bridge will first be evaluated for flow failure and then for seismic instability.	
	Liquefaction induced downdrag loads may occur at the bridge foundations — Lateral spread will be evaluated using the empirical and software methods permitted in the GDM.	
#5 Market conditions	Material availability, delivery uncertainty, and price escalation — During preliminary design, we will develop design considerations for materials with less impact on availability and price escalations and incorporate these where practical. We will work with suppliers during the bidding phase to plan for price escalations and availability. We will use our in-house database with 27-months of tracking of availability and price to provide accurate costs with the least risk. Upon award, we assume pre-contract risks for key components and long-lead items by making up-front purchase commitments for the benefit of the project and schedule.	None required.
	Labor/equipment uncertainty and availability — With the amount of heavy civil work in and around Columbia — I-26, CCR 1, CCR 2, CCR3 — local labor availability is a risk. We anticipate notice of award in April 2023, NTP in May 2023, and an early works construction in late 2023. Our I-20 Savannah River Bridge project will be complete. US 1 over I-20 project will be substantially complete, making bridge crews available. A detailed CPM, resource loaded schedule will be developed and uploaded weekly to a company-wide master resource schedule. It tracks labor and equipment needs for each SUPERIOR project. We have labor recruiting campaign to meet local labor needs. SUPERIOR has a robust equipment fleet to serve the project as well as national equipment rental agreements to mitigate delays from purchasing new equipment.	
	Engineering capacity — STV will have concluded all of its design DB work in the southeast by NTP and will have full capacity to fulfill for this project.	
	Obtaining critical materials — SUPERIOR has relationships with local suppliers, specifically Standard Precast. We will design around material that present long-lead time and/or pricing risks. We are working with Standard Precast on our GDOT/SCDOT Savannah River and our SCDOT US 1 over I-20 projects.	

Table 8 - Critical risk mitigation strategies (continued)

RISK	RISK MITIGATION STRATEGIES	SCDOT ROLE
Additional risks	Schedule slippage — A potential issue is completing design to begin timely construction. We will develop an Early Works Package (EWP) to begin construction during design. The EWP will include construction of the temporary highway bridge and Phase 1 trestles. Both these activities require considerable time to construct. The crossovers will be an EWP to switch Phase 1 WB traffic onto the temporary bridge to begin demolition. The EWP will be completed in advance of final design. We also will explore a component foundation design package to begin drilled shafts and driven pile as an EWP. We will work extended shifts.	SCDOT to assist in expedited review and approval of EWP.
	Boater safety/awareness are paramount to maintain a safe work site — The navigation channel and access will be maintained during construction. We will implement a site-specific navigation plan that will include the use of a dedicated safety boat, navigation work zone signs, buoys, and temporary navigation lighting for wayfinding through the construction site. Trestles and newly built structures will have USCG-approved lighting for nighttime safety.	SCDOT to assist in posting a notice to mariners.

Risk Management — Project Manager Jordan Doolittle, P.E., PMP will develop a risk register with input from Design Manager Chris Carlsten, P.E. and Construction Manager Gene Howard. The register will include a formal list of identified risks, potential impacts, and mitigation strategies. Our risk management process has already begun and we will continue assessing challenges by employing the management approach shown to the right. As the design is advanced and tailored to address stakeholder concerns, we will review and update the project risks and corresponding mitigation measures to avoid and/or minimize impacts to schedule and cost. The risk register will focus design attention and resources on areas that have the greatest impact on budget and schedule; it will be shared with SCDOT for feedback throughout the life of the project.

3.3.3 Project Resources, Strategies, and Execution | Capacity and Resources — SUPERIOR has a history of successfully completing major Interstate and marine bridge projects in pristine riverine environments with high volumes of traffic. We build these projects safely, on budget, within schedule, and with the highest quality. SUPERIOR will effectively control and maintain the project schedule by self-performing more than 70% of the work, including the driven foundations, substructure, superstructure, roadway, temporary highway bridge, and trestles. Shown in Table 7 on the

IDENTIFY Name risks, determine cause and effect, and categorize

ASSESS Assign probability of occurrence, severity of impact, and determine response

ANALYZE Quantify risk severity, determine risk exposure, establish risk tolerance level, and determine risk contingency

MANAGE Define response plans, establish risk ownership, and manage response

MONITOR Monitor/review/update risks, monitor response plans, update risk exposure, analyze trends, and produce reports

SUPERIOR BY THE NUMBERS

- 1,300 staff; 920 located in the southeast
- 1,200 pieces of equipment (\$75 million)
- 796 major pieces of equipment and 1,200 feet of trestle
- 30 cranes (up to 300-ton capacity)
- 27 major bridges built over water
- 42 design-build projects (totaling \$2.12 billion)

following page, our team has sufficient available resources to build this project efficiently. To optimize the schedule we will optimize the project into two manageable areas: the Wateree River mainline bridges and the Swamp Overflow bridges. We plan to work an accelerated work week on the Wateree River Bridges and associated work since this it is the critical path. We anticipate one drilled shaft crew, two driven foundation crews, two substructure crews, and two superstructure crews — as well as a small roadway support crew.

Due to the critical nature of the Swamp Overflow Bridge rehabilitation work and inevitable lane closures, extended multiple shifts will be used. We have developed potential ATCs for the three sets of bridges to improve concept schemes, accelerate schedule, and take advantage of the RFP-required lane closures for the Overflow Bridges.

STV's key individuals are completing current assignments and will be available at NTP. The combined design team features hundreds of available personnel and specialty subconsultants to produce the design, permits, plans, and RFC documents to SUPERIOR and SCDOT, and to meet milestones that support the construction field operations. We anticipate up to 14 staff from our Carolina offices to be devoted to this project. Our design team will perform quality control reviews of all plan submissions prior to submittal to the SCDOT. Our design staff has an excellent understanding of the SCDOT's design and plan production process and will verify that all standards, specifications, and preferences are met. This provides the ability to control schedules, costs, and be responsive to SUPERIOR's needs to deliver this job effectively.

Strategy for Implementation of Resources — SUPERIOR will conduct a storyboard planning session prior to design to finalize the approach and strategy. A final production schedule will be developed for submittal to SCDOT. The SUPERIOR team has 470 members within 300 miles of this project. SUPERIOR's Carolina Division office is in Charleston, and we have 80 team members in Lexington, SC and Augusta, GA. We coordinate resources (labor and equipment) with our corporate operations group. We have reviewed our current project commitments and are confident the completion of those projects complement the construction start-up for I-20 Wateree.

Table 7 - SUPERIOR Labor and Major Equipment Resources

LABOR			MAJOR EQUIPMENT		
POSITION	ON STAFF	PEAK REQUIRED	TYPE	AVAIL.	REQUIRED
Professionals	103	2	Cranes (50 Ton-300 Ton)	30	2
Estimating	19	3	Pickers (35 Ton-90 Ton)	9	1
Safety Professionals	12	1	Pile & Vibratory Hammers	14	2
Project Engineers	37	3	Manlifts	22	2
Superintendents/Asst Super	35	3	Bridge Deck Finishers	8	1
Foremen/MOT	112	5	Concrete Pump Trucks	1	1
Carpenters	197	15	Dozers	53	1
Iron Workers	30	-	Excavators	60	1
Concrete Finishers	29	7	Loaders	64	1
Crane Operators	25	2	Motor Graders	10	1
Laborers	90	9	Rollers	19	1
Mechanics	8	1	Off Road Haul Trucks	20	-
Operators	129	2	Triaxle Dump Trucks	20	-
Piledrivers	21	2	Tug Boats	2	-
Survey	44	2	Barges	14	-
Truck Drivers	29	1	Pickup Trucks	450	9
Total Staff	920	58	Total Major Equipment	796	23

STV BY THE NUMBERS

- 50 design-build projects designed in the southeast (totaling \$2.5 billion)
- 38 major waterway bridges designed in the Carolinas (over 1000 feet in length)
- 200 staff located within two hours of the project site
- 15 bridge replacement projects over water in South Carolina, including US 1/601 over Wateree River just upstream of I-20

As outlined in our critical risk table, to overcome potential labor and equipment shortages currently in the industry, we have implemented project-specific staffing plans companywide. Every project submits a detailed CPM, resource loaded schedule (labor and equipment), which is uploaded weekly into our company-wide master resource schedule. This allows us to know when labor and equipment is needed for each job and who and what are available. We have implemented a companywide recruiting campaign, led by each Divisional office. We have strengthened our relationships with equipment rental companies due to the availability and delay in purchasing new equipment.

STV’s process for delivering high profile design-build infrastructure projects has been used and refined on more than 80 design-build projects nationwide. While the firm’s plan to execute the design has many components, its straightforward philosophy breaks complex projects into manageable pieces, assigns each piece to a dedicated and experienced staff person, and organizes the staff and defines specific duties. This approach empowers staff and gives them ownership of their respective duties. It also provides **Design Manager Chris Carlsten, P.E.** with the resources to efficiently deliver the design and monitors and maintains schedule and cost.

