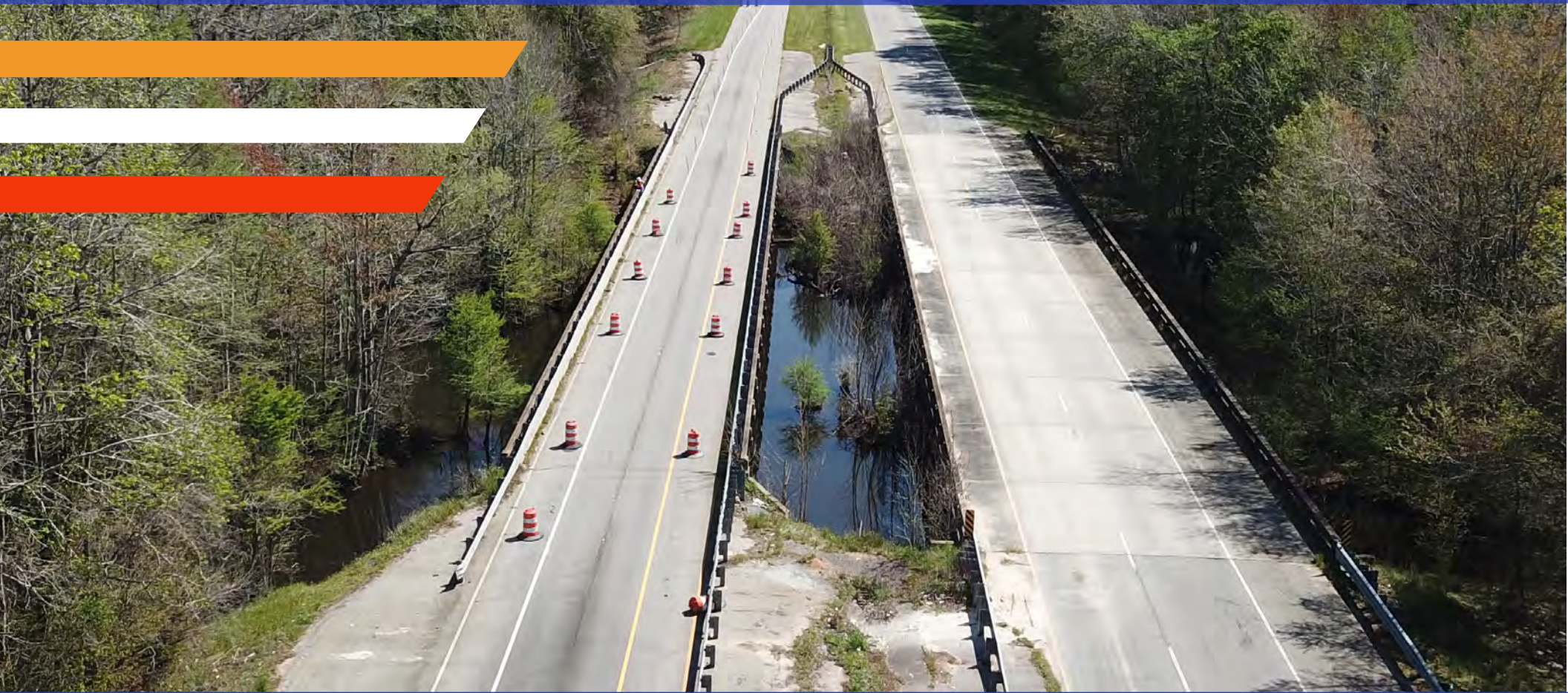


US 301 OVER FOUR HOLE SWAMP



Design Build Project, Project ID 0040308
Orangeburg County, South Carolina
April 11, 2022



3.2 Introduction

3.2.1 Contracting Entity/ Project Management Office

Authority to Execute Contract
Superior Construction Company Southeast, LLC
Kevin McGlinchey, President
7072 Business Park Blvd. N., Jacksonville, FL 32256
904-292-4240
kmcglinchey@superiorconstruction.com

Office from which project will be managed
5900 S Core Road, Suite 401, North Charleston, SC 29406

3.2.3 Lead Contractor/Designer

Lead Contractor

Superior Construction Company Southeast, LLC

Lead Designer

Johnson, Mirmiran & Thompson, Inc. (JMT)

3.2.2 Procurement Points of Contact

Curt Bender

Superior Construction Company Southeast, LLC
5900 S Core Road, Suite 401
North Charleston, SC 29406
803-331-1385
cbender@superiorconstruction.com

Christine Roth

Johnson, Mirmiran & Thompson, Inc.
235 Magrath Darby Blvd., Ste 275
Mt. Pleasant, SC 29464
843-556-2624
croth@jmt.com

3.2.4 Commitment of Key Individuals

All key personnel identified will meet requirements of the RFQ and the SCDOT's quality and schedule expectations. Superior Construction Company Southeast, LLC and JMT confirms availability of key staff for the duration of the project.

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 and Project Evaluation

3.3.1 Organization Chart, Team Structure and Team Integration

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 the SCDOT responsible for the overall project management. We will self-perform most key elements on the project including major bridge and roadway items to control schedule and cost. Table 1 below indicates our team structure, and our organizational chart (Figure 1) demonstrates the “Chain of Command”, communication lines, and functional relationships that will be implemented on this project.



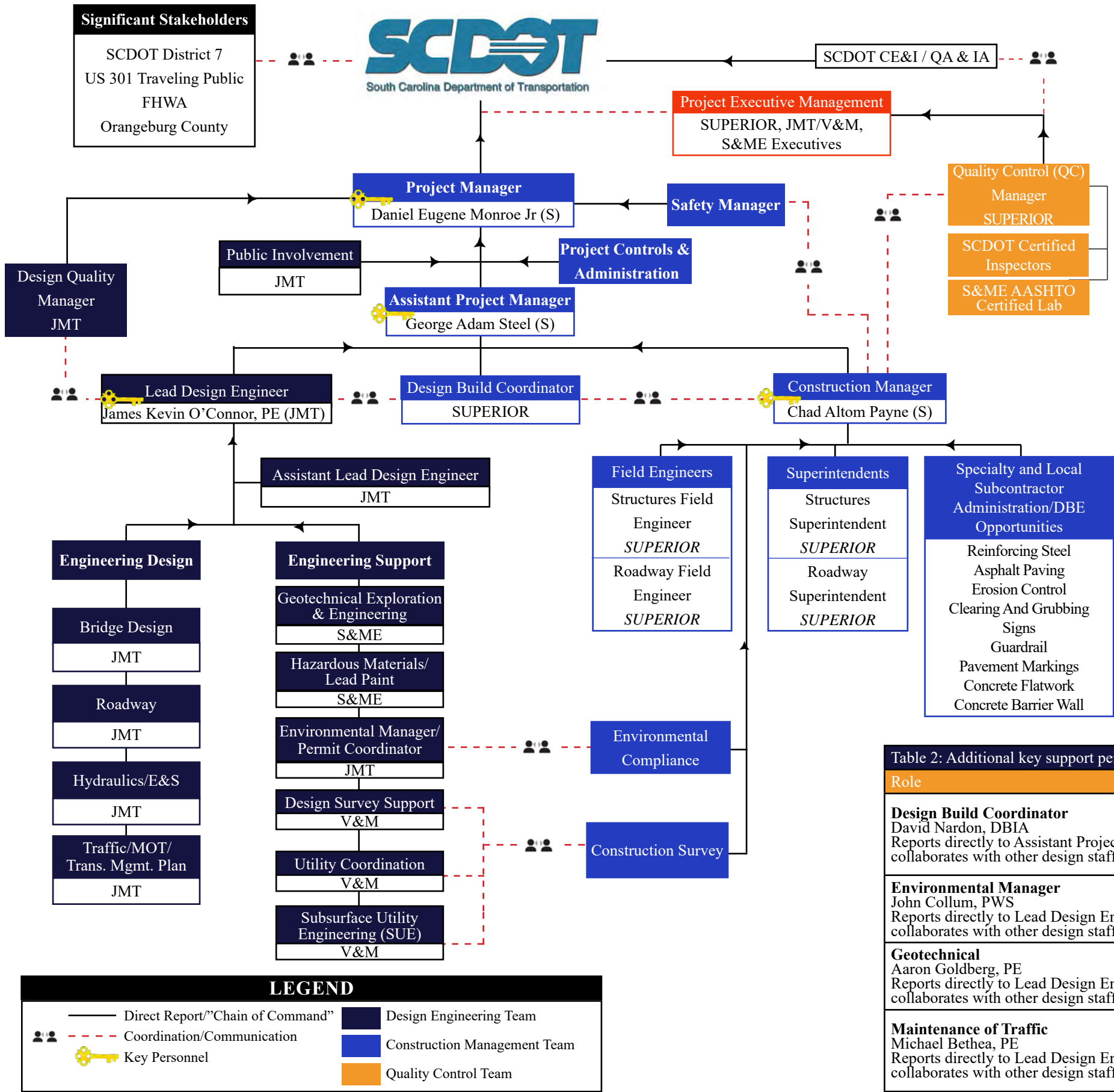
Table 1: Primary Team Members	Role	Responsibility
	Lead Construction Firm	Overall project management during design and construction, bridge construction, foundations, clearing, MOT, demolition including removal and disposal, roadway embankments/excavation, drainage, utilities, roadway base, paving, subcontract management, erosion and sediment control, utility coordination, concrete flatwork, barriers, public involvement, environmental compliance, pavement markings, guard rail, signs, and quality control.
	Lead Design Firm	Overall design management during construction, managing the surveys, geotechnical exploration and design, hydrologic/hydraulic analysis and design, roadway design, bridge design, clear zone, traffic design, seismic design, public/media/community relations and information, utility coordination, transportation management plan, As-Built Plans, right of way acquisition and services, HAZMAT studies and compliance, and Permit preparations, submittals, and approvals including identifying and providing mitigation as required

Figure 1: Organization Chart



Team DUNS Numbers	
(S) SUPERIOR Construction Company Southeast, LLC	DUNS: 830356619
(JMT) Johnson, Mirmiran & Thompson, Inc.	DUNS: 056278633
(S&ME) S&ME	DUNS: 790062392
(V&M) Vaughn & Melton	DUNS: 048237846
(THC) THC	DUNS: 861428258

Table 2: Additional key support personnel to ensure project success	
Role	Why Valuable?
Design Build Coordinator David Nardon, DBIA Reports directly to Assistant Project Manager & collaborates with other design staff	<ul style="list-style-type: none">Has 45 years of heavy civil, bridge structures, transportation and DB experienceHas worked on six major DB projects with JMT in several states including SCWill lead internal coordination and design review of deliverables, facilitate constructability reviews with the construction team, and be an interface between design and construction teams
Environmental Manager John Collum, PWS Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none">Mitigate permitting and mitigation credit risks from extensive knowledge of the permitting process and available banks/creditsRecently provided environmental services for JMT on SC-4 Emergency DB Bridge Replacement over South Edisto River and for JMT/Superior for US1 over I-20
Geotechnical Aaron Goldberg, PE Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none">Mitigate geotechnical risks through extensive understanding of the local geologyExtensive seismic design expertise on other bridge projects in SC with Jim O'Connor and JMTEnsures proper GDM compliant foundation and embankment design applications
Maintenance of Traffic Michael Bethea, PE Reports directly to Lead Design Engineer & collaborates with other design staff	<ul style="list-style-type: none">Mitigate MOT risks by applying knowledge from his 30 year career as SCDOT Dist 5 Traffic EngineerEnsures accurate and speedy TMP development and MOT installationRecently provided MOT/TMP services for JMT on SC-4 Emergency DB Bridge Replacement over South Edisto River and for JMT/Superior for US1 over I-20

Team Structure

SUPERIOR's Daniel Monroe will serve as Project Manager and be the primary person in charge. He brings 10 years of heavy civil and DB experience to the team. He will deliver the project according to contract requirements. Daniel will have full authority to make final decisions on behalf of SUPERIOR and be responsible for communicating decisions directly to SCDOT. Daniel will be the primary contact for communications with SCDOT. Adam Steel will serve as Assistant Project Manager and brings 10 years of heavy civil and DB experience to the team. He will be responsible for daily coordination on the project under direction of Daniel Monroe. Adam will be on site, solely dedicated to the project, and be the daily contact for communications with SCDOT. Daniel Monroe remains as the primary project contact.

Chad Payne, Construction Manager, will be responsible for all aspects of construction, be dedicated solely to managing construction, shall have no other assigned project responsibilities, and shall not be utilized on any other projects. Chad will be the daily site contact for inspectors, and SCDOT, and will attend weekly progress meetings. JMT's Jim O'Connor, PE will serve as Lead Design Engineer responsible for overall design delivery, including coordinating all design disciplines, and attending all project meetings as needed. He recently led design for the SC-4 Emergency DB Bridge Replacement over South Edisto River, and has led similar scope, magnitude, and complexity bridge replacements and DB's such as: Emergency Bridge Replacement Package 2016-1A, Ashley Hall Plantation Road Bridge Replacement over Bulls Creek, Governor's Cay Bridge over Nowell Creek, and Cypress Gardens Road Emergency DB. Table 2, on page 2 highlights additional key support personnel that we have identified for project success.

Team Integration

SUPERIOR and JMT will manage the project from their Charleston area offices. The team is structured with the same Design-Build Coordinator, David Nardon, as used on the SUPERIOR-JMT US1 over I-20 job, for efficient cross-communication & integration of design & construction staff throughout design development. David has 45 years of experience and is intimately familiar with SCDOT DB practices, processes, and procedures. He will manage all design deliverables and reviews, conduct constructibility reviews with the construction team, and be the interface between design and construction teams. All design will be done by JMT, with geotechnical support from S&ME, and some field services performed by V&M, A JMT company. Each discipline, including from S&ME and V&M, reports to JMT's Jim O'Connor. This "one stop shop" for design is most appropriate to achieve maximum design deliverable efficiency, lower costs, & increase productivity for a project of this size and complexity. This is

how JMT’s recent SC4 job was executed. With all staff being local to SC, designers & contractors will routinely collaborate at in-person meetings, with Teams virtual meetings available if needed. Our integrated team captures the focused expertise of the contractor, design firm, & discipline leads, to achieve an efficient bridge replacement to safely re-open US 301 to full capacity.

