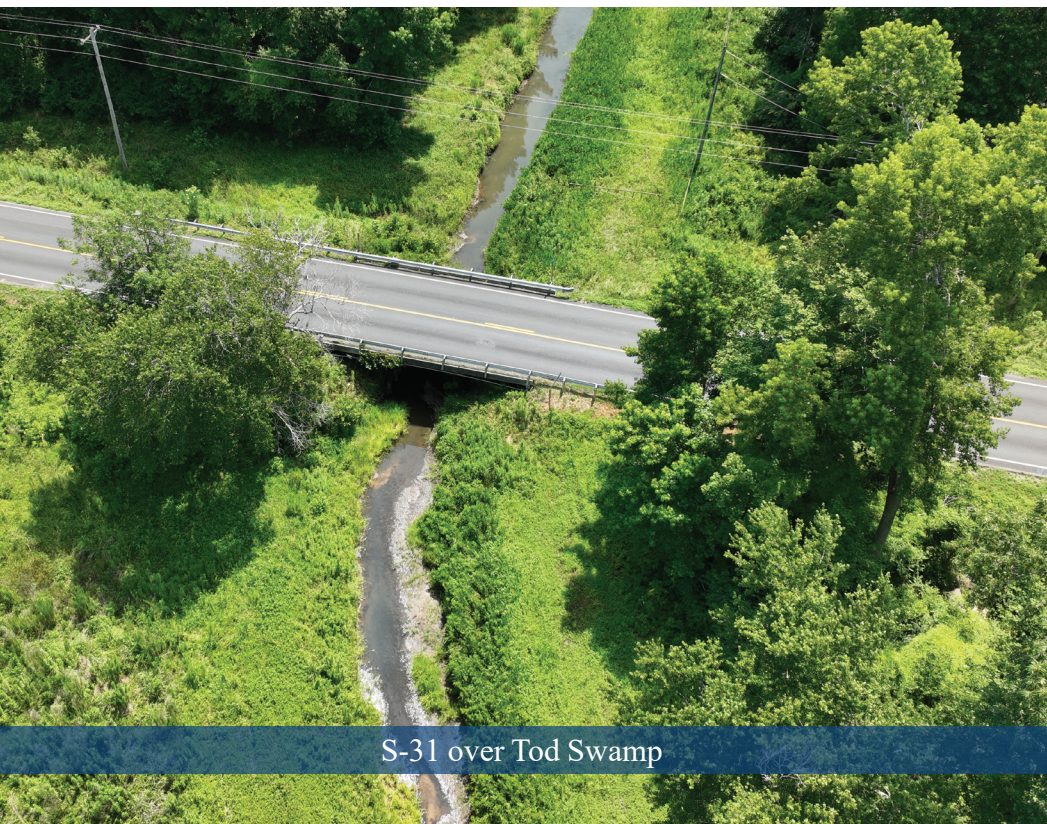




Statement of Qualifications



S-31 over Tod Swamp



S-154 over Murrels Inlet Creek

Bridge Package 18

Design-Build Project

Horry County, SC | Contract ID 2662300

June 20, 2024

Balfour Beatty | **RK&K**

This document is bookmarked for your convenience.

*Green and underlined text within this document indicates a **HYPERLINK** and will take you to more detailed information.*

*To return to your previous location,
simply type  + *

Narrative





3.2 INTRODUCTION



3.2.1 Contracting Entity | Balfour Beatty, PLC (Balfour Beatty) will serve as the Contracting Entity and be responsible for the successful delivery of the Bridge Package 18 Design-Build (D-B) Project. Since 1998 Balfour Beatty has been delivering bridge projects in the Carolinas ranging from single span bridges up to 268 spans and over 5-miles in length. 32 of these bridges were constructed over wetlands/water ways. Balfour Beatty will support the delivery of the Bridge Package 18 Project from our nearby regional office and equipment yard both located in Wilmington, NC. As Lead Designer, **Rummel, Klepper & Kahl, LLP (RK&K)** will be responsible for the overall design of the project and will be supported by trusted local subconsultants that specialize in utility coordination, and right-of-way services.

Balfour Beatty

3.2.5 Commitment of Key Individuals | Our Key Individuals are **fully committed to this Project**, driven to meet and exceed SCDOT's quality and schedule expectations, and are **available for the duration of the Project**. Our Team is also committed to providing all resources and personnel required to successfully deliver the Project.