STV will staff this project with local engineers familiar with SCDOT’s bridge and roadway design manuals. STV's staff has provided design solutions for dozens of bridge replacement projects in the southeast over the past 10 years — this experience has fostered STV the ability to control schedules, costs, and be responsive to SUPERIOR’s needs to deliver this job effectively. We anticipate 14 design staff for this project. STV will perform quality control and quality assurance reviews of all plan submissions prior to submittal to the SCDOT.

Table 11 - Major Tasks to be Self-Performed

FIRM	TASK
SUPERIOR	Construction management, clearing grub, E&S control maintenance, MOT, barrier walls, temporary bridge, trestles, pile foundations, substructure, beam erection, decks, approaches, demolition, bridge rehabilitation, roadway grading/base, storm drainage piping, rip rap slope protection, subcontractor support
STV	Design management, design quality control, structural engineering (bridge over wateree, temporary bridge, trestles), roadway design, utility coordination, traffic design/TMP, hydrological/hydraulics/bridge scour design, environmental permitting, and HAZMAT studies and compliance
Chao (DBE)	Swamp Overflow Bridges repair and rehabilitation design

Approach to DBE Participation – SUPERIOR will use local and DBE subcontractors, while planning to self-perform more than 70% of the contract work. We intend to utilize local and DBE subcontractors in the work areas indicated on the organizational chart. SUPERIOR promotes the development of

SCDOT FAMILIARITY



STV's
Design
Quality
Manager
Amos Liu,
P.E., is

a noted expert in complex seismic design. He co-authored:

- » *SCDOT's Seismic Design Specifications for Highway Bridges*
- » *Seismic Analysis and Design of a Multi-Span Bridge in a Region of High Seismicity Using SCDOT Seismic Specifications*
- » *Design of the 330-foot-Long-Span Spliced Concrete Girder Channel Span Unit at Fantasy Harbour*

small businesses through SUPERIOR's mentor/mentee program, which is designed to assist small businesses overcome barriers that inhibit success. We pair emerging DBE firms with similar, experienced, and successful firms. SUPERIOR has received the FDOT/FTBA DBE Utilization Achievement Award for 13 years running, demonstrating our commitment to DBEs.

STV conducts extensive outreach efforts. The firm has had great success meeting DBE requirements for various SCDOT bridge replacement projects. STV also identifies potential firms through SCDOT's regional DBE networking events. An interview process is conducted that includes firm experience, staff qualifications, financial capabilities, and reputation for quality workmanship. Throughout this process, the firm makes certain that SCDOT is getting a quality product, as well as the best possible participation from the DBE community.

Geographical Location – SUPERIOR will manage the project from our Charleston office, two hours from the project site, and a mobile office will be set up at the job site. Upon NTP we will mobilize resources to begin design coordination with STV. STV will manage the design out of its Charleston and Charlotte offices. Proximity of the offices to each other will allow for enhanced communication, planning, and brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance as needed.

DBE BRIDGE REPAIR



Chao and Associates (DBE) will design the repairs for the overflow swamp bridges. They are a certified minority-owned local engineering design firm providing structural engineering rehabilitation services for over 35 years throughout South Carolina on similar project types, including the Forest Lake Place Bridge Repair and Load rating in Columbia (above).

LOCAL RIVERINE EXPERTISE



STV was lead designer for **SCDOT's US 1/601 Over Wateree River** design-build bridge just upstream of the I-20 bridge over Wateree River, a project that was **designed and constructed in just 13 months**.



Appendix A

Key Individual Resume Forms

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Jordan Michael James Doolittle, P.E., PMP Project Manager
b. Role of Key Individual for this Project:	Project Manager
c. Name of Firm with which you are now associated:	Superior Construction Company Southeast LLC
d. Years of Experience: With this Firm <u>1</u> Years	With Other Firms <u>13</u> Years
<p>Superior Construction Company Southeast LLC: Project Manager – Responsible for overseeing bridge/roadway projects as assigned. (July 2021 – present)</p> <p>Branch Civil: Project Manager – Responsible for direct leadership and oversight of projects as assigned. (2018 – June 2021)</p> <p>Lane Construction: Project Engineer – Responsible for overseeing engineering and construction duties for bridge/roadway projects as assigned. (2016 – 2018)</p> <p>Ferrovia Agroman: Project Manager – Responsible for overseeing engineering and construction duties for bridge/roadway projects as assigned. (2015 – 2016)</p> <p>Sealand Contractors: Project Manager – Responsible for carrying out all facets of construction and contract management for bridge/roadway projects as assigned. (2012 – 2015)</p> <p>Ravi Engineering and Land Survey (CO-OP): Construction Inspector Level I – Responsible for construction inspection duties as assigned. (2011-2012)</p> <p>New York State Department of Transportation (CO-OP): Construction Inspector Level I – Responsible for construction inspection duties as assigned. (2010 – 2011)</p> <p>Greenscapes: Laborer/Operator – Labor and operate equipment for construction of retaining walls and hardscape features for various municipal projects as assigned. (2006 – 2010)</p>	
e. Education:	North Carolina State University / Raleigh, NC / Master of Science / 2022 / Civil Engineering – Construction Management Frostburg State University / Frostburg, MD / Bachelor of Science / 2012 / Engineering
f. Active Registrations: Professional Engineer	2019 / NC / Civil / 48493
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><u>P3 Design-Build I-65/I-70 North Split</u></p> <p>Key Personnel Role: Bridge Project Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2020 – 2022, Assigned 2021 – Dec. 2022</p> <p>Owner Contact Information: INDOT, Clifford Walker, PE, cwalker@indot.in.gov, (317) 997-8678</p> <p>Design/Construction Value: \$340 million</p> <p>Project Description: This project consists of the total reconstruction of a major interchange including reconfiguring traffic movements and replacement of 50 simple span bridges and 40 lane miles of concrete pavement in downtown Indianapolis, I.N. Jordan's specific responsibilities included coordination with designers, scheduling of bridge crews, oversight and management of bridge field staff, and contract management of the project.</p> <p><u>Design-Build Complete 540 Contracts A & B (Joint Venture)</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Branch Civil</p> <p>Project/Assignment Duration: Project 2018 – 2023, Assigned 2018 – 2021</p> <p>Owner Contact Information: NCTA/NCDOT, Dennis Jernigan, PE, dwjernigan@ncdot.gov, (919) 707-2705</p> <p>Design/Construction Value: \$380 million</p> <p>Project Description: This project includes 10 miles of new interstate construction including 22 bridges and 26 box culverts in Raleigh, N.C. Jordan's specific responsibilities included project start up, finalization of design, procurement of subcontracts and purchase orders, and the direct management and leadership of the bridge/roadway scope.</p> <p><u>LYNX Blue Line Extension – Civil B/C Package</u></p> <p>Key Personnel Role: Project Engineer Lead</p> <p>Experience with Current Firm: Lane Construction</p> <p>Project/Assignment Duration: Project 2014 – 2018, Assigned 2016 – 2018</p>

Owner Contact Information: HNTB, Rick Rohr, PE, rrohr@hntb.com, (704) 942-5498

Design/Construction Value: \$150 million

Project Description: This project includes 4.5 miles of new light rail construction and reconstruction of 4 miles of urban roadway with **5 light rail bridges** and a tunnel in Charlotte, N.C. Jordan's specific responsibilities included coordination with designers, scheduling of crews, cost control, contract management and final closeout of the project.

P3 Design-Build I-77 HOT Lanes

Key Personnel Role: Segment Project Manager

Experience with Current Firm: Ferrovia Agroman

Project/Assignment Duration: Project 2015-2020, Assigned 2015-2016

Owner Contact Information: NCDOT, Nat Hunter, PE, ehunter@ncdot.gov, (980) 262-6202

Design/Construction Value: \$660 million

Project Description: This project includes 26 miles of interstate widening to accommodate two toll lanes with over **30 widened or entirely new bridges** and one tunnel in Charlotte, N.C. Jordan's specific responsibilities included project start up, finalization of design, procurement of subcontracts and purchase orders, and the direct management and leadership of an 8-mile segment of construction.

Josh Birmingham Parkway Connector

Key Personnel Role: Project Manager

Experience with Current Firm: Sealand Contractors

Project/Assignment Duration: Project 2013-2015, Assigned 2013-2015

Owner Contact Information: Charlotte-Douglas Int. Airport, Ashton Watson, PE, abwatson@cltairport.com, (980) 722-8136

Design/Construction Value: \$20 million

Project Description: This project includes 0.5 miles of new 8 lane highway connector including interchange rehabilitation and ITS and signage infrastructure in Charlotte, N.C. Jordan's specific responsibilities included project start up, procurement, client relations, contract management, and the direct management and leadership of the construction project through project closeout.

- 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.