Our team’s recent & relevant experiences, honed while pursuing and initiating construction of US 1 over I-20, will aim to exceed SCDOT expectations, and provide clear lines of authority & responsibility with open channels of communication. Figure 2, on page 2, details the functional reporting, responsibilities, and experience of key-individuals to show how we will function as an integrated team.

Working Together

The firms on our organization chart have developed a cohesive working relationship and mutual trust over shared project history around South Carolina and beyond. This project is not the first DB bridge replacement for our team members. SUPERIOR and JMT has enjoyed a relationship in South Carolina dating back to 2018 when we teamed to pursue SCDOT’s I-26 MM 85-101 DB job. We teamed again and were successful on the US 1 over I-20 DB Project and are currently teamed for several upcoming projects including: Ashley River Crossing (City of Charleston), US 17 & Main Road (Chas. Cty), and the I-95/I-26 project (SCDOT). Additionally, David Nardon has teamed with Jim O’Connor and/or JMT on 5 other DB Projects, shown in Table 3. To mitigate any geotechnical challenges on the job, the design team turned to a trusted resource in S&ME. JMT and S&ME has proven history of solving complex soils and seismic design challenges together on projects like Cypress Gardens Rd, Ashley Hall Plantation Rd over Bulls Creek, and SC 802 over Beaufort River to name a few. Team trust gained from past successes leads to cohesiveness and successful DB delivery.

SAME TEAM CONSTRUCTION

Our PM Daniel Monroe and APM Adam Steel are currently working together, with the same roles and responsibilities, on SUPERIOR's DB I-20 over the Savannah River Bridge Replacement, joint project with GDOT and SCDOT.

DESIGN

Lead Design Engineer, Jim O'Connor, ADE, Thai Trinh, and Roadway Engineer, David Russell have completed their work on the SCDOT DB US 1 over I-20 project and will transition smoothly over to this project.

Table 3: Working together as a Team and Collaborating on the same project	Design Build	SUPERIOR (S) D. Nardon (DN)	JMT/ V&M	S&ME	THC
US 1 over I-20 Interchange Improvement DB, SCDOT (\$38M, Design Complete, Construction 6/2024), SUPERIOR- Lead Contractor, JMT- Lead Designer. SCDOT, Jae Mattox, III, PE, DBIA, CPM, 803-737-1805, mattoxjh@scdot.org	✓	S & DN	•		•
I-4/Turnpike Direct Connect DB. (\$85M, 2021) SUPERIOR- Lead Contractor, JMT- Construction Management Lead. Florida’s Turnpike Enterprise, Steve Wigle, WSP, 407-509-8541, steve.wigle@wsp.com	✓	S & DN	•		
I-26 Widening MM 85-101 DB Pursuit, SCDOT (\$421M, 2019) SUPERIOR- JV Member, JMT- Major Subconsultant. SCDOT, Brad Reynolds, PE, DBIA, 803-737-1440, reynoldsbs@scdot.org	✓	S & DN	•		
Ashley River Movable Pedestrian Bridge DB Pursuit- SUPERIOR-JMT Team currently shortlisted (\$25M, 2024- Est.) SUPERIOR- Lead Contractor, JMT- Lead Design Engineer City of Charleston, Mr. Edmund Most, 843-958-6405, moste@charleston-sc.gov	✓	S & DN	•		

Table 3: Working together as a Team and Collaborating on the same project (<i>continued</i>)	Design Build	SUPERIOR (S) D. Nardon (DN)	JMT/ V&M	S&ME	THC
Emergency Bridge Replacement for S-8-9 (Cypress Gardens Road) over Railroad, Moncks Corner, SC DB (\$3M, 2014) JMT- Lead Designer, S&ME- Geotechnical Engineer SCDOT, Mr. Kevin Turner, PE, 843-746-6726, turnermk@scdot.org	✓		•	•	
Ashley Hall Plantation Bridge Replacement over Bulls Creek, Charleston, SC (\$1.1M, 2020) JMT- Lead Designer, S&ME- Geotechnical Engineer Charleston County, Mr. Eric Adams, PE, 843-202-6149, ejadams@charlestoncounty.org			•	•	
I-295/I-695 Interchange DB, 11th Street Corridor, Washington DC (\$350M, 2015) JMT- Lead Designer, Mr. Nardon- DB Manager District Department of Transportation, Mr. Joseph Dorsey, PE, 202-210-4542, joseph.dorsey@dc.gov	✓	DN	•		
US RT 29 Charlottesville Bypass DB, Charlottesville, VA (\$118, 2015) JMT- Lead Designer, Mr. Nardon- DB Manager Virginia Department of Transportation, Mr. Jeffrey Roby, PE, 804-371-4316, jeffrey.robby@vdot.virginia.gov	✓	DN	•		
I-564 Intermodal Connector DB Pursuit, Norfolk, VA (\$110, 2013) JMT- Lead Designer, Mr. Nardon- DB Manager, Federal Highway Administration, Department of Transportation	✓	DN	•		
I-66 Pavement Rehabilitation from Route 50 to I-495, DB Pursuit, Fairfax County, VA, (\$50M, 2010) JMT- Lead Designer, Mr. Nardon- DB Manager Virginia Department of Transportation, Mr. Jeffrey Roby, PE, 804-371-4316, jeffrey.robby@vdot.virginia.gov	✓	DN	•		
Greenbelt Test Track DB , Prince Georges County, MD, Prince Georges County, MD, (\$66M, 2012) JMT- Subconsultant, Mr. Nardon- DB Manager Washington Metropolitan Area Transit Authority (WMATA)	✓	DN	•		

JMT, SUPERIOR, and David Nardon have worked previously before on DB pursuits for FDOT.

3.3.2 Critical Risk

Project research, project information meeting attendance, and inherent knowledge of the project area will shape our team's approach to successful project completion. The SUPERIOR Team has developed a strategy to quantify and mitigate each risk identified in section 3.3.2 of the RFQ. See Table 4 below.

Table 4: RFQ Defined Critical Risks	
Why Critical	SUPERIOR Mitigation Strategy
Risk: Wetland and Stream Mitigation	
Unpredictable or extended permit processing timeframes can cause overall delays and increased cost risk.	Avoid, minimize, reduce stream & wetland impacts to the greatest extent; ensure that impacts remain within thresholds of USACE Chas. District SCDOT Linear Transportation RGP 4. Agency Responsibility is: Agencies (including USACE and SCDHEC) to process permit applications in a timely manner; Agencies and SCDOT be responsive to any questions/clarifications/status requests from SUPERIOR.
The JD quantifies Four Hole Swamp as a "linear feature", however the expired GP quantified impacts to Four Hole Swamp as "area". There is risk that the agencies could require stream credits.	Preliminary impact estimates are 0.9 ac. of wetland and 0.2 ac. / 200 LF of stream. Although this is well within the RGP 4 thresholds, there is a risk of PRM requirement if the impacts are classified as 'stream'. The 2 PRM sites we have identified could provide stream credit if this becomes an issue. Agency Responsibility is: Agencies to process permit applications in a timely manner; be responsive to any questions /clarifications / status requests from SUPERIOR.
No commercial mitigation banks with available credits serve the project. Only Swallow Savannah is identified on Ribits as serving the project area, however, it is sold out. The Pigeon Pond bank previously used by SCDOT to mitigate this project is also sold out.	SUPERIOR has, and will continue to identify all viable options for mitigation. We have already identified a mitigation bank on Four Hole Swamp, but outside of the ecoregion, as well as 2 PRM sites. Preliminary estimates of credit demand are 9 wetland credits and 830 stream credits, or 2.8 ac. debited from Black River. The project is within the Saluda-Edisto River Basin and credits would be debited from Black River at a 3.5:1 ratio. Agency Responsibility is: If requested, consider providing credits from a SCDOT bank (such as Black River or Big Pine Tree Creek) that the agencies approve for mitigation for the project.
Bridge construction access (structures, fills, and work necessary to replace the bridges) will be categorized as temporary impacts for the permit.	SUPERIOR plans top-down construction to minimize temporary wetland impacts and to create the opportunity to eliminate a trestle. Agency Responsibility is: SCDOT will have no role.

Table 4: RFQ Defined Critical Risks (<i>continued</i>)	
Why Critical	SUPERIOR Mitigation Strategy
Risk: Geotechnical Subsurface conditions	
Some of the considerable subsurface information, collected by 3 different firms, is conflicting. The significance of the information is important.	S&ME's decades of work across South Carolina on SCDOT bridges and familiarity with these same conditions will inform our interpretation of the subsurface data and result in safe and constructible foundations. Agency Responsibility is: Provide reliance on the provided subsurface information.
Subsurface conditions are identified as a critical risk because of what is already known, unlike most design-build projects where the risk is typically what remains unknown.	We will develop a comprehensive geologic framework & construction approach to match subsurface conditions with constructible solutions. JMT and S&ME have conducted a preliminary prestressed pile design using the available data and it appears the concrete pile option shown is a viable foundation. Agency Responsibility is: Review reports/plans and comment.
Weaker zones are identified beneath the Santee Limestone Formation at the top of the Warley Hill Formation.	Develop an understanding of the subsurface conditions, and their significance, in conjunction with construction techniques from the Contractor. Design redundant pile foundations that safely support the bridge loads. Agency Responsibility is: Review reports/plans and comment.
Pile foundation depth uncertain given the known geotechnical subsurface conditions.	DB coordinated design and construction efforts are well suited to address this specific uncertainty. The designer and contractor working together through design and construction allows early contractor input as well as integrating designer with the construction team at time of pile driving. Agency Responsibility is: Review reports/plans and comment.
Traditional scour analysis using D50 criteria can overestimate scour depths in cemented geomaterials and marine limestones that are sampled with soil drilling techniques.	Our team may propose other methods to more accurately represent actual scour such as the Erosion Function Apparatus (EFA) test. Our goal is to arrive at an appropriate scour depth to effectively design prestressed concrete piles for conditions. Agency Responsibility is: Review reports/plans and comment.
An understanding of, and seismic design for, loose sands present in constrained stiff Santee Formation pockets will lead to better foundation design.	S&ME's expertise with liquefaction, seismic design, and analysis methods will lead to foundations that are functional, Economical, and appropriate for the seismic hazard at the site. We noted SCDOT provided plans used Operational Class 2, but the Seismic Des Manual puts US301 in Class 1. This impacts pile design allowing below ground hinging or not, and will be vetted during the pursuit. Agency Responsibility is: SCDOT will have no role.
Existing pile locations create obstructions to be avoided with new pile placement.	SUPERIOR plans to avoid conflicts with existing and previous piles/foundations that could damage new piles, or re-direct them. Existing foundations will be avoided by using the SCDOT layout, or a longer span layout, but will avoid the known conflict locations. Agency Responsibility is: SCDOT will provide all plans for existing and previous foundations.
GDM specific embankment performance requirements must be understood and engineered.	S&ME's extensive experience with the GDM in similar soil conditions will lead to accurate, and acceptable, design of the embankments. The field data and the recommendations from Geostellar's report will be considered in our final analysis and design. Agency Responsibility is: Review reports/plans and comment.
For MOT temporary pavement, shoulder paving has been a known issue on past projects when assumptions are made on pavement thickness.	SUPERIOR will collect pavement cores upon short-listing to properly design the temporary pavements and improvements needed to the shoulders as part of the MOT and to account for this cost in the cost proposal. Agency Responsibility is: SCDOT to approve encroachment permit for lane/shoulder closure to take pavement cores quickly after shortlisting.
Risk: Market uncertainty	
Material availability, delivery uncertainty, & price escalations are being experienced on many projects. These have the potential to impact cost and schedule as well as design considerations on the project.	During the pursuit and preliminary design we will consider materials with less impact on availability and price escalations, and incorporate these into our design where practical. We collaborate with suppliers during the bidding phase to plan for price escalations & availability. We apply our in-house database with 24-months of tracking of availability and costs to provide the most accurate bids with the least risks. Upon award, we assume pre-contract risks for key components and long-lead time items by making up-front purchase commitments for the benefit of the project and schedule. Agency Responsibility is: SCDOT has no role except to process a contract soon after award.
Labor/equipment uncertainty and availability.	Every project develops a detailed CPM, resource loaded, schedule. It's uploaded weekly to a company-wide master resource schedule. It tracks labor and equipment needs on each project. SUPERIOR has a company wide labor recruiting campaign, led by each divisional office, to meet labor needs. We have a robust equipment fleet to serve the project, but also have national equipment rental agreements to mitigate delays from purchasing new equipment. Agency Responsibility is: SCDOT will have no role.
Engineering capacity.	Unlike of other engineering firms, we have concluded all our design DB work and have the capacity to fulfill all roles on this project. Agency Responsibility is: SCDOT will have no role.
Obtaining critical materials.	SUPERIOR has long-standing relationships with local suppliers, specifically Standard Precast. We will design around material that present long-lead time and/or pricing risks. We currently are working with Standard Precast on our GDOT/SCDOT Savannah River and our SCDOT US 1 over I-20 projects. Agency Responsibility is: SCDOT will have no role.

Table 4: RFQ Defined Critical Risks (<i>continued</i>)	
Why Critical	SUPERIOR Mitigation Strategy
Risk: Maintenance of Traffic	
Two-way traffic must be maintained by placing two way traffic on one bridge during construction of other bridge (one lane each direction).	We will consider concrete barrier wall to separate opposing traffic lanes on bridge. If barrier wall is not used, we will separate opposing traffic as much as possible with as wide of a “median” between lanes as bridge width allows and use appropriate channelizing devices to separate traffic. Build SB Bridge first, since NB Bridge is wider, to allow more roadway width to separate traffic. Enhance channelizing devices and pavement markings in transition areas. Agency Responsibility is: SCDOT to review plans and provide comments.
Possible restriction of wide loads during construction.	Put traffic on the wider NB bridge where there is more space and re-construct the narrower SB bridge first. Agency Responsibility is: SCDOT to review plans and provide comments.
Safety of the contractor and the traveling public during construction. Work zones are subject to higher crash rates .	Follow RFP, provide daily inspections of traffic control to ensure MOT plans are followed. Separate work zone from traffic lanes by closing one bridge at a time during bridge construction. Agency Responsibility is: SCDOT will have no role.
Although not a defined hurricane evacuation route, US 301 could be a relief valve for I-26 traffic if backed up or during accidents.	SUPERIOR will coordinate with SCDOT regarding all approaching weather events and ensure equipment and MOT devices are prepared for an event and will not constrict the roadway. Agency Responsibility is: SCDOT will have no role.
Traffic shift to temporary pavement in median between NB and SB lanes to transition traffic to one lane each direction.	Proper channelizing devices, signs, and pavement markings will be used to properly notify motorists of the lane transition/ roadway alignment. Provide appropriate tapers for lane transitions. Agency Responsibility is: SCDOT to review plans and provide comments.
Possible pavement drop-offs during construction of temporary pavement in median for transition of traffic to two way traffic on one bridge.	Pavement drop-offs will need to be monitored and eliminated promptly upon discovery. Agency Responsibility is: SCDOT will have no role.
Disruption to school traffic / bus routes, and emergency services, can cause community hardship & safety concerns. 3 Orangeburg County School buses cross the bridges daily taking students from Lake Marion High to Orangeburg- Calhoun Tech. College, and the Technology Center.	Minimal delays are expected. We will maintain one lane traffic in each direction at all times. Since one bridge will be closed to traffic, we will complete construction in the least amount of time. We will coordinate with school districts and emergency services and always notify them in advance of any changes in traffic control. Agency Responsibility is: SCDOT will have no role.