3.2.1 Contracting Entity | 3.2.2 Points of Contact | 3.2.3 Full Legal Name of Lead Contractor & Lead Designer

Contracting Entity and Project Management Office

Balfour Beatty, PLC
3314 Jaeckle Drive
Wilmington, NC 28403
910.452.1145
balfourbeatty.com

Authorized Representatives to Sign Contract
Mark Robert Johnnie

Lead Contractor:
Balfour Beatty, PLC (Balfour Beatty)

POC - Contracting Entity & Procurement:
Keith Nixon- Balfour Beatty
306 Meeting Street, Suite 100, Charleston, SC 29401
910.452.1145(phone) | 910.231.4636 (mobile)
knixon@balfourbeattyus.com

3.2.4 Unique Entity ID

PTGXMFECHVL6

Lead Designer:
Rummel, Klepper & Kahl, LLP (RK&K)



POC - Justin Korey Lyles, PE
1201 Main Street, Suite 1400, Columbia, SC 29201
803.766.7240 (phone) | 843.858.1790 (mobile)
jlyles@rkk.com

3.2.4 Unique Entity ID

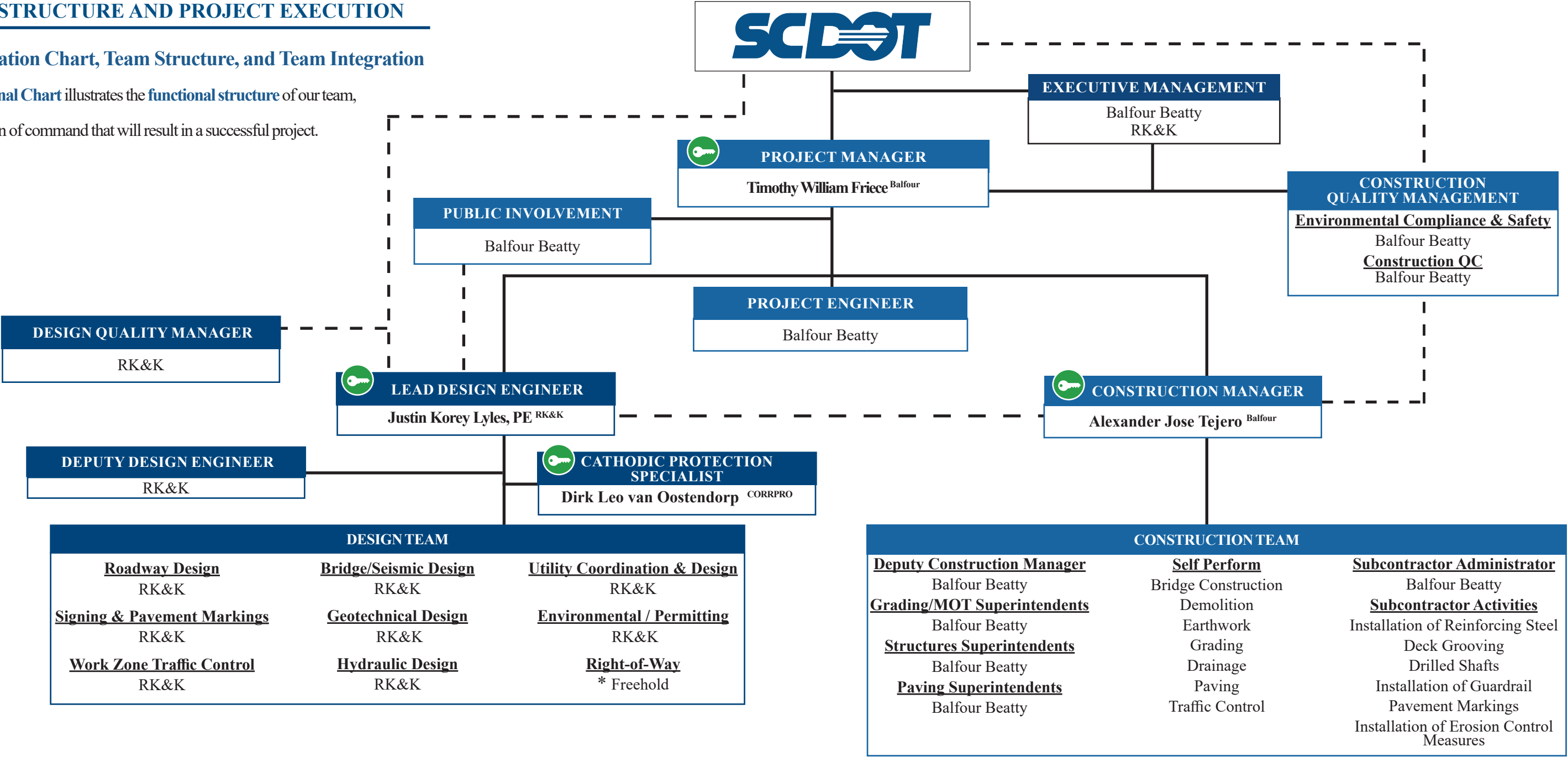
H65ZV5HPXEE8



3.3 TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organization Chart, Team Structure, and Team Integration

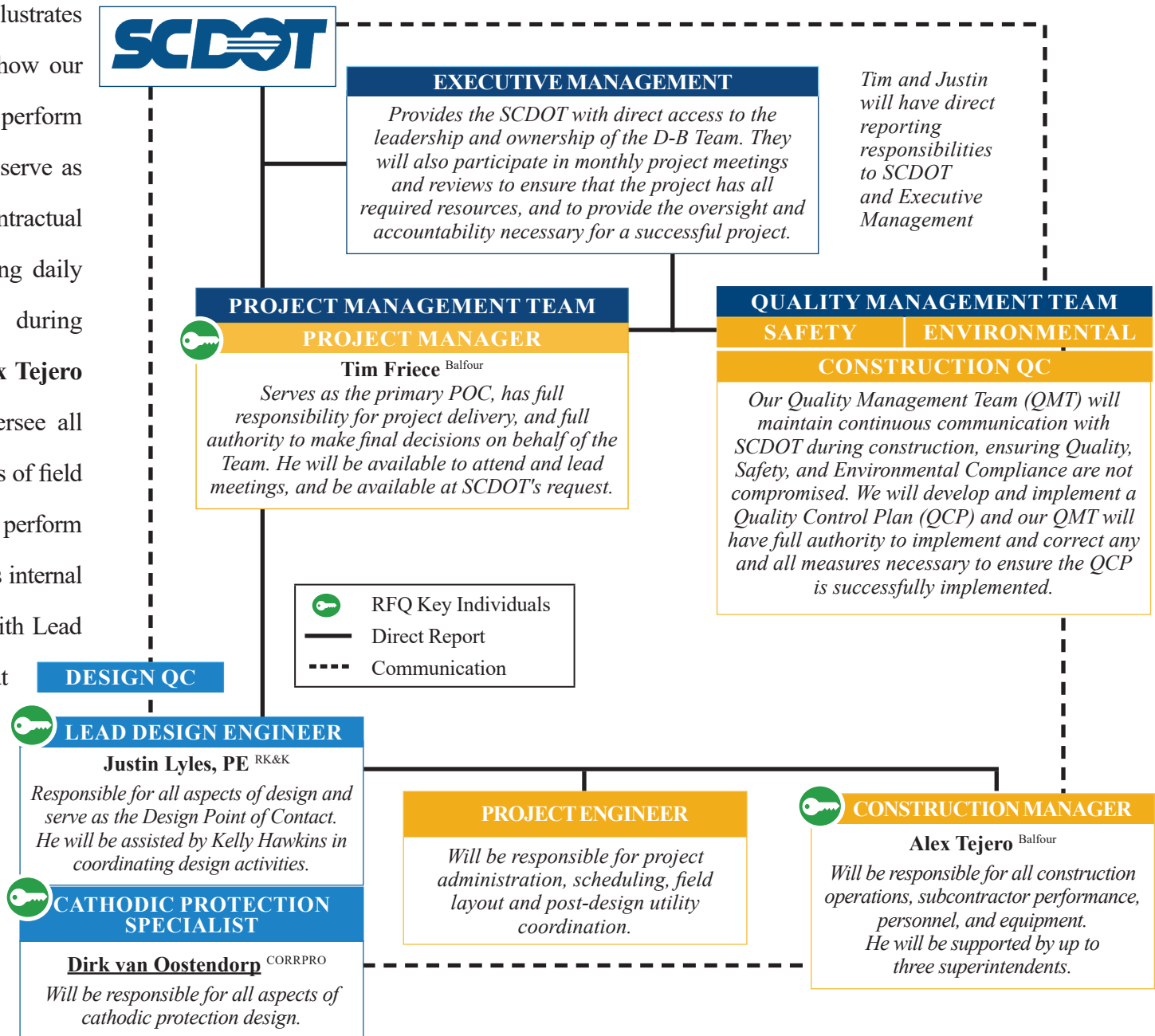
This **Organizational Chart** illustrates the **functional structure** of our team, establishing a chain of command that will result in a successful project.