Jordan Doolittle is currently assigned to a P3 Design-Build I-65/I-70 North Split project in Indianapolis, IN as the Bridge Project Manager. The project is scheduled to be completed by December 2022, prior to the beginning of this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Christopher Eric Carlsten, P.E. Principal/Operations Director
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: STV Incorporated
d.	<p>Years of Experience: With this Firm <u>5.5</u> Years With Other Firms <u>26</u> Years</p> <p>STV: Principal/Operational Director – Manage/oversee the design and construction of new roadway, roadway improvement, bridge replacement, and interchange improvement projects in South Carolina. Prepare and manage civil design plans from concept development through production of construction bid documents, including ROW acquisition plans, estimating, environmental permitting, utility coordination, and QC review on design-build and design-bid-build projects. (2019 – present)</p> <p>STV: Senior Civil Engineer – Led the development of civil engineering plans for new roadway, roadway improvement, bridge replacement, and interchange improvement projects in South Carolina. Prepared or modified drawings, specifications, calculations, charts and graphs, and monitored work for compliance to SCDOT’s <i>Roadway Design Manual</i>, and other state, federal, and municipal codes. (2016 – 2019)</p> <p>Sanders Brothers Construction Company: Division Manager – Managed two 7-man construction crews and 24 pieces of heavy construction equipment for SCDOT roadway improvement projects. (2015 – 2016)</p> <p>TranSystems: Project Manager/Client Manager – Responsible for design and management of roadway, rail, and airfield projects throughout South Carolina and North Carolina. (2005 – 2015)</p> <p>Alcam Inc.: Engineering Sales: Responsible for specifying, selling, and fabricating specialty heat and abrasion resistant high strength alloys and fasteners for the energy, pulp and paper, and mining industries throughout the southeast. (2002-2005)</p> <p>Law Engineering/MACTEC: Engineering Specialist – Responsible for civil engineering inspection and geotechnical engineering for major highway and bridge construction projects. (1998 – 2002)</p> <p>General Engineering Laboratories: Engineering Specialist – Entry level rotation of various environmental and engineering services to include soil, water and air sampling, testing and reporting as well as surveying, mapping, and civil site design. (1996 – 1998)</p>
e.	Education: Clemson University, Clemson, SC / Bachelor of Science / 1996 / Agricultural / Natural Resources Engineering
f.	Active Registrations: Professional Engineer 2003 / SC / Civil / 22780
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT I-85 Phase III Widening Design-Build</u></p> <p>Key Personnel Role: Assistant Project Manager / Lead Roadway Design</p> <p>Experience with Current Firm: STV</p> <p>Project/Assignment Duration: Project 2018-Present, Assigned 2018-Present</p> <p>Owner Contact Information: SCDOT, Brad Reynolds, P.E., DBIA, ReynoldsBS@scdot.org, (803) 231-3902</p> <p>Design/Construction Value: \$4.6 Million / \$235 Million</p> <p>Project Description:</p> <p>As part of the design-build team, STV is responsible for the complete design of a 3.25-mile segment, modifications of two interchanges, and a replacement for the Norfolk Southern Railway (NS) overpass bridge near MM 106, as well as providing associated hydraulic design, signal design, and utility coordination. Innovations included using rooftop design that provides a single crown point in the median to eliminate an enclosed median stormwater system, which reduces future maintenance costs. Chris developed interchange concept designs, including roadway realignments to streamline scheduling and reduce project costs. The result of this effort included significant modifications at Exits 104 and 106 — preserving access to existing businesses and providing better opportunities for future development. The effort included reconfigured ramps, side roads, and frontage roads to improve safety and drainage, reduce ROW costs, and avoid displacements of operating business.</p> <p><u>SCDOT US 1 Bridges over Black Creek and Little Alligator Creek</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: STV</p> <p>Project/Assignment Duration: Project 2017-Present, Assigned 2017-Present</p> <p>Owner Contact Information: SCDOT, Brian D. Dix, PE, DixBD@scdot.org, (803) 737-1085</p>

Design/Construction Value: \$1.1 Million / \$8 Million

Project Description:

Overseeing design for a 600-linear-foot bridge over Black Creek and 99-foot-long bridge replacing a box culvert spanning Little Alligator Creek in Chesterfield County, SC. The \$9 million SCDOT bridge replacement project includes a 3-mile, 2-lane roadway shift and two-stage bridge construction without a detour. Because of unique hydrology conditions, design considerations include skewed bridges and scour analysis to account for a meandering stream paralleling the roadway and connecting with the smaller Little Alligator Creek as flood relief. Chris is overseeing the project team that also provided wetland permitting and full NEPA services, which involved significant coordination with the U.S. National Forest to satisfy Section 4(f) requirements due to the project location bordering a National Wildlife Refuge and South Carolina State Forest.

SCDOT SC 72 Bridge Replacement over Stoney Fork Creek

Key Personnel Role: Project Manager

Experience with Current Firm: STV

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

Owner Contact Information: SCDOT, Berry Mattox, PE, mattoxtb@scdot.org, (803) 737-2776

Design/Construction Value: \$623,000 / \$5.1 Million

Project Description:

Overseeing bridge and roadway design for this project in York County, SC. Chris is managing design development for replacement of the deficient bridge over Stoney Fork Creek and roadway relocation under an on-call contract with SCDOT for federally funded bridge projects throughout the state. The project includes design services for a half-mile realignment of the two-lane principal arterial roadway and associated roadside drainage and intersection improvements. Bridge design includes the replacement of the existing 83-foot-long bridge with a 150-foot-long, three-span prestressed concrete beam bridge while maintaining traffic during construction. In addition, services include full NEPA process and environmental permitting to cover natural resources reviews, jurisdictional waters delineations, protected species surveys, a Request for Jurisdictional Determination package, and a Clean Water Act Section 404/401 permit application to be submitted to the U.S. Army Corps of Engineers (USACE) and South Carolina Department of Health and Environmental Control (SCDHEC) for approval.

SCDOT US 1 over I-20 Design-Build Preparation

Key Personnel Role: Assistant Project Manager

Experience with Current Firm: STV

Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020

Owner Contact Information: SCDOT, Jae Mattox, P.E., MattoxJH@scdot.org, (803) 737-1805

Design/Construction Value: \$1 Million / \$38 Million

Project Description:

Led preparation of the design-build solicitation documents, which was awarded to SUPERIOR, for the replacement of the US 1 Bridge over I-20 and associated interchange ramp and frontage road improvements in Lexington County, SC. Chris oversaw services that included preliminary bridge and roadway design, aerial and ground surveys, traffic analysis and reporting, subsurface utility engineering (SUE), utility coordination, geotechnical exploration and reporting, and preparation of an interchange modification report (IMR). NEPA services included cultural resource surveys, noise analysis, biological assessments, wetland surveys and permitting, and public involvement. The design-build preparation package process included development of conceptual roadway alignments and bridge replacement alternatives, along with associated impact matrices. The team evaluated all feasible alternatives for adherence to the SCDOT Roadway Design Manual and associated design references.

GDOT I-20 Savannah River Bridge Replacements Design-Build

Key Personnel Role: Design Quality Assurance

Experience with Current Firm: STV

Project/Assignment Duration: Project 2018-2020 Assigned 2018-2020

Owner Contact Information: GDOT, Albert Welch, Jr., awelch@dot.ga.gov, (404)772-6969

Design/Construction Value: \$1.8 Million / \$75 Million

Project Description:

Oversaw plan review and quality assurance procedures for the SCDOT segment of work. STV, as part of the SUPERIOR team, is furnishing multidisciplinary design and construction administration services for widening of a 1-mile stretch of I-20 in Aiken County, including work on I-20/ SC 230 interchange ramps. The scope of work includes new dual left-turn lanes, a dedicated right-turn lane, and the addition of a traffic signal at the intersection of West Martintown Road and the I-20 eastbound off-ramp in South Carolina. The segment was part of the I-20 widening and replacement of roadway bridges over the Augusta Canal in Georgia and the Savannah River. Chris provided quality assurance services for the highway widening and interchange ramps.