SUPERIOR Team's additional considerations for success

The SUPERIOR Team has identified additional critical issues for this project in Table 4 that will not be overlooked by our team

Table 5: SUPERIOR Team additional considerations for success	
Why Important	SUPERIOR Mitigation Strategy
Cohesive TEAM that understands design build and SCDOT processes.	SUPERIOR's Project Manager and Assistant Project Manager, are currently working on the I-20 Savannah River Bridge Replacement project (GDOT/SCDOT) and will be available for this project. Additionally, the same JMT designers that teamed with SUPERIOR to win and execute US1/I-20 will pursue and execute on US 301 if selected.
Early identification of, and coordination with, utilities in the corridor can better control schedule and mitigate delay potential.	We identified Orangeburg DPU gas, Orangeburg W&SA water, and three telecom lines in the corridor. Water lines would be relocated at SCDOT cost. Gas and telecom relocates at their cost. We will begin coordination with all owners early in the project to mitigation any schedule interruptions. Agency Responsibility is: SCDOT will approve utility relocation plan.
Early acquisition from Tract 3 for bridge construction access, and new permanent Right-of-Way, will help maintain project schedule.	We identified water distribution lines on the project that should be relocated with relative ease. Other utilities, with long lead times, aren't anticipated to be encountered. We will begin coordination with the water utility early in the schedule to ensure time for relocation. Agency Responsibility is: SCDOT will approve Right-of-Way acquisition plan.

3.3.3 Project Resources, Strategies, and Execution

Team's Capacity And Available Resources

Since 2002, SUPERIOR has contracted 40 DB projects totaling \$1.94 billion in project value. SUPERIOR has 1,350 available total staff (920 in the Southeast) with a history of successfully completing bridge projects, on budget, within schedule, and with the highest quality for the Owner. We understand the challenges to attract, develop, and retain a skilled workforce in South Carolina so our team will effectively control and maintain the project schedule by self-performing over 65% of the work, including bridges and roadway. Shown in Table 6 are the current available resources in SUPERIOR's Southeast Region. The impact of reducing travel lanes to one lane in each direction may cause motorists some distress. To mitigate the impact, SUPERIOR plans to work extended multiple shifts where practical. To expedite the bridge work, we anticipate one foundation crew and two bridge crews for each shift, and a small roadway support crew to support this project. We also will explore the use of precast elements.

With JMT's acquisition of Vaughn & Melton (V&M), JMT now has a staff of 47 in SC to immediately deliver this project. In addition to the combined engineering staff, JMT now has the V&M surveying, utility coordination, and SUE staff resources under the JMT roof. This provides ability to control schedules, costs, and be responsive to SUPERIOR's needs to deliver this job effectively. With the completion of SC 4, and JMT's role on US1/I-20 with SUPERIOR having transitioned to construction support, JMT's US 301 proposed staff have now completed their design roles on five prior SCDOTDB projects and are immediately available to apply valuable lessons-learned and bring innovation to this project. Complimenting JMT, S&ME has SCDOT DB experienced, in-state, geotechnical staff immediately available to appropriately design foundations for this project.

Team's Strategy for Implementation of Resources to Execute the Contract

SUPERIOR will conduct a story-board planning session at job startup to finalize our approach and strategy. A final production schedule will be developed for submittal to SCDOT. The SUPERIOR Team has 470 team members within 250 miles of this project. SUPERIOR's Carolina Division office is in Charleston, and we have 75 team members in

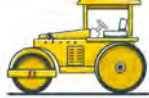

Table 6: SUPERIOR Southeast Labor Resources		SUPERIOR Southeast Major Equipment Resources	
Position	On Staff	Type	Avail.
Professional	99	Cranes (50 Ton-300 Ton)	15
Estimating	18	Pickers (35 Ton -90 Ton)	9
Safety Professional	12	Pile & Vibratory Hammers	14
Project Engineer	35	Manlifts	22
Superintendent	35	Bridge Deck Finishers	8
Foreman	112	Concrete Pump Trucks	1
Carpenters	197	Dozers	53
Iron Workers	30	Excavators	60
Concrete Finisher	29	Loaders	64
Crane Operator	25	Motor Graders	10
Laborer	90	Rollers	19
Mechanics	5	Off Road Haul Trucks	20
Operator	129	Triaxle Dump Trucks	20
Piledriver	21	Tug Boats	2
Survey	44	Barges	14
Truck Driver	29	Pickup Trucks	450
Grand Total Staff	920		

South Carolina and Georgia that 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 compliments the construction start-up for US 301.

As outlined in our critical risk table, to overcome potential labor and equipment shortages caused by COVID, we have implemented project specific plans company-wide. 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 on each job. We have implemented a company-wide recruiting campaign, led by each Divisional office. We have strengthened our relationships with equipment rental companies due the availability and delay of purchasing new equipment.

A cohesive team is critical to the success of any project. Our PM Daniel Moore and our APM Adam Steele are currently working together on the I-20 Savannah River DB Bridge Project (a GDOT & SCDOT joint project). The experience and relationship developed there will enhance this project with two leaders that understand Design-Build and SCDOT specifications, standards, and procedures. Our CM, Chad Payne is currently working on our US 1/I-20 DB Project for SCDOT, bringing the same understanding of DB procurement, SCDOT specifications, standards, and procedures. Our schedule shows that Chad's role of Structure Superintendent on the US 1/I-20 project will be completed by the start of the US 301 project.

JMT will program the same “Jim O’Connor led” design staff that has already completed several other SCDOT DB projects; US1/I-20 and SC4 being the two most recent. Thai Trinh (Bridge), David Russell (Road), John Collum (Enviro/Permits) and Michael Bethea (Traffic/MOT) all bring proven SCDOT DB execution experience to their discipline-lead roles and are immediately available to develop pursuit design as well as final construction documents post-award. Continuity of designers from pursuit to implementation is critical to quality delivery, schedule control, claims

Table 7: Team Responsibility <i>SUPERIOR will self-perform all major scopes of construction work (65% of total contract), to maintain control of the schedule</i>					
Construction Category	Self-Perform	Design Discipline	JMT/ V&M	S&ME	THC
Construction Management	•	Structural/Bridge Design	•		
Clearing Grub	•	Roadway Design	•		
E&S Control Maintenance	•	H&H Design	•		
Pile Foundations	•	Geotechnical Design		•	
Substructure	•	Utility Coordination	•		
Beam Erection	•	Surveying	•		
Decks	•	Permitting	•		
Approaches	•	SUE	•		
Demolition	•	Right of Way			•
Roadway grading/base	•	Public Involvement	•		
Storm Drainage Piping	•	Construction Support (RFI, Shop Drawings, As-Builts, etc.)	•		
Rip Rap Slope Protection	•				
Subcontractor Support	•				
Barrier Walls	•				

avoidance, and fostering a partnering relationship. JMT performing all major designs during this short pursuit schedule (May to August) promotes higher responsiveness at an economical cost, and better quality control, by eliminating management of subs. The V&M acquisition allows leveraging their field support services under the JMT umbrella to round out the main project tasks. Bringing S&ME on board was a concerted decision to capture the enormous geotechnical proficiencies of Aaron Goldberg. He, Jim, and Thai have worked on several SC bridge projects over the past 20 years where seismic was a key concern, and where local geology is always challenging. With them all located in Charleston, the appropriate foundation solutions will be developed quickly through in-person collaboration.

Innovative Approach and Unique outreach or marketing concepts used successfully by SUPERIOR to encourage DBE participation

SUPERIOR will seek to utilize local and DBE subcontractors, while planning to self-perform more than 65% 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 small businesses through SUPERIOR's mentor/mentee program, which is designed to assist small business in overcoming 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 12 years running, demonstrating our commitment to DBEs.

Geographical Location of the Firms

SUPERIOR will manage the project from our Charleston office, located an hour 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 JMT. JMT will manage the design out of their Charleston and West Columbia, SC offices. Proximity of the offices to each other and SCDOTheadquarters will allow for enhanced communication, planning and brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance as needed.

3.4 Experience of Key Individuals

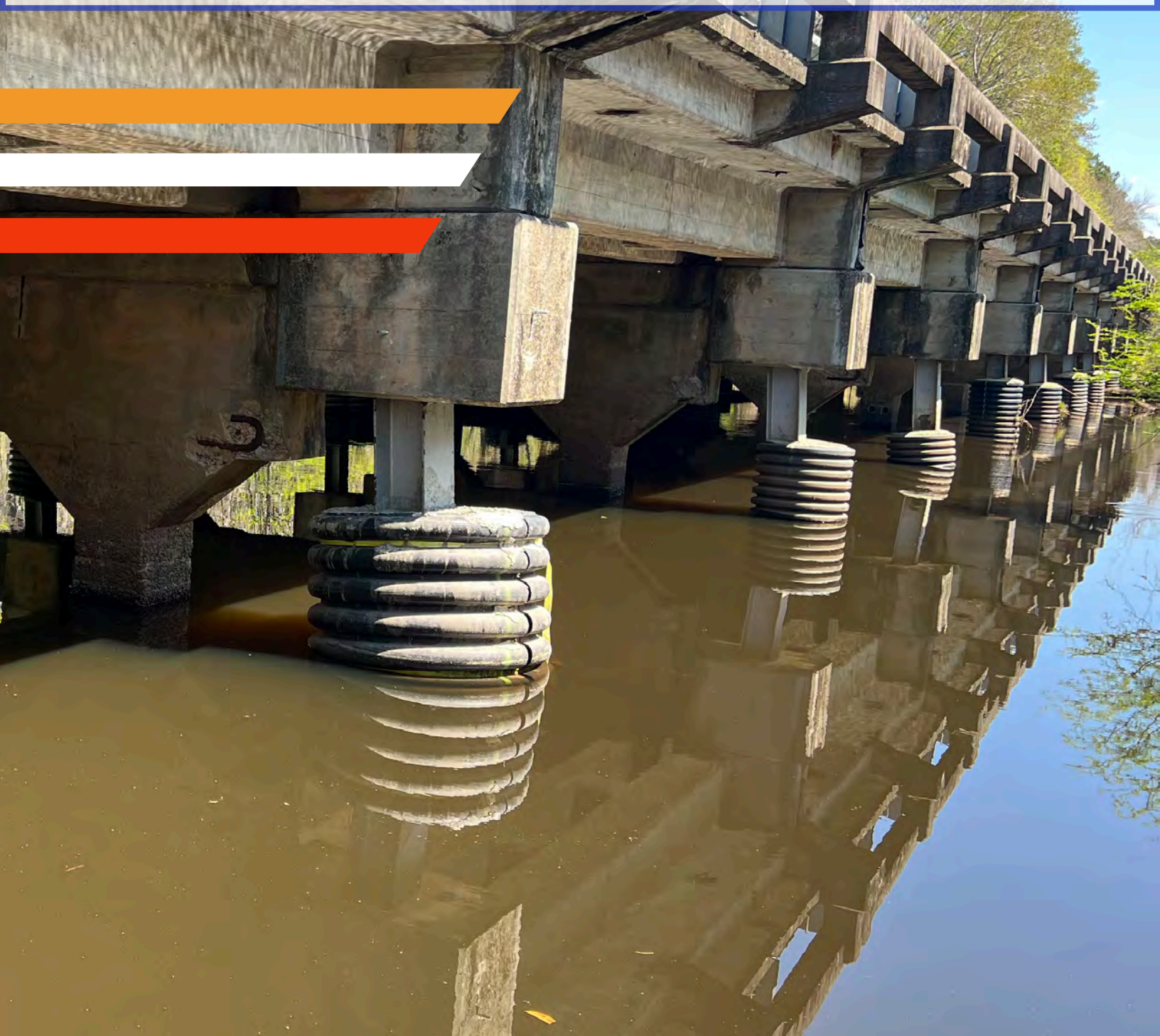
Please see Appendix A for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The SUPERIOR Team commits key staff to fill designated roles, who will be available for the duration of the project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

3.5 Past Performance of Team


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

APPENDIX A

KEY INDIVIDUAL RESUME FORMS




KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title: Daniel Eugene Monroe, Jr. 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>1.5</u> Years With Other Firms <u>8</u> Years Superior Construction Company Southeast, LLC: Project Manager – Responsible for managing projects within the region, 2021 – Present Extreme Concrete Cutting of Gaffney, LLC: Project Manager/ CCO / Office Manager – Responsible for managing bridge construction projects, 2012-2017 United States Army National Guard: Sergeant – Responsible for production control and avionics/armament, 2010-2013 United States Army: Sergeant – Responsible for avionics/armament, 2003-2010	
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): N/A	
f. Active Registrations: None	
g. Document the extent and depth of your experience and qualifications relevant to the project.	
<u>Project Example No. 1</u> Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>I-20 Savannah River Bridge Replacements and Roadway Widening Project, Savannah, GA</u> Project Manager SUPERIOR Construction Company Project 2021- Est. March 2023, Assigned 2021-present GDOT, Albert Welch Jr, 404-772-6969, awelch@dot.ga.gov \$74 Million This project includes the replacements of the existing Savannah River Bridges and Augusta Canal Bridges along with widening the existing roadway from 4 – 6 lanes. Responsibilities include compiling and submitting monthly pay applications, CPM updates, production, quality control, scheduling, forecasting, submitting RFIs, Change Orders and design changes.
<u>Project Example No. 2</u> Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>5th Street Bridge Rehabilitation over Savannah River, Augusta, GA</u> Project Manager SUPERIOR Construction Company Project 2021-Current (Est. Completion April 2022), Assigned 2021-Current (Est. Completion April 2022) City of Augusta, Hameed Malik, (706) 796-5040, hmalik@augusta.gov, \$10.6 Million This project repaired and rehabilitated bridge deck concrete and steel superstructure. Retrofitted existing bridge and surrounding area to create new modern, aesthetic bridge for the City of Augusta, GA. Responsibilities include compiling and submitting monthly pay applications, CPM updates, production, quality control, scheduling, forecasting, submitting RFIs, Change Orders and design changes.

<p><u>Project Example No. 3</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p> <p>This project demolished five bridges, across District 7, ranging from 60'-210' long. Replaced with Prestressed Cored Slabs. Responsibilities include compiling and submitting monthly pay applications, CPM updates, production, quality control, scheduling, and forecasting.</p>	<p><u>ACT 98 Cored Slab Bridge Repl. District 7 Package A, South Carolina</u> Project Manager Extreme Concrete Cutting of Gaffney Project 2015-2017, Assigned 2015-2017 SCDOT, Bobby Usry, (803) 507-5260, UsryBM@scdot.org \$3.1 Million</p>
<p><u>Project Example No. 4</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p> <p>This project demolished five bridges, across District 2, ranging from 40'-150' long. Replaced with Prestressed Cored Slabs. Responsibilities include compiling and submitting monthly pay applications, CPM updates, production, quality control, scheduling, forecasting, and erosion control installation and compliance.</p>	<p><u>ACT 98 Cored Slab Bridge Repl. SC District 2 Package B, South Carolina</u> Project Manager Extreme Concrete Cutting of Gaffney Project 2016-2017, Assigned 2016-2017 SCDOT, Pat Koone, (864) 992-3953, KoonePE@scdot.org \$4.5 Million</p>
<p><u>Project Example No. 5</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p> <p>This project completed Partial and Full Depth Repairs on seven bridges scattered throughout District 1 to include complete span replacements. Responsibilities include compiling and submitting monthly pay applications, CPM updates, production, quality control, scheduling and forecasting, traffic control plan compilation, installation, and maintenance.</p>	<p><u>District 1 Site Specific Bridge Repairs, SC District 1 (Completed in conjunction with D2 Site Specific Repair Contract, Total of 20 bridges contracted)</u> Project Manager Dillard Excavating, Inc. Project 2020-2021, Assigned 2020-2021 SCDOT, Jeremy Yuhas, (803) 360-7235, YuhasJD@scdot.org \$900K</p>
<p>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.</p> <p>Daniel Monroe is currently working on the 5th Street Rehab project and the I-20 Widening project. The 5th Street project is anticipated to be completed on April 30, 2022, and the I-20 project will be completed in March 2023.</p> <p>Daniel Monroe's primary roles are the management of current projects, their timely completion, safety of Superior personnel and equipment, relations between SUPERIOR and its DOT counterparts/liaisons, progress updates, CPM schedule compilation, production, and quality control, RFI submittals, design changes, erosion control implementation and adherence, and compiling and submitting monthly pay applications.</p>	

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title: George Adam Steele, III Assistant Project Manager	
b. Role of Key Individual for this Project: Assistant 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>2</u> Years With Other Firms <u>8</u> Years	
<p>Superior Construction Company Southeast, LLC: Assistant Project Manager – Responsible for all construction administration, cost control, and scheduling, 2022 – Present</p> <p>Superior Construction Company Southeast, LLC: Senior Field Engineer – Responsible for coordinating and facilitating bridge projects as assigned, 2020 – 2022</p> <p>Zachry Construction: Field Engineer – Responsible for roadway superintendent duties as assigned, 2020 – 2020</p> <p>ST Wooten: Project Engineer – Responsible for coordinating in-house crews and subcontractors, developing cost estimates and schedules as assigned, 2018-2020</p> <p>Sugar Creek Construction: Associate Project Manager – Responsible for managing sub-contractors, scheduling work, and coordinating delivery of roadway and bridge projects as assigned, 2015-2018</p> <p>SCDOT York Construction: Associate Engineer – Responsible for monitoring and inspecting highway and bridge construction projects, 2012-2015</p> <p>South Carolina National Guard: Sergeant – Responsible for managing construction projects including materials management and acquisition, cost estimates, schedules, and takeoff quantities, 2009-Present</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): The Citadel, The Military College of South Carolina / Charleston, South Carolina / Bachelor of Science / 2012 / Civil and Environmental Engineering	
f. Active Registrations: None	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<u>Project Example No. 1</u> Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>I-20 Savannah River Bridge Replacements and Roadway Widening Project, Savannah, GA</u> Assistant Project Manager Superior Construction Company Southeast, LLC Project 2018-2023, Assigned 2020-present GDOT, Albert Welch Jr, 404-772-6969, awelch@dot.ga.gov \$74 Million This project includes the replacements of the existing Savannah River Bridges and Augusta Canal Bridges along with widening the existing roadway from 4 – 6 lanes. Mr. Steele's responsibilities include compiling and submitting monthly pay applications to project owners, forecasting and cost control, CPM updates, and drafting and submitting RFIs, change orders, and design changes.

Project Example No. 2 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>5th Street Bridge Rehabilitation Project, Augusta, GA</u> Assistant Project Manager Superior Construction Company Southeast, LLC Project 2020-2022, Assigned 2021-2022 Augusta, GA, Anthony Taylor, 706-836-7152, ataylor@augustaga.gov \$10.6 Million <p>This project converts the existing 5th Street Bridge into a pedestrian area linking North Augusta, SC and Augusta, GA. Mr. Steele's responsibilities include compiling and submitting monthly pay applications, forecasting and cost control, CPM updates, and coordinating work on site.</p>
Project Example No. 3 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>I-20 Widening Lexington County, SC</u> Field Engineer Zachry Construction Project 2016-2022, Assigned 2020 SCDOT, John Burns, 803-699-5068, burnsjm@scdot.org \$99 Million <p>Widening project to add one additional travel lane and reconstruct existing lanes along an 11-mile section of I-20 through Lexington County, SC. Mr. Steele's responsibilities included quantity tracking, coordination of sub-contractors, and cost control related to roadway construction activities.</p>
Project Example No. 4 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>I-85 Rehab and Widening in Vance/Warren Counties, NC</u> Project Engineer ST Wooten Project 2017-2019, Assigned 2018-2019 NCDOT, Brandon Jones, 919-317-4700, bhjones@ncdot.gov \$137 Million <p>This project included widening and improving 20.6 miles of I-85 through Vance and Warren Counties to the Virginia state line. Mr. Steele's specific responsibilities included cost control, quantity tracking, and sub/vendor scheduling and coordination.</p>
Project Example No. 5 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>I-77 HOT Lanes, Charlotte, NC</u> Associate Project Manager Sugar Creek Construction Project 2015-2021, Assigned 2015-2018 NCDOT, Brett Canipe, 704-983-440, bdcanipe@ncdot.gov \$635 Million <p>I-77 Managed lanes project added 26 miles of variably priced managed lanes along I-77 and I-277 in Charlotte, NC. Mr. Steele's role included managing sub-contractors and vendors, supervising, and scheduling self-perform crews, and tracking cost and quantities.</p>
<p>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.</p> <p>Adam Steele is currently assigned to the I-20 Savannah River Bridge replacements in Augusta, GA. This project is scheduled to complete in March 2023 which is before the beginning of the US 301 project.</p>	

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Chad Altom Payne Construction Manager/Superintendent
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>1.5</u> Years	With Other Firms <u>8</u> Years
<p>Superior Construction Company Southeast, LLC: Superintendent – Responsible for oversight of field construction activities, 2020 – Present</p> <p>Blythe Development: Superintendent – Responsible for oversight of field construction activities, 2018-2020</p> <p>United Infrastructure: Superintendent – Responsible for oversight of field construction activities, 2016-2018</p> <p>Flatiron: Superintendent – Responsible for oversight of field construction activities, 2015-2016</p> <p>HRI: Bridge Superintendent – Responsible for bridge layout and form work, 2012-2014</p> <p>Rea Construction: Assistant Superintendent – Responsible for bridge layout and form work, 2008-2012</p> <p>United Contractors: Supervisor – Responsible for oversight of construction activities, 2004-2008</p> <p>Blythe Construction: Assistant Superintendent/Critical Lift Supervisor – Responsible for scheduling subcontractors, 2002-2004</p> <p>APAC of Northern Virginia: Bridge Foreman – Responsible for coordinating daily tasks related to construction activities, 2000-2002</p> <p>APAC of Tennessee: Asphalt Plant Foreman – Responsible for operating and maintain asphalt facility, 1998-2000</p> <p>APAC of Tennessee: Bridge and Concrete Foreman – Responsible for all concrete work, 1996-1998</p> <p>Wallace Hardware: Truck Driver – Responsible for delivering materials, 1992-1996</p> <p>Cherokee Construction Company: Carpenter/Foreman – Responsible for supervising a crew of residential and commercial carpenters, 1988-1992</p> <p>Williams Enterprises: Ironworker/Foreman – Responsible for supervising crew at nuclear power station, 1985-1988</p> <p>Daniels Construction: Ironworker/Foreman – Responsible for installing steel frames and iron, 1980-1985</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):	N/A
f. Active Registrations:	None
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<u>Project Example No. 1</u>	<u>US 1 over I-20 Interstate Improvement Design Build Project</u> <u>Lexington, SC</u>
Key Personnel Role:	Structure Superintendent/Construction Manager
Experience with Current Firm:	Superior Construction Company Southeast, LLC
Project/Assignment Duration:	Project 2021-Current/ Assignment 2021-Current
Owner Contact Information:	SCDOT, John Burns, burnsjm@scdot.gov, (803)-699-5068
Design/Construction Value:	\$38 Million
Project Description:	The interchange improvements included replacement of the existing overpass bridge and the addition of auxiliary lanes for ramp movements. A new overpass for Cedar Road which eliminated a conflict point along the corridor, and a new roundabout intersection for enhanced operation. As part of the interchange improvement, the US 1 corridor was widened for approximately 1 mile with curb and gutter and sidewalks. An off-alignment alternate was used to minimize impacts to traffic control and help with staged bridge construction for the overpass being replaced. Structure Superintendent, Mr. Payne plans, directs, and coordinates day to day field operations related to structure components on the project as well as maintained the structure schedule scope to include scheduling crews and subcontractors on the project.

Project Example No. 2 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>I-77 Rehabilitation, Charlotte, NC</u> Structure Superintendent/Construction Manager Blythe Development Project 2015-2020 Assigned 2018-2020 NCDOT, Rich Baucom, rwbaucom@ncdot.gov , (704)983-4400 \$20 Million This project helps relieve traffic between Uptown Charlotte and the Lake Norman area involving milling the existing roadway surface and replacing it with an asphalt bonded wearing coarse. The entire project occurred at night to minimize disruption to traffic. Structure Superintendent, Mr. Payne planned, directed, and coordinated day to day field operations related to structure components on the project as well as maintained the structure schedule scope to include scheduling crews and subcontractors on the project.
Project Example No. 3 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>Nexton Parkway Interchange, Summerville, SC</u> Structure Superintendent/Construction Manager United Infrastructure Group Project 2016-2018 Assigned 2016-2018 SCDOT, Russ Touchberry (now at HDR), Russ.Touchberry@hdrinc.com (843) 693-8707 \$30 Million The new Nexton Parkway interchange and five-mile roadway play a crucial role in the community development. This new design-build transportation network included construction of the overpass and exit ramps, widening of lanes from four to six as well as three frontage roads. Structure Superintendent, Mr. Payne planned, directed, and coordinated day to day field operations related to structure components on the project as well as maintained the structure schedule scope to include scheduling crews and subcontractors on the project.
Project Example No. 4 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>Washington Bypass, Washington, NC</u> Assistant Structure Superintendent United Infrastructure Group Project 2006-2010 Assigned 2006-2007 NCDOT, Gerard Mombaerts, gemombaerts@ncdot.gov , (252) 789-6159 \$192 Million The project included three-mile bridge over the Pamlico-Tar River and environmentally sensitive wetlands. A top-down construction technique was developed to build the bridge in an assembly-line fashion. This efficient and eco-friendly process enabled the team to complete the project seven months ahead of schedule and within budget. All bridge work was pre-formed from cantilevering, self-contained gantries, including driving the precast piles, building the bent caps, erecting the 120-foot-long precast girders, and pouring the deck. Assistant Structure Superintendent, Mr. Payne aided in planning, directing, and coordinating day to day field operations related to structure components on the project as well as maintained the structure schedule scope to include scheduling crews and subcontractors on the project.
Project Example No. 5 Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	<u>U.S. 70 Corridor Improvements, Smithfield, NC</u> Structure Superintendent/Construction Manager Flatiron Project 2015-2019 Assigned 2015-2016 NCDOT, Bobby Liverman, bliverman@ncdot.gov , (252) 459-2129 \$95 Million U.S. 70 is one of the primary east-west corridors across eastern North Carolina. The corridor is heavily used for moving freight, connecting two military bases, and evacuating during a hurricane. The improvements near Pine Level included median cross-over closures and upgrades of two intersections to interchanges. Structure Superintendent, Mr. Payne planned, directed, and coordinated day to day field operations related to structure components on the project as well as maintained the structure schedule scope to include scheduling crews and subcontractors on the project.
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. Chad Payne is currently assigned to the US 1 over I-20 Interchange Improvement Project in Lexington SC. Chad's role on this project will complete September 2023. Chad's primary roles are the management of bridge and structures relates components on current projects, their timely completion, safety of Superior personnel and equipment, relations between Superior and its DOT counterparts/liaisons, 5 five schedule, production and quality control, and erosion control implementation and adherence.	