- 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.
Not required to be on-site full time.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Jason Todd Griscom, P.E. Engineering Director, Structures
b.	Role of Key Individual for this Project: Structural Engineer
c.	Name of Firm with which you are now associated: STV Incorporated
d.	Years of Experience: With this Firm <u>21</u> Years With Other Firms <u>4</u> Years STV: Engineering Director, Structures – Manage and coordinate structural engineering work on a variety of roadway and railway bridge projects in the Carolinas. Prepare plans for and repairs to various types of bridges, including prestressed concrete bridges, prestressed concrete slab spans, multi-spans, steel beam, steel plate girder bridges, and curved steel girder bridges. Prepare plans for various types of walls, including sheet pile, MSE, noise, wingwalls, and headwalls. Manages multidisciplinary design teams, including structures, roadways, hydraulics, geotechnical, permitting, and utility relocation on design-build and design-bid-build projects. (2016 – present) STV: Senior Structural Engineer – Developed structural engineering work on a variety of roadway and railway bridge projects in the Carolinas. Prepared plans for and repairs to various types of bridges, including prestressed concrete bridges, prestressed concrete slab spans, multi-spans, steel beam, steel plate girder bridges, and curved steel girder bridges. Performed QC on design and plans for various types of walls, including sheet pile, MSE, noise, wingwalls, and headwalls. Lead bridge design teams in creation of drawings, specifications, calculations, charts and graphs, and monitored work for compliance to SCDOT’s <i>Bridge Design Manual</i> , and other state, federal, and municipal codes. (2008 – 2016) STV: Structural Engineer – Responsible for structural design duties as assigned for a variety of roadway and railway bridge projects in the Carolinas. Contributed to plan development for and repairs to various types bridges and walls. (2003 – 2008) STV: Structural Design Specialist – Assisted in structural design duties as assigned for a variety of roadway and railway bridge projects in the Carolinas. Contributed to plan development for and repairs to various types bridges and walls. (2001 - 2003) Metso (formerly Valmet): Design Engineer – Performed structural analysis on paper machines to function with drum rollers operating at high rpms. Designed paper machine components using finite element analysis. (1997 – 2001)
e.	Education: University of North Carolina at Charlotte / Charlotte, NC / Bachelor of Science / 1997 / Civil Engineering
f.	Active Registrations: Professional Engineer 2015 / SC / Civil / 32193 2003 / NC / Civil / 29429 2015 / GA / Civil / 40312
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="margin-top: 10px;"> Carolina Bays Parkway over Atlantic Intracoastal Waterway Key Personnel Role: Structures Design Lead Experience with Current Firm: Yes Project/Assignment Duration: Project 2008-2019, Assigned 2008-2017 Owner Contact Information: SCDOT, Mike Barbee, barbeemw@scdot.org, (803) 737-1401 Design/Construction Value: \$3.7 Million/\$60 Million Project Description: Oversaw structural design efforts for this 28-span, 3,632.5-foot-long, 115-foot-3-inch-wide bridge using prestressed concrete girders for the approach regions and a 3-span curved steel unit to pass over the Atlantic Intracoastal Waterway (AICW) with a 68-foot vertical clearance. Jason checked the design and plans for SCDOT. He also provided design services during construction of the bridge, which will be supported on drilled shaft foundations and pile supported end bents. The main channel span consists of 12 lines of steel girders that transition from straight to curved in the unit. The maximum span length is 310 feet for the parkway that will allow drivers to bypass Myrtle Beach, SC, while traveling between the north and south ends of Horry County. </div> <div style="margin-top: 10px;"> SC 5 Bridge Replacement over CSXT, Catawba River, and Twelve Mile Creek Key Personnel Role: Bridge Design Lead Experience with Current Firm: Yes Project/Assignment Duration: Project 2008-2014, Assigned 2008-2010 Owner Contact Information: SCDOT, Brian Klauk, KlaukBD@scdot.org, (803) 737-5051 Design/Construction Value: \$1.5 Million/\$15 Million </div>

Project Description:

Led bridge design and plan preparation of a 1,750-foot-long bridge carrying SC 5 over railroad tracks and Catawba River in Lancaster and York counties, SC. This bridge involved complex geometry to accommodate the railroad, a tributary creek, and the Catawba River. The superstructure features a CIP deck slab supported on prestressed concrete girders, and the substructure units consist of multiple column bents and single-column hammerhead bents. Jason checked superstructure design calculations and developed plans. He provided guidance for the entire design effort.

Fantasy Harbour Bridge

Key Personnel Role: Design Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2003-2009, Assigned 2003-2009
Owner Contact Information: SCDOT, Mike Barbee, BarbeeMW@scdot.org, (803) 737-1420
Design/Construction Value: \$1.6 Million/\$37 Million

Project Description:

Provided design and plan preparation for the Fantasy Harbour Bridge near the Myrtle Beach, SC airport. Jason marked up plans for CAD technicians and provided design services during construction on this high-profile structure consisting of 12 spans for a total length of 1,800 feet. The bridge spans the Atlantic Intracoastal Waterway (AICW), connecting the Fantasy Harbour Interchange at US 17 bypass to the local roads on the west side of the AICW. This SCDOT project provided a vital link in the overall “metropolitan loop” for Myrtle Beach. A 3-span steel girder unit was used to span the AICW with a maximum span length of 330 feet. Six different substructure alternates were designed for contractors to bid on the most cost-effective alternate. Prestressed concrete girders were used in the approach spans. The bridge was designed to address its classification as seismic performance Category D in accordance with AASHTO load factor rating design code.

Cherokee Trail over Fourteen Mile Creek

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2016-2017, Assigned 2016-2017
Owner Contact Information: SCDOT, Jeff Sizemore, SizemoreJC@scdot.org, (803) 737-1571
Design/Construction Value: \$850,000/\$100 Million

Project Description:

Responsible for project management, design development, and plan preparation for an emergency bridge replacement following damage caused by extreme weather in Lexington County, SC, for SCDOT. The bridge is a 3-span, 150-foot prestressed concrete cored slab bridge supported by a combination of concrete and steel piles. Jason also provided extensive coordination between hydraulics and roadway design, structures design, and geotechnical design to expedite the design phase to meet critical milestones and keep the project on schedule. Construction phase services such as shop drawing reviews were also provided.

I-485 Widening from I-77 to Rea Road Design-Build

Key Personnel Role: Structures Design Lead
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2016-2018, Assigned 2012-2014
Owner Contact Information: NCDOT, Teresa Bruton, tbruton@ncdot.gov, (919) 707-6610
Design/Construction Value: \$12 Million/\$85 Million

Project Description:

Oversaw structural design efforts for this design-build project to widen 9 miles of I-485 from 4 lanes to 6 and 8 lanes in Charlotte, NC. Jason checked the design and plans; coordinated with other disciplines, such as roadway, hydraulics, and the structure subconsultant; worked closely with the contractor to develop economic structure design; and provided design services during construction. The \$76.5 million NCDOT project was on a very compact schedule and included widening 6 sets of dual bridges on I-485, a new bridge on Community House Road, 4 noisewalls, and a new flyover bridge connecting Johnston Road to the I-485 Inner Loop. The widened bridges were prestressed concrete girders, except for NC 51, which used steel girders. The flyover bridge used chorded prestressed girders on a curved alignment.

- 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.
 Not required to be on-site full time.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Charles Eugene (Gene) Howard Construction Project Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Superior Construction Company Southeast LLC
d.	Years of Experience: With this Firm <u>16</u> Years With Other Firms <u>33</u> Years Superior Construction Company Southeast LLC: Construction Project Manager – Responsible for overseeing and managing all field construction activities, planning and scheduling the work, managing submittals for procedures and materials, procuring materials, completing constructability reviews, managing project performance, fostering and maintaining safe work environment, overseeing project buy-out process, attending and leading project progress meetings, overseeing project close-out, and directing value engineering/redesigning efforts. (2006 – present) FDOT, District 2: Project Administrator – Responsible for overseeing highway construction projects. (1992 – 2006) Piling & Structures, Inc.: General Superintendent/Construction Manager – Responsible for all marine structure work. (1987 – 1991) Ballenger Group: Project Superintendent – Responsible for day-to-day operations for heavy/highway civil construction projects. (1983 – 1987) Dawkins Construction: Foreman – Carpenter and equipment foreman for cast-in-place concrete structures. (1981-1983) Dawkins Concrete: Precast Plant Manager: Responsible for day-to-day operations for precast structure plant and concrete plant. (1975 – 1981)
e.	Education: Florence-Darlington Community College/ Florence, SC / Associates of Science / 1979 / Civil Engineering Technology
f.	Active Registrations: n/a
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>I-10/US 301 Interchange Reconstruction</u> Key Personnel Role: Construction Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2021-2023, Assigned 2021-2023 (Project Completion March 2023) Owner Contact Information: FDOT, Jerry Ausher, Jerry.Ausher@ dot.state.fl.us, (800) 749-2967 Design/Construction Value: \$108 Million Project Description: The interchange reconstruction will accommodate increased truck traffic that includes new ramps and bridges to alleviate traffic back-ups. This heavily traveled thoroughfare is a critical regional link for goods movement. The quicker movement from the transition from US 301 to I-10 will also increase safety and capacity. Gene is overseeing the reconstruction of the entrance ramp from US 301 southbound to I-10 eastbound, which provides dual lanes to increase the merge distance and eliminate the current left-turn signal traffic into a free-flowing right turn lane. His team is also realigning and widening the exit ramp from I-10 eastbound to US 301 into a dual left turn lane. Other major components include milling and resurfacing, base work, shoulder treatment, drainage improvements, traffic signals, lighting, highway signing, guardrails, box culverts, bridges, and MSE walls. <u>First Coast Expressway (SR 23)</u> Key Personnel Role: Construction Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2019-2021, Assigned 2019-2021 Owner Contact Information: FDOT, Scott Lent, Scott.Lent@dot.state.fl.us, (800) 749-2967 Design/Construction Value: \$179.2 Million Project Description:

This nearly 10-mile greenfield project includes a new multilane and limited access toll road. Gene led construction efforts that included approximately 6 million CY of embankment, a drainage system with stormwater ponds, 15 bridges, tolling facilities, and a four-lane diverging diamond interchange. The diverging diamond interchange – the second in Florida – diverts the traffic pattern, increasing safety for travelers making left turns across traffic.