KEY INDIVIDUAL RESUME FORM

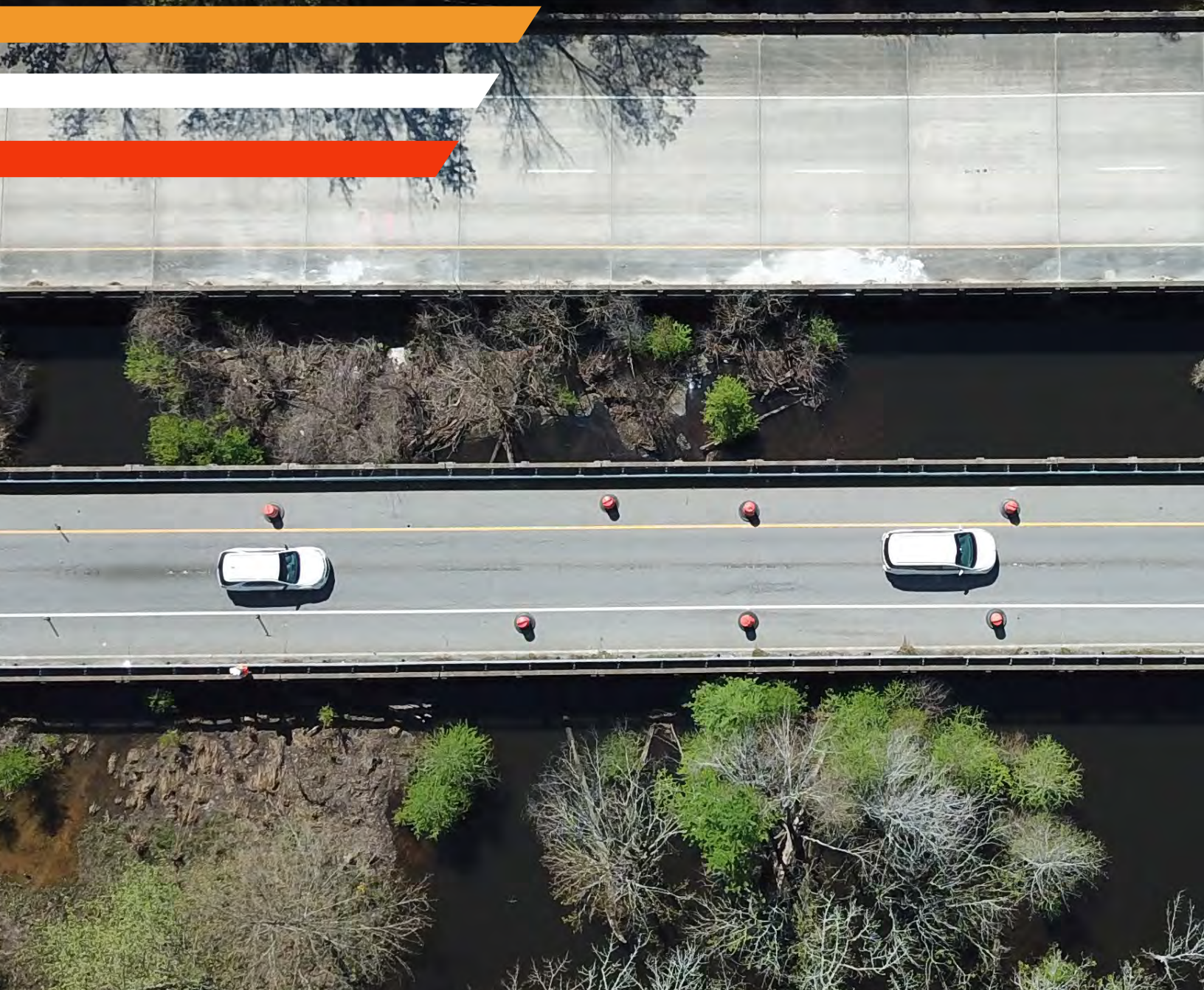
Brief Resume of Key Individual anticipated for the Project	
a. Name & Title:	JAMES (JIM) KEVIN O'CONNOR, PE, CEng MIEI Vice President – Design Manager & Project Principal
b. Role of Key Individual for this Project:	LEAD DESIGN ENGINEER – Responsible for all aspects of the design and coordination of the Design Engineering Team for this Project.
c. Name of Firm with which you are now associated:	JOHNSON, MIRMIRAN & THOMPSON, INC.
d. Years of Experience: With this Firm 9 Years With Other Firms 24 Years	Please list chronologically (most recent experience first) your employment history, including company name, position, duration of employment, and general responsibilities. This section shall show the required years of progressive experience. Project specific experience shall be included in Section g below: Johnson, Mirmiran & Thompson, Inc. (JMT): <i>Vice President/SC Office Leader/Senior Design Manager & Bridge Engineer</i> – Responsible for JMT's SC operations and expertise for D-B pursuits throughout the state. Mr. O'Connor & Mr. Trinh worked together on the same projects for over 18 years Feb 2004 – Present Collins Engineering, Inc.: <i>Regional Manager/Senior Design Manager</i> – Responsible for SC operations. While with Collins, led the design of several SCDOT bridge water crossings such as S34 over Scape Ore Swamp, S223 over Fishing Creek, SC49 over Enoree River and Warrior Creek, and SC802 over Beaufort River Feb. 2003 – Feb. 2013 HNTB Corporation: <i>Project Design Manager/Senior Bridge Engineer</i> – Prepared designs for steel plate girder, steel stringer, prestressed concrete I-girder, prestressed concrete bulb tee, flat slab bridges, and various cast-in-place concrete members for highway and RR bridges and marine structures. Bridge water crossing projects have included multi-span, multi-lane, curved, and tangent bridges. Many designs have included staged construction, MOT, and connections to existing structures. Dec. 1994-Feb. 2003 South Carolina Department of Transportation (SCDOT): <i>Lowcountry Bridge Project Coordinator</i> - Assisted in managing construction of many Lowcountry water crossings including the James Island Expressway, Dawhoo Bridge, Mark Clark Expressway, Isle of Palms Connector, and Wando River Bridge. May 1989-Nov. 1994
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):	Rutgers University /New Brunswick, NJ / Masters of Science / 1997 / Civil/Structural Engineering The Citadel - The Military College of SC / Charleston, SC / Bachelors of Science / 1989 / Civil Engineering
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:	2000 / SC / Registered Professional Engineer (PE) / #21081 and Ireland / Chartered Engineer (CEng MIEI) Also register in GA, FL, NJ, MS and, MA NHI Courses: #130053, 130055, 130087, and 130091 (NBIS)
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p>Project Example No. 1 Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River, Aiken County, SC</p> <p>Key Personnel Role: Lead Design Engineer</p> <p>Experience with Current Firm: Johnson, Mirmiran & Thompson, Inc.</p> <p>Project/Assignment Duration: Project 2021- 2022 / Assignment 2021- 2021</p> <p>Owner Contact Information: SCDOT, Mr. Michael Pitts, PE, Assoc. DBIA, pittsme@scdot.org, 803-737-2566</p> <p>Design/Construction Value: \$ 378,786 (Design) / \$6.2M (Construction)</p> <p>Project Description: The SC-4 (Wagener Road) Bridge over the South Fork Edisto River was recently closed due to significant structural deterioration of the steel beams and timber pile substructures. Traffic was detoured. JMT was the design engineer for Crowder Construction as part of an emergency design-build bridge replacement project for SCDOT. Mr. O'Connor was the lead design engineer responsible for managing all design aspects and subconsultant coordination.</p>

<p><u>Project Example No. 2</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>Emergency Bridge Replacement Package 2016-1A, over various waterways in Florence, Horry and Marion Counties, SC</p> <p>Lead Design Engineer Johnson, Mirmiran & Thompson, Inc. Project 2016-2018 / Assignment 2016-2018 SCDOT, Mr. Bradley Reynolds, PE, Reynoldsbs@scdot.org, 803-737-1440 \$445,079 (Design) / \$9.2M (Construction)</p>
<p>As principal-in-charge for JMT and the design manager, Mr. O'Connor was actively responsible for JMT's delivery of the project to the contractor (Carolina Bridge), including managing the design team's efforts. Mr. O'Connor conducted project start-up and local design coordination. JMT led the Carolina Bridge team for this emergency Design-Build project for the South Carolina Department of Transportation issued in response to Hurricane Mathew damage.</p>	
<p><u>Project Example No. 3</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>Cypress Gardens Rd. Bridge Repl. over RR (D-B), Monks Corner, SC</p> <p>Lead Design Engineer Johnson, Mirmiran & Thompson, Inc. Project 2014 –2014 / Assignment 2014 – 2014 SCDOT, Kevin Turner, PE, TurnerMK@scdot.org, 843-746-6726 \$325 Thousand (Design) / \$3.0 Million (Construction)</p>
<p><i>This project won the 2015 ACEC/SC Palmetto Award.</i></p> <p>After a train derailed, impacting the pile bent foundations of the Cypress Gardens Rd. (S-8-9) Bridge, SCDOT determined that the bridge was damaged beyond repair. With 6,200 vehicles per day facing a 22-mile detour, it was imperative to get the road open as soon as possible, so the agency released an emergency design-build procurement. The D-B team of Cape Romain Contractors/JMT/S&ME completed an emergency bridge replacement more than 3-weeks ahead of schedule. JMT's and S&ME's insight and innovation, particularly for soil characterization and investigation, directly contributed to the project's speedy completion. The bridge was constructed without the need for new ROW. Mr. O'Connor oversaw Mr. Trinh, as bridge EOR, as the team undertook the challenges to upgrade the bridge and approach roadways to current SCDOT and CSX design/safety standards.</p>	
<p><u>Project Example No. 4</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>I-26/Volvo Interchange (D-B) – Approx. MM 189 – Berkeley County, SC</p> <p>Lead Design Engineer for completion of project Johnson, Mirmiran & Thompson, Inc. Project 2017-2019/Assignment 2017-2019 SCDOT, Ms. Sarah Hamrick Gaffney, gaffneysh@scdot.org, 843-514-9847 \$1.75 Million (Design) / \$43.8 Million (Construction)</p>
<p>The Volvo Interchange is a new three-leg interchange along I-26 in Berkeley County. JMT designed three interstate overpass bridges on curved alignments and was the overall lead designer. Mr. O'Connor was actively responsible for JMT's delivery of the project. Mr. O'Connor managed project start-up, subconsultant efforts and local design coordination. JMT led the Conti team for this interstate D-B project for the SCDOT.</p>	
<p><u>Project Example No. 5</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>Ashley Hall Plantation Bridge Replacement over Bulls Creek, Charleston, SC</p> <p>Lead Design Engineer Johnson, Mirmiran & Thompson, Inc. Project 2014-2020/ Project 2014-2020 Charleston County, SC, Eric Adams, ejadams@charlestoncounty.org, (843) 202-6149 \$99,870(Design)/ \$1,070,000 (Construction)</p>
<p>The existing bridge was comprised of precast deck beam spans, connecting the Ashley Harbor and Rice Hallow neighborhoods with access to Ashley River Road. In addition to the bridge replacement, a new sidewalk was built to provide connectivity between neighborhoods. Mr. O'Connor oversaw the bridge design and plan production performed by Thai Trinh as the Engineer of Record for the project. This also included conceptual bridge alternatives, roadway/bridge alignments and checking of the design plans. He also coordinated efforts of the roadway, survey, and environmental subconsultants.</p> <p>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. Mr. O'Connor's will not be required to be on-site for the duration of construction.</p>	