SR 23 Starke Bypass

Key Personnel Role: Construction Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2016-2019, Assigned 2016-2019
Owner Contact Information: FDOT, Joaquin Oliviera, Joaquin.Oliviera@dot.state.fl.us, (352) 494-8702
Design/Construction Value: \$49.5 Million

Project Description:

The new alignment bypasses the community of Starke to the west, providing an essential alternate route for truck traffic and enhancing safety along the existing US 301 corridor. In an effort to bypass vital corridors, this 7.3-mile, four-lane bypass system alleviates burdens to city infrastructure, increases economic development to the business district, and increases safety for the entire area. Gene supervised the construction of six bridges, 1.6 million CY of embankment, 2.5 miles of new roadway alignment, and many enhancements along US 301. He also oversaw the coordination with CSX Transportation to ensure rails remained fully operational.

University Boulevard over Arlington River DB

Key Personnel Role: Construction Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2012-2015, Assigned 2012-2015
Owner Contact Information: FDOT, Carrie Stanbridge, Carrie.Stanbridge@dot.state.fl.us, (800) 749-2967
Design/Construction Value: \$11.4 Million

Project Description:

Gene led the construction team in building this multi-phase project that included replacing the two-lane bridge on University Boulevard over the Arlington River, associated ramp modifications, new intersection signalization, new bridge, retaining wall construction, roadway approaches, and a modified roundabout at the University Boulevard and Colcord Avenue intersection. This project resulted in additional capacity, increased safety, and enhanced mobility to the corridor. This project was awarded the Significant Concrete Structures, 2015, American Concrete Institute award.

Heckscher Drive Fort George Inlet Bridge

Key Personnel Role: Project Administrator
Experience with Current Firm: Florida Department of Transportation
Project/Assignment Duration: Project 2002-2004, Assigned 2002-2004
Owner Contact Information: FDOT, Dave Sadler (no longer with FDOT), dsadler@eismanrusso.com, (850) 933-3518,
Design/Construction Value: \$17.4 Million

Project Description:

SR 105 (Heckscher Drive) over Fort George Inlet is a 40-linear foot medium-level bridge completed for the Florida Department of Transportation. This bridge had 18 spans made up of 14,200 linear feet of 72-inch Florida Bulb Tee girders, 15,000 linear feet of 30-inch prestressed concrete piling, which required jetting and 15,000 tons of riprap. The project also included the demolition of the functionally obsolete existing bridge structure. Gene managed the construction in a pristine tidal estuary that included the use of both temporary work platforms and barges to allow for site access. He gave special attention to construction impacts on the natural environment considering the project was surrounded by state parks in either direction.

- 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.
Gene Howard is currently assigned to the I-10/US 301 project in Duval County, FL as the construction project manager. It is scheduled to be completed by March 2023, prior to the beginning of construction for this project.



Appendix B

Work History and Quality Form – Contractor/Designer (Section 3.5.1)

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Superior Construction Company Southeast, LLC (SUPERIOR)

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 Superior Construction Company Southeast, LLC’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 Superior Construction Company Southeast, LLC (in thousands)
Name: I-20 Savannah River Bridge Replacement Location: Richmond County, GA & Aiken County, SC	Name: WSP	Name of Owner: Georgia Department of Transportation (GDOT) Project Manager: Albert Welch Jr, Phone: (404) 772-6969 Email: awelch@dot.ga.gov	(Estimated Construction Completion) 09/2022 (current contract) (Professional Services Completion) 10/2019	\$72,300	\$50,656
g. Narrative describing the work performed by Superior Construction Company Southeast, LLC.					
In a first of its kind bi-state agreement, the Georgia and South Carolina Departments of Transportation identified the need to replace and widen the existing I-20 bridges over the Augusta Canal and Savannah River. The project will widen 1.8 miles of I-20, replace four bridges over the Augusta Canal and Savannah River, and improve interchanges. The existing bridges are functionally and structurally obsolete with substandard shoulder widths. By widening from four to six lanes, the reconstructed bridges will safely support current and future traffic volumes. The Savannah River Bridge is 1,278 feet long with 9 spans. Our innovative approach of using an in-stream cofferdam in lieu of more traditional methods allowed for spread footing foundations, providing significant cost savings to the owner. Due the varying geology, drilled shafted were chosen for two piers. Aside from the bridge replacement, the roadway widening will allow more room to safely move disabled vehicles out of the travel lanes. The Savannah River is an environmentally sensitive waterway. During construction, traffic will be maintained with nighttime lane closures and no off-site detours. Additional components include a new traffic signal, and utility adjustments. The infrastructure improvements will enhance safety and improve operational efficiency while minimizing disturbance to the environment and traveling public. SUPERIOR’s s role as the lead contractor includes bridge replacement construction, innovative membrane wrapped rock cofferdam, interstate widening, intersection improvements, roadway widening, traffic signals, and utility adjustments.			<div>Relevance:<ul style="list-style-type: none">▪ Design-build▪ Bridge construction▪ Roadway construction▪ Accelerated schedule▪ Interstate MOT▪ Divided highway▪ Over water▪ Environmentally sensitive</div> 		
h. Self-Assessment. The information provided in this section should be a self-assessment of SUPERIOR’s performance on the project to identify SUPERIOR with firms or personnel that have successfully completed projects on time and on or under budget, and to identify SUPERIOR’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The design started upon Notice to Proceed, issued December 3, 2019. Prior to officially starting construction, there were permit issues which delayed the project. GDOT granted 225 days for the project delay. This delay pushed the contractual completion out to September 2022, putting the project back on track. The second delay came from heavy rains resulting from five back-to-back hurricanes tracking through Georgia from the Gulf Coast in 2020. These approaching hurricanes forced the U.S. Army Corps of Engineers (USACOE) to release high volumes of water from the hydro dam above the project, which compromised and destroyed the Aqua dam we installed to begin bridge construction. The impacts from these five hurricanes lead to further delays on the project. GDOT is current working with Superior Construction to extend the contract time for the delay which will put the project time back on track for completion May 2023.					
i. Quality Initiatives. SUPERIOR’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.					
SUPERIOR’s policy is to meet – and exceed – project requirements and to adhere to both corporate and owner quality objectives. We strive to eliminate rework by performing our work “right the first time.” SUPERIOR’s executives support the implementation and enforcement of all quality procedures, inspections, and controls as outlined in the following project specific quality plan. Our goal of ZERO rework meeting / exceeding all quality standards is achieved by: careful planning and quality reviews with craft workers and giving everyone authority to stop non-compliant work. All personnel assigned to perform inspection and testing are qualified and trained for their respective assignment areas. As each inspection and test was performed, inspectors have the responsibility and authority to identify quality problems. They perform routine inspections to verify the manufacture, fabrication, and construction quality of all materials used.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Superior Construction Company Southeast, LLC shall provide a detailed explanation below.					
SUPERIOR responds “no” to each of these questions					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Superior Construction Company Southeast, LLC (SUPERIOR)