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	\$50,655,981
g. Narrative describing the work performed by Superior Construction Company Southeast, LLC.					
<p>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 intersections. 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. 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. Aside from the bridge replacement, the roadway widening will allow more room to safely move disabled vehicles out of the travel lanes. 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 Construction Company Southeast, LLC’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.</p>			<div> <div> <p>Key Team Members: Daniel Monroe Jr- Project Manager Adam Steel- Assistant Project Manager</p> <p>Relevance:</p> <ul style="list-style-type: none"> ▪ Design-Build ▪ Structure Construction ▪ Roadway ▪ Accelerated Schedule ▪ MOT ▪ Divided highway ▪ Over water </div>  </div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of Superior Construction Company Southeast, LLC’s performance on the project to identify Superior Construction Company Southeast, LLC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Superior Construction Company Southeast, LLC’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The design started upon Notice to Proceed, issued 12-3-2019. 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 on the project 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. (March 2023).</p>					
i. Quality Initiatives. Discuss Superior Construction Company Southeast, LLC’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’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.</p>					
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 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: US 1 over I-20 Interchange Improvement Location: Lexington County, SC	Name: Johnson, Mirmiran & Thompson, Inc.	Name of Owner: South Carolina Department of Transportation (SCDOT) Project Manager: John Burns, Jr. Phone: (803) 699-5069 Email: burnsjm@scdot.org	(Estimated Construction Completion) 05/2024 (Professional Services Completion) RFC completed 7/2021	\$37,800	\$23,619,837
g. Narrative describing the work performed by Superior Construction Company Southeast, LLC.					
<div>The South Carolina Department of Transportation (SCDOT) selected the SUPERIOR /JMT design-build team as the "best value" for the I-20/US 1 interchange reconstruction project in Lexington County. This \$38 million project will relieve congestion for commuters in and out of the capital city. The selection represents the first occurrence of a true “best value” award from SCDOT. The I-20/US 1 Interchange improvements included replacement of the existing overpass bridge and the addition of auxiliary lanes for ramp movements. Some of the key features of the project include a reduced footprint which drastically reduced the required R/W, a new overpass for Cedar Road which eliminated a conflict point along the corridor, which was not included in the concept design, and design of a new roundabout intersection for enhanced operations and increased safety. The US 1 corridor was widened for approximately 1 mile with curb and gutter and sidewalks. An off-alignment bridge alternate was used to minimize impacts to traffic control and help with staged bridge construction for the overpass being replaced. There are numerous business and residential properties in the corridor, so minimization and avoidance were key to development of a winning alternative. SUPERIOR is self-performing foundation and bridge components, MSE wall, and roadway grading, embankment, and base construction, drainage, erosion and sedimentation control, and MOT.</div> <div><div>Key Team Members: Chad Payne- Structures Superintendent Relevance:<ul style="list-style-type: none">▪ Design-Build▪ Structure Construction▪ Roadway▪ Divided highway▪ MOT</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Superior Construction Company Southeast, LLC’s performance on the project to identify Superior Construction Company Southeast, LLC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Superior Construction Company Southeast, LLC’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Contract was awarded to SUPERIOR for best value. The design is complete, and the project is underway with no current delays. The current contractual completion date of the project is May 2024 and is currently tracking to have an earlier completion.					
i. Quality Initiatives. Discuss Superior Construction Company Southeast, LLC’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 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: SR 388 from SR 79 to NWFBI Improvements over Crooked Creek (Design-Bid-Build) Location: Panama City Beach, FL	Name: FDOT	Name of Owner: Florida Department of Transportation (FDOT) Project Manager: Brian Tew Phone: (850) 767-4930 Email: brian.tew@dot.state.fl.us	09/2023 (Estimated Construction Completion) 01/2018 (design-bid-build) (Professional Services Completion)	\$55,300	\$27,900 est.
g. Narrative describing the work performed by Superior Construction Company Southeast, LLC. If submitting work completed by an affiliated or subsidiary company of Superior Construction Company Southeast, LLC, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>The improvements under this contract consisted of a full re-alignment of SR388 with construction of a new Four-Lane Rural Roadway to improve the traffic operations from SR79 to the Northwest Florida Beaches International Airport (NWFBI) in Bay County, FL. The project consists of clearing & grubbing; ground improvements utilizing wick drains and surcharge embankment; construction of new storm drainage facilities including stormwater retention ponds lined with rip rap to prevent bird nesting near the airport and storm drainage piping; earthwork, subgrade, base & asphalt paving; new shared use path; pavement markings and signage throughout the approximate 4.5 miles of new construction. Improvements along SR79 included roadway widening, new turn lanes, milling & resurfacing and new signalization at SR388.</p> <p>Two new parallel bridges were constructed along the re-alignment of SR388 over Crooked Creek, approximately 720 LF each. The bridge consisted of 30” square concrete piling foundations, mass concrete substructure, combination of 45” and 72” Florida I Beams (FIB’s), concrete, decks, and railing. bridge work was facilitated by the use of a temporary work trestle constructed between the proposed structures.</p> <p>Access to the NWFBI will be improved from the existing ‘T’ intersection with a STOP condition leaving the airport to a new multi-lane roundabout constructed in-line with the existing roadway.</p>			<div>Relevance:<ul style="list-style-type: none">▪ Structure Construction▪ Roadway▪ Over water▪ Divided highway▪ Prestressed Piles</div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of Superior Construction Company Southeast, LLC’s performance on the project to identify Superior Construction Company Southeast, LLC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Superior Construction Company Southeast, LLC’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>SUPERIOR has worked with the Florida Department of Transportation to overcome many challenges this project presented. One of the greatest challenges on this project was the existing soil conditions, the proposed re-alignment of SR388 placed the new roadway through sections of wetlands requiring ground improvements over deep soft soils. Traditional subsoil excavation was not practical in these areas so with the use of over 1.2M linear feet of wick drains in combination with over 100K CY of surcharge embankment, SUPERIOR was able to efficiently compress these deep soils without delay to the project schedule. With over 1M CY of net embankment between on-site excavation and import fill, SUPERIOR implemented a plan to begin roadway construction in areas not affected by surcharge so that as soon as the surcharge settlement was complete and accepted by the EOR, SUPERIOR was able to displace the surcharge and connect the finished sections of roadway. The existing ground conditions also posed a challenge with pile driving around Crooked Creek. With nearly a 50% overrun to pile lengths from the FDOT estimated quantity, Superior was able to effectively manage this work with an early start date so that completion of the roadway work was not delayed due to the bridge overruns. SUPERIOR also worked with the Department to implement a revised MOT plan, allowing traffic to access the NWFBI from old SR388 without completing the +/- 4 miles of Roadway to SR79 and allowed for construction of the new roundabout ahead of schedule. By capitalizing on our construction team’s knowledge and working with the Department to overcome complex issues and challenges, the project is expected to finish approximately 270 calendar days ahead of the contract completion date.</p>					
i. Quality Initiatives. Discuss Superior Construction Company Southeast, LLC’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’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.</p>					
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
[Johnson, Mirmiran & Thompson, Inc.]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: Emergency Bridge Replacement Package 2016-1A, Four bridge replacements over various waterways Location: Florence, Horry and Marion Counties, SC	Name: Carolina Bridge Inc.	Name of Owner: South Carolina Department of Transportation Project Manager: Mr. Brad Reynolds Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Design (Constr. Support) - 11/2017 Construction – 11/2017	\$9,199	\$352
<p>g. Narrative describing the work performed by JMT. Mt. Pleasant, SC is our office where the design work was performed and JMT served as the lead designer.</p> <p>Through emergency Design-Build Procurement procedures, SCDOT has replaced four bridges damaged due to flooding caused by Hurricane Matthew.</p> <p>Bridges to be replaced are S-21-461 over Tributary to Lynches River, S-21-13 over Long Branch, S-26-19 over Bug Branch, and SC 41 over Maidendown Swamp. New bridges were constructed as well as updating the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. The design and construction schedule were accelerated because of the emergency replacement.</p> <p>The superstructure design included a three-span 22" concrete flat slab, two three-span 21" prestressed concrete cored slabs, and a three-span AASHTO type I modified beam. All superstructures included end bents on HP piles and interior bents on prestressed concrete piles. Hydraulic analyses were performed to determine the required hydraulic opening and anticipated scour depths used in the bridge design. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine the seismic demand and verify the seismic performance meets SCDOT Seismic Design Specifications. JMT provided roadway design, bridge design, road and bridge hydraulic analysis, and environmental services in support of Carolina Bridge, Inc.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"><div style="text-align: center;"><p>SC 41 over Maiden Down Swamp After construction</p></div><div style="text-align: center;"><p>S-21-13 OVER LONG BRANCH. After construction</p></div></div> <div style="border: 2px solid black; padding: 10px; margin-top: 10px;"><div style="display: flex; justify-content: space-between;"><div><p>Relevance:</p><ul style="list-style-type: none">Design-BuildAccelerated CostructionStructure over waterFlat slab bridgePrestressed Piles</div><div><p>Key Team Members: Jim O’Connor, PE</p><p>Other 301 Proposed Staff: Thai Trinh, PE (Bridge) David Russel, PE (Road)</p></div></div></div>					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: Emergency Design-Build Wagener Road (SC 4/SC 302) over the South Edisto River Location: Aiken County, SC	Name: Crowder Construction Company	Name of Owner: South Carolina Department of Transportation Project Manager: Mr. Michael Pitts, PE, Assoc. DBIA Phone: 803-737-2566 Email: pittsme@scdot.org	Design - 8/2021 Construction – 2/2022	\$6,298	\$426
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC is our office where the design work was performed and JMT serves as the lead designer.					
		SC4 was closed due to significant structural deficiencies. SCDOT procured the Crowder/JMT Team to replace the bridge under an emergency design-build contract. The project included replacing the existing bridge and associated roadway work. JMT was the lead engineer providing design project management, bridge, roadway, drainage, bridge hydraulic, traffic engineering design services and environmental compliance services. JMT managed ESP as a subconsultant for geotechnical engineering and utility coordination. Due to the emergency status, the design and construction schedule was accelerated, allowing 300 days from NTP to opening the new			
bridge to traffic. The 610’ replacement bridge consists of four continuous units of flat slabs supported by concrete pile bents. The main span over the South Fork Edisto River consists of a simple span AASHTO Type III beams with a composite concrete deck and supported by pile bents. Hydraulic analysis was performed to determine the required hydraulic opening and anticipated scour depths used in the bridge design. The bridge substructure plans were broken out separately to expedite review and allow Crowder to start driving piles while the superstructure plans were completed. The project was substantially completed in February 2022 and opened to traffic within the project schedule.				<div><div>Relevance: Design-Build Accelerated Costruction Structure over water Flat slab bridge Prestressed Piles</div><div>Key Team Members: Jim O’Connor, PE Other 301 Proposed staff: Thai Trinh, PE (Bridge) David Russel (Road)</div></div>	
The project serves as a model of Owner-Contractor-Designer partnering and collaboration to meet schedule and save cost. JMT and SCDOT collaborated to improve roadway slope tie-ins and reduce roadway work limits to save SCDOT ROW acquisition effort and cost. Utility relocations were handled expeditiously.					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT’s with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Project was completed on time and with no change orders. There were also no claims between Design-Builder and SCDOT, nor between Contractor and Designer in part due to JMT’s Jim O’Connor and the JMT-ESP design team holding regular collaboration meetings with the contractor and SCDOT. More importantly, the Contractor included the designers in meetings with SCDOT (especially during construction) to proactively discuss and address issues.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
JMT and our geotechnical engineer (ESP) executed due diligence during pursuit and bidding to anticipate and plan for hard pile driving conditions. When realized at the site, the contractor was prepared to pre-drill and keep the project on schedule with no claims/change orders. Conservative pile lengths were designed, resulting in excellent cost control and schedule adherence for the contractor. JMTs road design also saved SCDOT ROW Acquisition effort and costs.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT responds “no” to each of these questions					

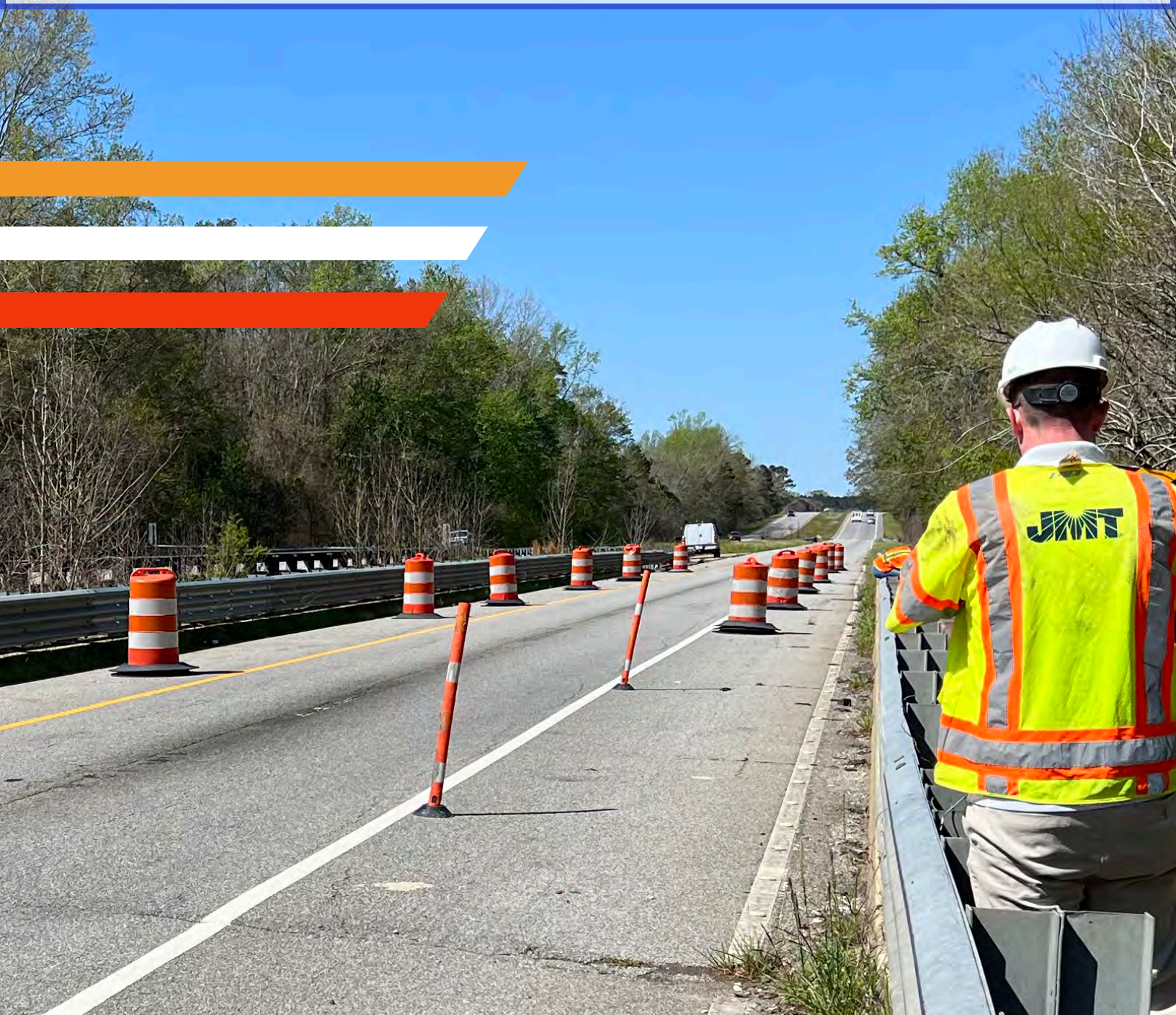
**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[S&ME]**

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 S&ME’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 S&ME (in thousands)
Name: SCDOT Emergency Bridge Package 5 US 301 Location: Clarendon County, SC	Name: Lee Construction Company of the Carolinas	Name of Owner: South Carolina Department of Transportation Project Manager: Mr. Michael (Trapp) Harris Phone: 803-600-8689 Email: HarrisMD@scdot.org	Design (Constr. Support) – 12/2016 Construction – 12/2016	\$10,000	\$323
g. Narrative describing the work performed by S&ME’s Columbia, SC office.					
<p>The project consisted of four replacement bridges carrying US 301 over the Black River and swamp in Clarendon County, South Carolina.</p> <p>Original bridges were scoured, and the connecting roadway embankment breached in several locations during the October 2015 historic storm.</p> <p>Work included associated roadway and drainage work necessary to tie the new approaches to the existing roadway. The original structures were damaged beyond repair as the result of historic flooding. Project delivery was an accelerated design-build method with the RFP issued in February of 2016 and the bridges substantially complete by November 2016. Replacement bridge lengths vary between 180 feet and 400 feet.</p> <p>The project utilized AASHTO LRFD method of design and followed SCDOT design manuals. For reconstruction of approach side slope s and end slopes, ground modification consisting of EQ drains was recommended to improve resistance to earthquake instability of the approaches S&ME provided recommendations for deep foundation support of the new bridges. S&ME recommended pile and drilled shaft foundation configuration and provided axial resistance for these deep foundations designed and constructed to bear within a limestone of the Santee Formation. During the accelerated construction schedule of the multiple bridges, S&ME performed dynamic testing of piles and generated driving criteria for acceptance.</p> <div></div> <div>Relevance:<ul style="list-style-type: none">▪ Design-Build▪ US Route 301 Flat-slab bridge structures▪ Same geology of the Santee Formation▪ Same site conditions with bridges over similar waters▪ Accelerated Schedule</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of S&ME’S performance on the project to identify S&ME’S with firms or personnel that have successfully completed projects on time and on or under budget, and to identify S&ME that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The four bridges replaced in this project had extremely short design and construction timeframes because of the sudden nature of the damage to the existing bridges, and due to their importance on US Route 301. S&ME worked to prepare preliminary geotechnical reports withing about one month of project award and prepared final geotechnical reports about two months after the preliminary reports. With construction utilizing multiple crews, S&ME supported construction testing efforts with personnel from multiple offices when testing piles.</p>					
i. Quality Initiatives. Discuss S&ME’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>Design quality control was managed in accordance with S&ME’s Senior Reviewer policy. Principal Engineers prepared reports well versed in SCDOT design procedures and over 20 years of project work through the SCDOT Geotechnical On-Call contract. Pile testing during construction was managed by Principal Engineers experienced with 20 years of foundation testing through the SCDOT structures foundation testing contract. These principal engineers remain with S&ME and are available for work on the proposed project.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, S&ME shall provide a detailed explanation below.					
S&ME responds “no” to each of these questions					

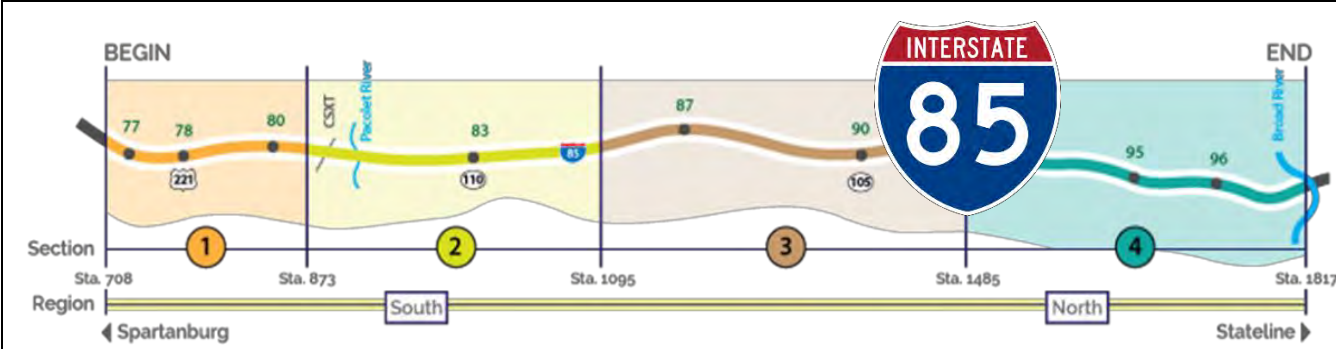
APPENDIX C

WORK HISTORY AND QUALITY FORM



CONTRACTOR/DESIGNER (SECTION 3.5.2)



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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Anticipated Construction Date: Mid-2024 Professional Services Completion Date: 12/2018	\$435,577	\$4,942
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC					
			<p>Project Description: Includes improvements to 21-miles of I-85 designed to rehabilitate asphalt, increase capacity, and upgrade interchanges and overpass bridges to meet state and federal design requirements. As a subconsultant, JMT provided Lead <u>Traffic/MOT Engineer</u>, <u>Lead Hydraulic Engineer</u> and <u>Lead Environmental Manager</u> and performed road and bridge design within our segments. <u>Structural Design:</u> JMT designed the dual bridge rehab over Pacolet River, new interchange bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 & 2. <u>Roadway Design:</u> JMT provided roadway design services for Sections 1 and 2 on the project including interchange ramp improvements to 3 interchanges in JMT’s Section. I-85 mainline design retained the existing median barrier, significantly reducing the costs, and included widening to the median to provide a new lane in each direction with barrier separated travel lanes. Project also included a CSX rail crossing by third party over the interstate. <u>Traffic Engineering & Maintenance of Traffic:</u> JMT was Lead Traffic/MOT Engineer. The widening section included the reconstruction of 4 interchanges with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety. A transportation management plan was developed for the entire project. JMT conducted the design of signing, pavement markings, signals and ITS. Traffic signal plans included both the MOT and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro <u>Hydraulic Design:</u> JMT was Lead Hydraulic Engineer and provided in-house design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 interchange. JMT coordinated CCTV of existing storm drain systems including video review, repair recommendations and designed remediation work. As Lead Hydraulic Engineer JMT was responsible for responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI and Major Modifications of permits. <u>Environmental:</u> The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability. As Environmental Lead, JMT recommended the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation. <u>Key Individuals:</u> Jim O’Connor, P.E., Principal, 2017-Present</p>		
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.					
The design build contractor has submitted a claim in connection with the construction of this project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities. Contractor’s claims are based upon pricing and quantities developed using preliminary plans and increases to those quantities alleged to be due to the post-award final design development process. JMT performed services as a subconsultant design firm. The design by JMT is not alleged to be erroneous and no issues have been raised with the final RFC plans. JMT disputes all allegations and liability for the contractor’s quantity changes. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages.					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: Port Access Road from I-26 - Exit 218 to New Port Terminal Location: North Charleston, South Carolina	Name: Fluor-Lane South Carolina, LLC	Name of Client: South Carolina Department of Transportation Project Manager: Jae H. Mattox, III, PE Phone: 803-737-1805 Email: mattoxjh@scdot.org	Original Est. Construction completion 12/2019 Phase 1 construction: 2021 Phase 2 construction: 2022 Design services substantial completion 12/2018	Construction cost \$220,700	\$5,844
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, Hunt Valley, MD,					
<div></div> <p>Project Description: JMT is Lead Designer for the D-B Team for the Port Access Road Project in Charleston County, SC. Project provides direct access between the Hugh Leatherman Terminal and I-26 while maintaining local access for commuter and commercial traffic. Project safely integrates container terminal traffic with existing traffic; supports local and regional planning policies and strategies; and minimize adverse impacts on communities and the environment.</p> <p>Structures: Project included 8 new bridges over I-26, CSX and NS railroads, and local roadways. These complex bridges had long spans & horizontal curves. RR’s, roads, and utilities drove some substructure locations. Superstructures were curved steel girders, chorded & flared prestressed concrete beams, and flat slabs. Substructures were drilled shafts, pipe pile footings, and pile bents. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine seismic demand and meet SCDOT Specifications. Complex geometry in a high seismic zone made this project challenging. Roadway: Project involves about 1,000 ft. along I-26. The new road crosses North Meeting Street, King Street Extension, Spruill Avenue & RRs as well as Shipyard Creek to reach the Terminal. A local access road connects Bainbridge Ave. to the main alignment and parallels Shipyard Creek. Interchange: Project consists of a new fully directional interchange on I-26 and associated ramp tie-in improvements. Right of Way: Some right of way was purchased by SCDOT and some the D-B team’s responsibility. Geometric optimization and retaining walls were implemented to stay within the right of way. 3D modeling in OpenRoads helped accurately define cuts, fills and vertical clearances. Environmental: Project utilized an elevated viaduct to reduce impacts to tidal creeks and hazardous material sites. Commitments from the environmental process are provided on the project webpage to ensure transparency in the NEPA process. Utilities: Design was tailored to avoid utility conflicts when feasible. Early coordination was held with utility owners to expedite relocation. Public Involvement: The D-B Team worked with SCDOT throughout design/construction to provide public relations support. The team has held job fairs and promoted DBE involvement as well as providing monthly project updates to the surrounding community. The project also has a webpage and a Facebook page to keep the public current on project status. Key Individuals: Jim O’Connor, P.E., Asst. Lead Design Engineer, 2015-Present</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
<p>Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.</p> <p>The design build contractor JV has submitted a claim for arbitration against the design team for costs associated with the construction of the project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities.</p> <p>Contractor’s pricing was based on preliminary plans, and certain components increased in the post-award design development process. JMT disputes all allegations and liability. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages and arbitration has been initiated.</p>					

APPENDIX D

LEGAL AND FINANCIAL





April 11, 2022

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

Re: US 301 Over Four Hole Swamp Design-Build Project, Request for Qualifications
Project ID 0040308, Orangeburg 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 March 21, 2022, by the South Carolina Department of Transportation ("SCDOT") to construct US 301 Over Four Hole Swamp ("the Project") in Orangeburg County.

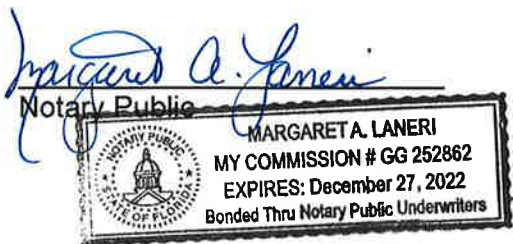
I hereby declare that, as of the date hereof, the Company has the financial capacity and resources necessary to complete the Project as proposed in the RFQ.

Respectfully Submitted,


Kevin McGlinchey
President

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

Sworn to and subscribed before me this 11th day of April, 2022, by Kevin McGlinchey
(name of person signing affidavit)



Commission Expires _____

Personally Known ☒ Or Produced Identification ☐

7072 BUSINESS PARK BLVD N

JACKSONVILLE, FL 32256

904.292.4240

WWW.SUPERIORCONSTRUCTION.COM



March 25, 2022

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

RE: Superior Construction Company Southeast, LLC
Project: US 301 Over Four Hole Swamp D/B Project - RFQ Project ID 0040308, Orangeburg County

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 black ink, appearing to read "W. Griffin", with a long horizontal flourish extending to the right.

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 25th day of March, 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.

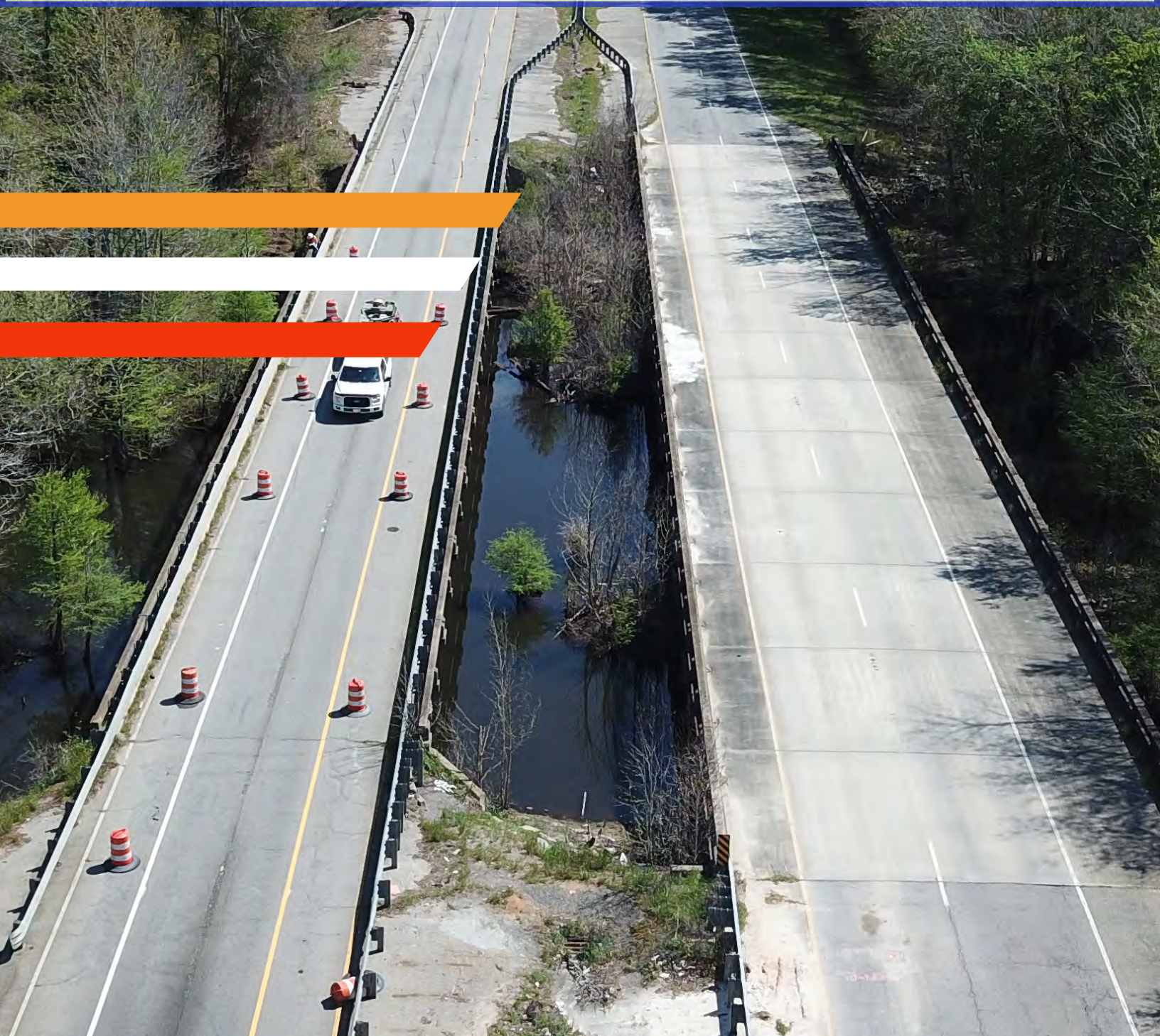
This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

"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



Appendix E- Conflict of Interest

No members of the SUPERIOR Team have a potential Conflict of Interest related to the US 301 over Four Hole Swamp project

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

Kevin McGlinchey

Print Name

Superior Construction Company Southeast, LLC

Company

April 11, 2022

Date

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

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]

Signature _____

3/28/2022

Date _____

James Kevin O'Connor, PE

Print Name _____

Johnson, Mirmiran & Thompson, Inc.

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

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):

Wrenn Barrett

Signature

Date

Wrenn Barrett

Print Name

Vaughn & Melton Consulting Engineers, Inc.

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

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

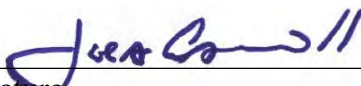
 X Determined that no potential organizational conflict of interest exists.

 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

March 28, 2022
Date

Joe A. Carroll

Print Name

THC, Inc.