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 SUPERIOR’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 SUPERIOR (in thousands)
Name: SR 44 over St Johns River Bridge Replacement Location: Deland, FL	Name: Inwood Consulting Engineers, Inc	Name of Owner: FDOT District 5 Project Manager: Michael Raney Phone: (386) 740-3524 Email: michael.raney@dot.state.fl.us	11/2023	\$ 45,000	\$38,350
g. Narrative describing the work performed by SUPERIOR. FDOT project T5706 is a \$44 million bridge replacement of the existing Francis P. Whitehead bascule bridge on SR 44 over the St Johns River. This project is located on the border of Lake County and Volusia County in FDOT District 5. The new bridge is a 2-lane mid-rise bridge with a 12-foot shared use path. The bridge consists of 10 spans totaling 1,656 linear feet. The approach to the bridge consists of a two- stage MSE Wall with a six-to-nine month surcharge between each phase. Other features of the project include fender system, storm drain, utilities, and subsoil excavation. The new bridge spans the St Johns River, which is a protected waterway. It is designated by the EPA as one of only 14 American Heritage Rivers. The project is also surrounded by protected wetlands on all sides To facilitate the construction of the bridge within the limits of the river, a temporary work trestle was constructed. The main leg of the trestle is 7 spans and extends 245 linear feet into the river. There is also one finger coming off the main leg consisting of 2 spans and is approximately 70 linear feet. Each pier of this trestle is constructed using 24-inch pipe pile that averaged about 120 feet. This temporary work bridge is designed to carry the weight of a fully loaded crane which minimizes the need for barges. Once traffic is shifted onto the new bridge, the existing bascule bridge will be demolished. The trestle will also be removed and the last of the roadway work will be completed. The anticipated finish date is October 2023.					
h. Self-Assessment. The information provided in this section should be a self-assessment of SUPERIOR’s performance on the project to identify SUPERIOR with firms or personnel that have successfully completed projects on time and on or under budget, and to identify SUPERIOR that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration. The SR 44 project is currently 55% complete. It is slated to finish slightly ahead of schedule in October 2023. The majority of the disputes have been resolved at the project level. There has been \$200,000 in claims due to plan errors and omissions. All of these issues were brought to the Engineers attention with time to resolve before causing any project delays. There is currently one outstanding claim due to political restrictions beyond the control of SUPERIOR. This is being resolved at the District level.					
i. Quality Initiatives. Discuss SUPERIOR’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. Superior strives to maintain a good relationship with the owner. Open communication and teamwork are keys to a successful project for all parties involved. Schedule reviews and long range planning help resolve potential issues and minimize delays. Work plans are used to help relay the office planning to the field construction. This is where key details are communicated to the field to help eliminate any quality issues. SUPERIOR also employs full time surveyors that can help resolve conflicts and double check work as it’s constructed.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided SUPERIOR shall provide a detailed explanation below. SUPERIOR responds “no” to each of these questions.					

Relevance:


- Bridge construction
- Trestle bridge
- Highway MOT
- Divided highway
- Over water
- Environmentally sensitive




WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Superior Construction Company Southeast, LLC (SUPERIOR)

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 SUPERIOR’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 SUPERIOR (in thousands)
Name: Wekiva Parkway Section 6 Location: Sorrento, FL	Name: WGI/Arcadis	Name of Owner: FDOT District 5 Project Manager: Rick Vallier Phone: (407) 278-2730 Email: rick.vallier@dot.state.fl.us	6/2022	\$ 245,976	\$243,331
g. Narrative describing the work performed by SUPERIOR.					
<p>FDOT project E5Y47 is a \$246 million design-build project building more than 6 miles of limited access toll road largely along the existing State Road (S.R.) 46 corridor from S.R. 429 to just west of Longwood-Markham Road. The project includes a non-tolled, service road for local travel, new bridges over the pristine environmentally sensitive Wekiva River, as well as several wildlife bridges to allow animals to pass safely between the Seminole State Forest and Rock Springs Run State Reserve. A multi-use trail is included along this section. Work includes bridges, connector roads between remaining sections of County Road (C.R.) 46A and S.R. 46, roadway widening, medians and turn lanes, drainage, lighting, sign and pavement markings, utilities and other roadway features.</p> <p>The 18 bridges include 3 cast-in-place segmental box bridges, 6 conventional bridges, and 9 wildlife crossings. The Owner required a three-span continuous bridge consisting of segmental box girders for the main channel crossing the Wekiva River. All construction activities and equipment were required to stay within the footprint of the proposed bridges. No trestles, falsework, or temporary supports were allowed in the river during construction. Cast-in-place construction of the segments was completed including the use of grout and flexible filler (microcrystalline wax) to provide strand protection for the post-tensioning. The conventional bridges and wildlife crossings were constructed using a gang overhang system and a robotic rebar tying system which enabled faster production during the construction. Traffic was recently shifted into the final phase and the project is anticipated to finish date by the end of June 2022.</p>			<div>Relevance:<ul style="list-style-type: none">▪ Design-build▪ Bridge construction▪ Roadway construction▪ Accelerated schedule▪ Limited access highway▪ Interstate standards▪ Similar MOT concept▪ Divided highway▪ Over water▪ Environmentally sensitive</div> 		
h. Self-Assessment. The information provided in this section should be a self-assessment of SUPERIOR performance on the project to identify SUPERIOR with firms or personnel that have successfully completed projects on time and on or under budget, and to identify SUPERIOR that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The Wekiva Parkway Section 6 project is currently 99% complete. The project team has overcome multiple challenges over the last 5 years including unforeseen geotechnical conditions (sinkholes), the pandemic, and material/supply shortages. The team is set to finish within the allowable contract time. The majority of the disputes have been resolved on the project level as a result of the positive relationship we have carried with the Owner’s representative throughout the project duration. All issues, along with possible solutions to alleviate the issues, have been brought to the Engineers attention with time to resolve before causing any project delays. The project team and Owner’s representative continue to meet quarterly with the dispute review board with positive reviews coming from all involved parties.</p>					
i. Quality Initiatives. Discuss SUPERIOR’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>SUPERIOR strives to maintain a good relationship with the owner. Open communication and teamwork are keys to a successful project for all parties involved. Schedule reviews and long range planning help resolve potential issues and minimize delays. Work plans are used to help relay the office planning to the field construction. This is where key details are communicated to the field to help eliminate any quality issues. SUPERIOR also employs full time surveyors that can help resolve conflicts and double check work as it’s constructed.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, SUPERIOR shall provide a detailed explanation below.					
SUPERIOR responds “no” to each of these questions.					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
STV Incorporated (STV) Lead Designer

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 STV Incorporated’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 STV Incorporated (in thousands)
Name: I-20 Savannah River Bridge Replacement Location: Richmond County, GA & Aiken County, SC	Lead designer: WSP Lead contractor: Superior Construction Company Southeast, LLC	Name of Owner: Georgia Department of Transportation (GDOT) Project Manager: Albert Welch Jr, Phone: (404) 772-6969 Email: awelch@dot.ga.gov	(Estimated Construction Completion) 09/2022 (current contract) (Professional Services Completion) 10/2019	\$72,300	\$1,871
g. Narrative describing the work performed by STV Incorporated. Office location(s) where the design work was performed: North Charleston, SC & Duluth, GA. STV was a major sub-consultant.					
<p>The Georgia Department of Transportation (GDOT) and SCDOT are replacing and widening the I-20 roadway bridges over the Augusta Canal in Georgia and the Savannah River, which separates Richmond County, GA, and Aiken County, SC. This design-build initiative will replace four bridges — parallel stringer bridges built in the 1960s and spanning 1,200 feet in total — with new structures to improve safety and operations along I-20, as well as widen approach roadways and provide a variety of traffic improvements. STV developed a traffic signal installation plan for the intersection of I-20 EB off ramp to Martintown Road. The traffic signal included the addition of a protected dual left turn and pedestrian facilities with ADA-compliant ramps and pushbutton technology. The traffic signal installation was carefully phased into the construction of the Martintown Road off ramp to maintain traffic flow through construction. Utility coordination was required to install the traffic signal strain poles without conflict.</p> <p>STV, as a major subconsultant, is furnishing multidisciplinary design and construction administration services for widening of a 1-mile stretch of I-20 in Aiken County, including work on I-20/ SC 230 interchange ramps. The scope of work includes new dual left-turn lanes, a dedicated right-turn lane, and the addition of a traffic signal at the intersection of West Martintown Road and the I-20 eastbound off-ramp in South Carolina. The firm prepared design plans for the roadway reconstruction and widening, maintenance of traffic, erosion control, drainage, signage, and roadway markings.</p>			<div><p>Relevance:</p><ul style="list-style-type: none">▪ SUPERIOR led▪ Design-build▪ Bridge design▪ Roadway design▪ Accelerated schedule▪ Interstate MOT▪ Divided highway▪ Over water▪ Environmentally sensitive</div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of STV Incorporated’s performance on the project to identify STV with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that STV Incorporated has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
STV completed its design within the schedule and budget. During construction, STV adjusted the stage construction to reduce the amount of temporary pavement needed at the median crossover. To date, the firm has responded to a minimal number of RFIs and reviewed shop drawings as needed.					
i. Quality Initiatives. Discuss STV Incorporated’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.					
In addition to adhering to the lead designer’s design portion of the QMP, STV developed a project-specific quality plan that established and described objectives, contract requirements, schedule, key deliverables, and detailed QA and QC procedures. QC procedures included complete and accurate documentation, design calculations, specifications, design reports, construction drawings, schedules, and cost estimates. The team self-checked each set of plans before they were sent to an independent reviewer in the Duluth office who checked the plans for constructability, congruence between different design disciplines, and made sure that they were technically sound, economically feasible, and compliant with Superior Construction, the lead designer, and GDOT’s quality program.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, STV Incorporated shall provide a detailed explanation below.					
STV responds “no” to each of these questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
STV Incorporated (STV) Lead Designer

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 STV Incorporated’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 STV Incorporated (in thousands)
Name: I-85 over the Yadkin River Design-Build - I-2304AC Location: Rowan and Davidson Counties, NC	Design: STV Construction: Flatiron-Lane Joint Venture	Name of Owner: North Carolina Department of Transportation (NCDOT) Project Manager: Teresa Bruton, Phone: (919) 707-6610 Email tbruton@ncdot.gov	(Construction Completion) 03/2013 (Professional Services Completion) 07/2014	\$128,000	\$8,766
g. Narrative describing the work performed by STV Incorporated. Office location(s) where the design work was performed: Charlotte, NC. STV Incorporated was the lead designer.					
<div>STV was the lead designer for NCDOT’s effort to widen approximately 3 miles of I-85 from 4 to 8 lanes and construct 6 new prestressed concrete girder bridges. The existing bridges were replaced with two 2,900-foot-long, 4-lane bridges over the Yadkin River, with spans up to 250 feet in length and most with 77-inch prestressed concrete girders. The design-build project also involved a 740-foot-long, 2-lane bridge carrying US 29/70 over the Yadkin River. It was constructed in very tight confines via “top down” construction. Major reconstruction of the US 29/70 and NC 150 interchange included a new interchange east of the river crossing and new dual bridges carrying I-85 over a small rural route. The firm was responsible for the design of bridges and retaining and noise walls. STV’s services also included roadway, drainage, erosion/sediment control, MOT, environmental/permitting, utility coordination, railroad coordination, location surveys/subsurface utility engineering, and public involvement. The project incorporated innovative techniques to minimize environmental impacts and comply with NEPA commitments and permit requirements. STV obtained all the required major permit documents. The major dual bridge structure consists of 22 spans (NB lanes) and 21 spans (SB lanes), with the majority of the spans consisting of 77-inch deep prestressed concrete girders. To span a wide rail corridor (carrying both freight and passenger rail), a single steel span up to 250 feet in length was necessary over the railroad tracks. The US 29-70/Yadkin River Bridge presented a significant challenge because the existing bridge was close to a historic spandrel arch bridge to the north and major Duke Energy transmission lines and a freight railroad bridge to the south. This tightly-confined space did not lend itself to parallel construction or a detour bridge.</div> <div><div>Relevance:<ul style="list-style-type: none">▪ Design-build▪ Structure design▪ Roadway design▪ Bridge demolition▪ Interstate MOT▪ Divided highway▪ Trestle bridge in median▪ Over water▪ Environmentally sensitive</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of STV Incorporated’s performance on the project to identify STV with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that STV Incorporated has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
STV finished the design on time and on budget without an delays, claims, dispute proceedings, litigation, and arbitration. A significant design modification made by the team was to build a single temporary trestle bridge in the median, as opposed to two separate work bridges on the outside of the dual bridges – this change greatly reduced construction time, costs, and impacts to the environment. On the US 29-70/Yadkin River Bridge, STV designed a “top down” construction concept that involved removing the existing superstructure and building substructures (working west to east incrementally), then reversing direction and building the new superstructure (working east to west incrementally). By avoiding the transmission lines, the scheme avoided what may have been a 2-3 year delay in utility relocations. The project won several awards, including Carolinas AGC 2013 Pinnacle Award, Design-Build Institute of America 2014 National Award of Merit, Engineering News Record 2014 Award of Merit, Roads & Bridges magazine 2012 Top 10 Roads (#3), Roads & Bridges magazine 2014 Top 10 Bridges (#10), and the 2015 IPI Partnered Project of the Year Award, Honorable Mention.					
i. Quality Initiatives. Discuss STV Incorporated’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.					
STV conducted a review of the project during start-up, obtaining all available information and establishing coordination procedures with NCDOT and the JV. Cost control mechanisms included monthly cost control reports that tracked overall project status, analyzed potential slippage, and identified any areas that required corrective measures. STV developed and implemented a comprehensive design QMP that was incorporated into the JV’s project QMP and was reviewed and approved by the client. An independent design QA manager was assigned.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, STV Incorporated shall provide a detailed explanation below.					
STV responds “no” to each of these questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
STV Incorporated (STV) Lead Designer

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 STV Incorporated’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 STV Incorporated (in thousands)
Name: Carolina Bays Parkway over Atlantic Intracoastal Waterway Location: Horry County, SC	Lead Designer: Civil Engineering Consulting Services	Name of Owner: SCDOT Project Manager: Mike Barbee Phone: (803) 737-1401 Email: barbeemw@scdot.org	Construction Completion: Sept. 2019 Professional Services Completion: Sept. 2019	\$97,900	\$1,302
g. Narrative describing the work performed by STV Incorporated. Office location(s) where the design work was performed: North Charleston, SC & Charlotte, NC. STV Incorporated was a sub-consultant.					
<div>For most of its 30.6-mile length, the Carolina Bays Parkway (SC 31) parallels the Intracoastal Waterway, allowing drivers to bypass Myrtle Beach, SC, traffic while traveling between the north and south ends of Horry County. A final 4-mile phase extension, intended to further relieve congestion in the area, carries it across the waterway — required a bridge that is not only sensitive to wetlands considerations but also able to withstand the high seismic activity of the region. Acting as a subconsultant, STV designed a 28-span, 3,632.5-foot-long bridge to meet these challenges. The firm also provided wetland delineations and led the Clean Water Act 401/404 and U.S. Coast Guard permitting processes for the project. The firm drew from its experience with seismic analysis, including earlier work revising SCDOT’s Seismic Design Specifications for Highway Bridges, and evaluated the bridge’s performance during an earthquake using SEISAB, XTRACT, and Capacity Analysis Pushover Program software to perform multimodal spectral and push-over analyses. STV then used the results to determine the displacement capacities required for each substructure to support the bridge. STV completed the bridge design within schedule and budget.</div> <div>During construction, the firm guided the contractor through implementation of the seismic design plans.</div> <div><div>Relevance:<ul style="list-style-type: none">▪ Structure design▪ Roadway design▪ Accelerated schedule▪ Divided highway▪ Over water▪ Environmentally sensitive</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of STV Incorporated’s performance on the project to identify STV with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that STV Incorporated has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
STV completed the bridge design within schedule and budget. During construction, STV guided the contractor through implementation of the seismic design plans. The high-level bridge features prestressed concrete girder structures on drilled shafts in approach regions and horizontally curved steel plate girders, posts, and beam structures on drilled shafts in the channel region. By choosing long spans (the longest is 310 feet) for durability, the firm was able to minimize construction in the waterway. This eliminated the need for high-maintenance fender systems.					
i. Quality Initiatives. Discuss STV Incorporated’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.					
In addition to adhering to the lead designer’s QMP, STV developed a project-specific quality plan that established and described objectives, contract requirements, schedule, key deliverables, and detailed QA and QC procedures. QC procedures included complete and accurate documentation, design calculations, specifications, design reports, construction drawings, schedules, and cost estimates. The team self-checked each set of plans before they were sent to an independent reviewer in the Charlotte office who checked the plans for constructability and made sure that they were technically sound, economically feasible, and compliant with the lead designer and SCDOT’s quality program.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, STV Incorporated shall provide a detailed explanation below.					
STV responds “no” to each of these questions.					



Appendix C

Work History and Quality Form – Contractor/Designer (Section 3.5.2)

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
STV Incorporated (STV) Lead Designer

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 STV Incorporated’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 STV Incorporated (in thousands)
Name: I-20 Widening Design-Build Location: Lexington County, SC	Lead designer: STV Lead contractor: Zachry Construction Company	Name of Owner: SCDOT Project Manager: Allen Thompson Phone: (803) 254-1007 Email: thompsonja@scdot.org	Estimated Construction: June 2022 Professional Services: June 2019	\$99,000	\$5,556
g. Narrative describing the work performed by STV Incorporated. Office location(s) where the design work was performed: Columbia, SC, Rock Hill, SC, North Charleston, SC, Charlotte, NC. STV was the lead designer.					
STV provided highway engineering design services for a five-phase project to widen I-20 in Lexington County, SC. In all stages of the design-build project, a through lane will mitigate impacts to traffic and allow higher traffic volumes through the construction zone. A bridge replacement has been designed as a single span to further reduce impacts to Norfolk Southern Railway and the traveling public. Design includes a constant slope roadway section, which was deemed advantageous in order to eliminate drainage structures in the median, significantly reducing future maintenance.					
h. Self-Assessment. The information provided in this section should be a self-assessment of STV Incorporated’s performance on the project to identify STV with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that STV Incorporated has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
n/a					
i. Quality Initiatives. Discuss STV Incorporated’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.					
n/a					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, STV Incorporated shall provide a detailed explanation below.					
STV responds “yes” to the question, “has an owner, a lead contractor, or any member of a joint venture pursued compensation from the Lead Designer due to error and omissions.” STV’s design-build partners have in the past and in rare circumstances alleged issues with respect to STV’s design of design-build projects. Most often, those issues are resolved between the parties, and in rare instances resolved in private dispute resolution proceedings. Resolution of those matters are private and confidential due to contractual and tribunal confidentiality requirements are not subject to public disclosure.					