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

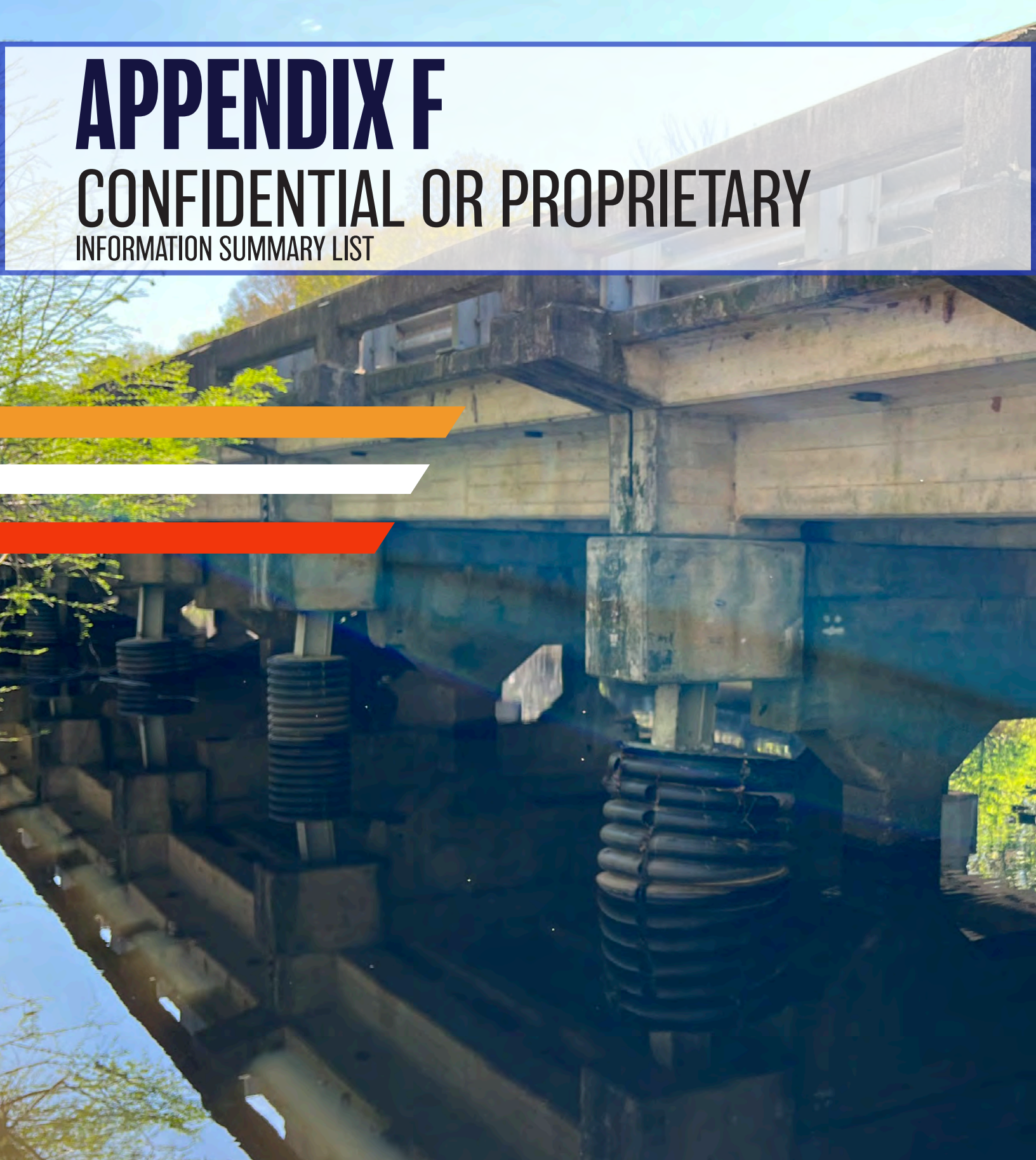
Phone

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



NOTICE OF RECEIPT
US 301 over Four Hole Swamp
Design-Build – Project ID 0040308
Orangeburg 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

April 9, 2022
Date

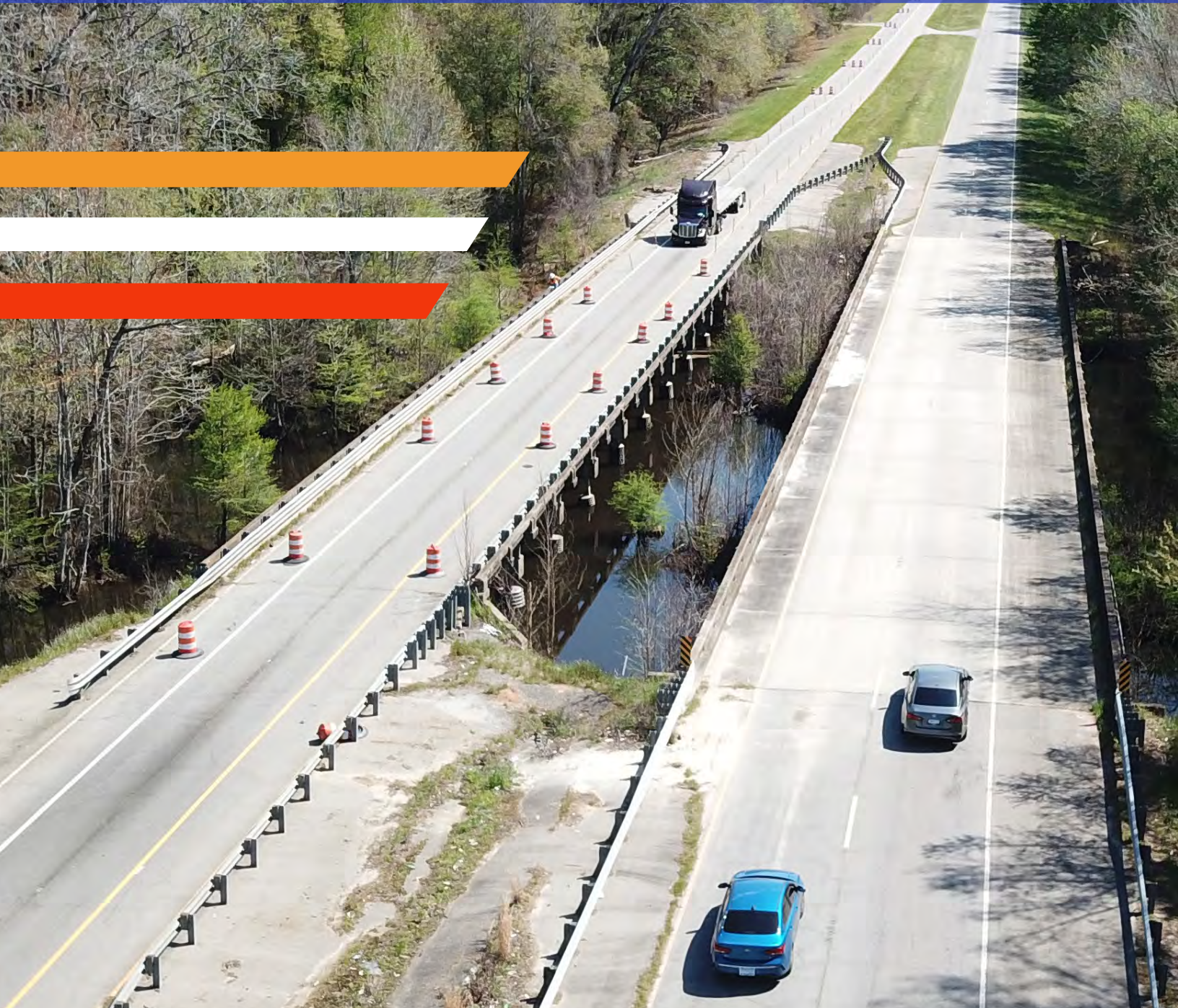
Curt Bender
Printed Name

For: Superior Construction Company Southeast, LLC
Design-Build Team Name



APPENDIX H

KEY INDIVIDUAL AND CONTRACTOR/DESIGNER REFERENCE FORMS



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
awelch@dot.ga.gov	Albert	Welch Jr.	Daniel Eugene Monroe, Jr.	I-20 Savannah River Bridge Replacements and Roadway Widening Project, Savannah, GA	Project Manager	SUPERIOR
UsryBM@scdot.org	Bobby	Usry	Daniel Eugene Monroe, Jr.	ACT 98 Cored Slab Bridge Repl. District 7 Package A, South Carolina	Project Manager	Extreme Concrete Cutting of Gaffney
hmalik@augusta.gov	Hameed	Malik	Daniel Eugene Monroe, Jr.	5 th Street Bridge Rehabilitation over Savannah River, Augusta, GA	Project Manager	SUPERIOR
KoonePE@scdot.org	Pat	Koone	Daniel Eugene Monroe, Jr.	ACT 98 Cored Slab Bridge Repl. SC District 2 Package B, South Carolina	Project Manager	Extreme Concrete Cutting of Gaffney
YuhasJD@scdot.org	Jeremy	Yuhas	Daniel Eugene Monroe, Jr.	District 1 Site Specific Bridge Repairs, SC District 1	Project Manager	Dillard Excavating, Inc.
awelch@dot.ga.gov	Albert	Welch Jr.	George Adam Steele, III	I-20 Savannah River Bridge Replacements and Roadway Widening Project, Savannah, GA	Assistant Project Manager	SUPERIOR
ataylor@augustaga.gov	Anthony	Taylor	George Adam Steele, III	5 th Street Bridge Rehabilitation over Savannah River, Augusta, GA	Assistant Project Manager	SUPERIOR
burnsjm@scdot.org	John	Burns	George Adam Steele, III	I-20 Widening Lexington County, SC	Field Engineer	Zachry Construction
bhones@ncdot.gov	Brandon	Jones	George Adam Steele, III	I-85 Rehab and Widening in Vance/Warren Counties, NC	Project Engineer	ST Wooten
bdcane@ncdot.gov	Brett	Canipe	George Adam Steele, III	I-77 HOT Lanes, Charlotte, NC	Associate Project Manager	Sugar Creek Construction
burnsjm@scdot.gov	John	Burns	Chad Altom Payne	US 1 over I-20 Interstate Improvement Design Build Project Lexington, SC	Structure Superintendent/Construction Manager	SUPERIOR
rwbaucum@ncdot.gov	Rich	Baucum	Chad Altom Payne	I-77 Rehabilitation, Charlotte, NC	Structure Superintendent/Construction Manager	Blythe Development
Russ.Touchberry@hdrinc.com	Russ	Touchberry	Chad Altom Payne	Nexton Parkway Interchange, Summerville, SC	Structure Superintendent/Construction Manager	United Infrastructure Group
gemombaerts@ncdot.gov	Gerard	Mombaerts	Chad Altom Payne	Washington Bypass, Washington, NC	Assistant Structure Superintendent	United Infrastructure Group
bliverman@ncdot.gov	Bobby	Liverman	Chad Altom Payne	U.S. 70 Corridor Improvements, Smithfield, NC	Structure Superintendent/Construction Manager	Flatiron
pittsme@scdot.org	Michael	Pitts	James Kevin O'Connor, PE, Ceng MIEI	Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River, Aiken County, SC	Lead Design Engineer	JMT
Reynoldsbs@scdot.org	Brad	Reynolds	James Kevin O'Connor, PE, Ceng MIEI	Emergency Bridge Replacement Package 2016-1A, over various waterways in Florence, Horry and Marion Counties, SC	Lead Design Engineer	JMT
TurnerMK@scdot.org	Kevin	Turner	James Kevin O'Connor, PE, Ceng MIEI	Cypress Gardens Rd. Bridge Repl. over RR (D-B), Monks Corner, SC	Lead Design Engineer	JMT
gaffneysh@scdot.org	Sarah	Hamrick Gaffney	James Kevin O'Connor, PE, Ceng MIEI	I-26/Volvo Interchange (D-B) – Approx. MM 189 – Berkeley County, SC	Lead Design Engineer	JMT
ejadams@charlestoncounty.org	Eric	Adams	James Kevin O'Connor, PE, Ceng MIEI	Ashley Hall Plantation Bridge Replacement over Bulls Creek, Charleston, SC	Lead Design Engineer	JMT



Email	First Name	Last Name	Company Name	Project Name	Team
awelch@dot.ga.gov	Albert	Welch Jr.	GDOT	I-20 Savannah River Bridge Replacements and Roadway Widening Project, Savannah, GA	SUPERIOR
burnsjm@scdot.org	John	Burns	SCDOT	US 1 over I-20 Interstate Improvement Design Build Project Lexington, SC	SUPERIOR
brian.tew@dot.state.fl.us	Brian	Tew	FDOT	SR 388 from SR 79 to NWFBI Improvements over Crooked Creek (Design-Bid-Build)	SUPERIOR
Reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	Emergency Bridge Replacement Package 2016-1A, Four bridge replacements over various waterways	JMT
pittsme@scdot.org	Michael	Pitts	SCDOT	Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River, Aiken County, SC	JMT
HarrisMD@scdot.org	Michael	Harris	SCDOT	SCDOT Emergency Bridge Package 5 US 301	S&ME
steve.wigle@wsp.com	Steve	Wigle	Florida Turnpike Enterprise	I-4/Turnpike Direct Connect DB	SUPERIOR/JMT
Reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	I-26 Widening MM 85-101 DB Pursuit	SUPERIOR/JMT
moste@charleston-sc.gov	Edmund	Most	City of Charleston	Ashley River Movable Pedestrian Bridge DB Pursuit	SUPERIOR/JMT
TurnerMK@scdot.org	Kevin	Turner	SCDOT	Cypress Gardens Rd. Bridge Repl. over RR (D-B), Monks Corner, SC	JMT/S&ME
ejadams@charlestoncounty.org	Eric	Adams	Charleston County	Ashley Hall Plantation Bridge Replacement over Bulls Creek, Charleston, SC	JMT/S&ME
joseph.dorsey@dc.gov	Joseph	Dorsey	DDOT	I-295/I-695 Interchange DB, 11th Street Corridor, Washington DC	JMT/David Nardon
jeffrey.robby@vdot.virginia.gov	Jeffrey	Roby	VDOT	US RT 29 Charlottesville Bypass DB	JMT/David Nardon
jeffrey.robby@vdot.virginia.gov	Jeffrey	Roby	VDOT	I-66 Pavement Rehabilitation from Route 50 to I-495, DB Pursuit, Fairfax County, VA	JMT/David Nardon