Appendix D

Legal and Financial



June 9, 2022

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

Re: I-20 over Wateree River Bridge Replacement and Swamp Overflow Bridge
Design Build Project, Contract 2847360, Kershaw County

Dear Ms. Wright:

I, Kevin McGlinchey, in my capacity as President of Superior Construction Company Southeast, 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 May 11, 2022, by the South Carolina Department of Transportation ("SCDOT") to construct I-20 over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations ("the Project") in Kershaw County.

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

Respectfully Submitted,


Kevin McGlinchey
President

State of **Florida**
County of **Duval**

Sworn to and subscribed before me this 9th day of June, 2022, by Kevin McGlinchey
(name of person signing affidavit)


Notary Public



Commission Expires

Personally Known ☒ Or Produced Identification ☐

7072 BUSINESS PARK BLVD N

JACKSONVILLE, FL 32256

904.292.4340

WWW.SUPERIORCONSTRUCTION.COM



May 26, 2022

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

RE: Superior Construction Company Southeast, LLC
Project: I-20 Over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations

Dear Ms. Wright:

Superior Construction Company Southeast, LLC is a highly regarded and valued client of American Global and Continental Casualty Company ("the CNA Companies"). Superior Construction Company Southeast, LLC is capable of providing Bid, Performance and Payment bonds in excess of \$400,000,000 for any single contract and in excess of \$1,250,000,000 in the aggregate. Continental Casualty Company is rated by AM Best as A, Class XV and is licensed to do business in all 50 States.

The CNA companies anticipate no difficulty in providing final bonds on behalf of Superior Construction Company Southeast, LLC. Naturally, we would expect that the execution of any final bonds would be subject to our normal underwriting review of the final contract terms and conditions by our client and ourselves.

This letter does not constitute an assumption of liability, and we assume no liability to you or to any third parties by the issuance of this letter. If we can provide any further assurances or assistance, please do not hesitate to call upon us.

Sincerely,
Continental Casualty Company

A handwritten signature in blue ink, appearing to read "W. Griffin".

William G. Griffin
Attorney-in-Fact

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Michael A Marino, Krystal Stravato, William G Griffin, Vivian Santiago , Individually

of Miami, FL, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

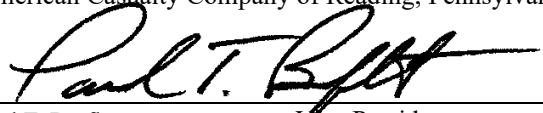
and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 21st day of June, 2021.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania


Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 21st day of June, 2021, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires March 2, 2026

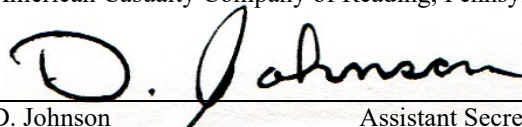

M. Bent Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 26th day of May, 2022.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania


D. Johnson Assistant Secretary

Form F6853-4/2012

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. “

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National Fire Insurance Company of Hartford.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. “

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. “



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

June 9, 2022

Date

Kevin McGlinchey
Print Name

Superior Construction Company Southeast, 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



Appendix F

Confidential or Proprietary Information Summary List

Appendix F- Confidential or Proprietary Information Summary List

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



Appendix G

Addendum Receipt Form(s)

NOTICE OF RECEIPT

**I-20 over Wateree River Bridge Replacement
and Swamp Overflow Bridge Rehabilitations
Design-Build Project Design-Build – Contract
ID 2847360
Kershaw County**

Addendum 1

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFQ documents.

PROPOSERS are required to sign this document and enclose it with their Statement of Qualifications. Receipt of this signed document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated this Addendum into the contract documents.

Confirmation Statement:

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.

Curt Bender
PROPOSER's Signature

June 7, 2022
Date

Curt Bender
Printed Name

For: Superior Construction
Design-Build Team Name





Appendix H

Key Individual and Contractor/ Designer Reference Form(s)

[illegible]

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
YorkCT@scdot.org	C.T.	York	Chris Carlsten, P.E.	S-75 over US 29	Project Manager	STV
YorkCT@scdot.org	C.T.	York	Jason Griscom, P.E.	S-75 over US 29	Structural Design	STV
DixBD@scdot.org	Brian	Dix	Chris Carlsten, P.E.	US 1 Bridge over Black Creek and Little Alligator Creek	Project Manager	STV
DixBD@scdot.org	Brian	Dix	Jason Griscom, P.E.	US 1 Bridge over Black Creek and Little Alligator Creek	Structural Design	STV
mattoxtb@scdot.org	Berry	Mattox	Chris Carlsten, P.E.	SC 72 over Stoney Fork Creek	Project Manager	STV
mattoxtb@scdot.org	Berry	Mattox	Jason Griscom, P.E.	SC 72 over Stoney Fork Creek	Structural Design	STV
mattoxtb@scdot.org	Berry	Mattox	Chris Carlsten, P.E.	S-51 Bridge Replacement over Gills Creek	Project Manager	STV
mattoxtb@scdot.org	Berry	Mattox	Jason Griscom, P.E.	S-51 Bridge Replacement over Gills Creek	Structural Design	STV
ReynoldsBS@scdot.org	Brad	Reynolds	Chris Carlsten, P.E.	I-85 Widening Phase 3 (MM 98-106) DB	Roadway Design	STV
ReynoldsBS@scdot.org	Brad	Reynolds	Jason Griscom, P.E.	I-85 Widening Phase 3 (MM 98-106) DB	Structural Design	STV
MattoxJH@scdot.org	Jae	Mattox	Chris Carlsten, P.E.	US 1 Over I-20 Bridge Replacement and Interchange Improvements DB	Design Team Lead	STV
MattoxJH@scdot.org	Jae	Mattox	Jason Griscom, P.E.	US 1 Over I-20 Bridge Replacement and Interchange Improvements DB	Deputy Project Manager	STV
mattoxtb@scdot.org	Berry	Mattox	Chris Carlsten, P.E.	I-77 Exit 82 Interchange	Deputy PM/Design Manager	STV
mattoxtb@scdot.org	Berry	Mattox	Jason Griscom, P.E.	I-77 Exit 82 Interchange	Structural Design	STV
cwalker@indot.in.gov	Clifford	Walker	Jordan Doolittle, P.E.	P3 Design-Build I-65/I-70 North Split	Bridge Project Manager	SUPERIOR
dwjernigan@ncdot.gov	Dennis	Jernigan	Jordan Doolittle, P.E.	Design-Build Complete 540 Contracts A & B	Project Manager	Branch
rrhohr@hntb.com	Rick	Rohr	Jordan Doolittle, P.E.	LYNX Blue Line Extension – Civil B/C Package	Project Engineer Lead	Lane
ehunter@ncdot.gov	Nat	Hunter	Jordan Doolittle, P.E.	P3 Design-Build I-77 HOT Lanes	Segment Project Manager	Ferrovial Agroman
abwatson@cltairport.com	Ashton	Watson	Jordan Doolittle, P.E.	Josh Birmingham Parkway Connector	Project Manager	Sealand Contractors
awelch@dot.ga.gov	Albert	Welch, Jr	Chris Carlsten, P.E.	GDOT I-20 Savannah River Bridge Replacements DB	Design Quality Assurance	STV
barbeemw@scdot.org	Mike	Barbee	Jason Griscom, P.E.	Carolina Bays Parkway over Atlantic Intracoastal Waterway	Structural Design Lead	STV
barbeemw@scdot.org	Mike	Barbee	Jason Griscom, P.E.	Fantasy Harbor Bridge	Design Engineer	STV
SizemoreJC@scdot.org	Jeff	Sizemore	Jason Griscom, P.E.	Cherokee Trail over Fourteen Mile Creek	Project Manager	STV
tbruton@ncdot.gov	Teresa	Bruton	Jason Griscom, P.E.	I-485 Widening from I-77 to Rea Road Design-Build	Structural Design	STV
Jerry.Ausher@dot.state.fl.us	Jerry	Ausher	Gene Howard	I-10/US 301 Interchange Reconstruction	Construction Project Manager	SUPERIOR
Scott.Lent@dot.state.fl.us	Scott	Lent	Gene Howard	First Coast Expressway (SR 23)	Construction Project Manager	SUPERIOR
Joaquin.Oliviera@dot.state.fl.us	Joaquin	Oliviera	Gene Howard	SR 23 Starke Pass	Construction Project Manager	SUPERIOR
dsadler@eismanrusso.com	Dave	Sadler	Gene Howard	Heckscher Drive Fort George Inlet Bridge	Project Administrator	FDOT
Carrie.Stanbridge@dot.state.fl.us	Carrie	Stanbridge	Gene Howard	University Boulevard over Arlington River DB	Construction Project Manager	SUPERIOR
KlaukBD@scdot.org	Brian	Klauk	Jason Griscom, P.E.	SC 5 Bridge Replacement over CSXT, Catawba River, and Twelve Mile Creek	Bridge Design Lead	STV