Team Members			
Balfour	Balfour Beatty, PLC	SAM	Surveying & Mapping, LLC
RK&K	Rummel, Klepper & Kahl, LLP	Freehold	Freehold Focus *
	RFQ Key Individuals	*	Disadvantaged Business Enterprise (DBE)
—	Direct Report	----	Communication

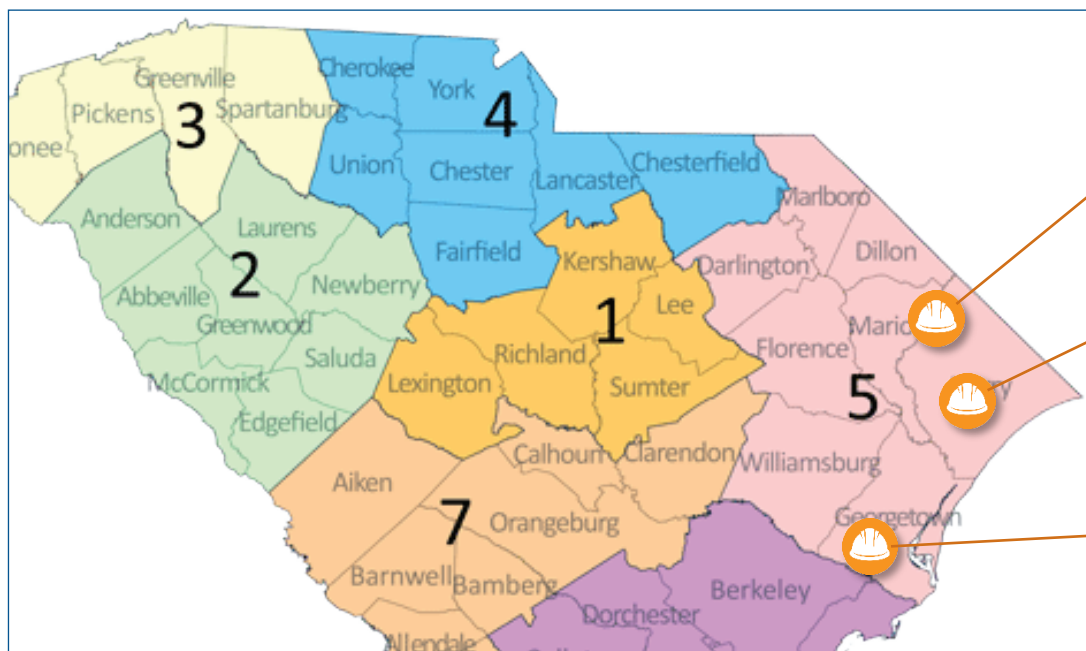


Team Integration | The following illustrates significant functional relationships and how our proposed organization will seamlessly perform as an integrated team. **Tim Friece** will serve as the Project Manager and will be the contractual point of contact for SCDOT, maintaining daily communication with the Department during construction. Construction Manager **Alex Tejero** will report directly to the PM and oversee all construction. He will manage the activities of field supervisors and crews, who will effectively perform major items of work for Balfour Beatty as internal subcontractors. Tim will work closely with Lead Design Engineer **Justin Lyles** throughout design and maintain communication with the him and Alex during design to ensure that constructability issues are addressed prior to RFC plans.





Local Bridge Experience: Since 1998, Balfour Beatty has been a trusted presence in the Carolinas, where we have completed over 100 bridges across North and South Carolina requiring the expertise demanded by the Package 18 Scope. Our portfolio includes 32 multi-span bridges over water and wetlands, totaling more than 24 miles in length. Throughout our extensive work, we take pride in maintaining a record of excellence, evident in our achievement of zero Notices of Violations.



SC-917 Bridge Replacements, Mullins, SC



Interchange at US 17, SC707, Horry County, SC



Sampit River Bridge, Georgetown, County, SC

This experience also includes local projects in and around Horry County, which provides a thorough understanding of the region's geographical and environmental conditions, regulatory requirements, and community needs. This familiarity enables the delivery of tailored solutions that minimize disruptions, ensure compliance with local standards, and foster positive community relations.



Firms and Key Individuals Working

Together and Teaming Success | While

Balfour Beatty and RK&K have not previously worked together on a relevant project, each firm brings a wealth of experience and a proven track record of successful collaborations on similar design-build projects. Our individual experiences in executing complex infrastructure projects ensure that our partnership will be effective and productive. By leveraging our past work with other firms, we are confident in our ability to form a cohesive and efficient team to meet the goals of the SCDOT project.

The table to the right illustrates these successful teaming relationships on similar scope projects.

References for these projects are included in

[Appendix H.](#)

SCDOT | US-17 Alt Sampit River Bridge Replacement | Sampit, SC (2019 - 2022)

Description	\$6.4M, Replacement of existing bridge over Sampit River Due to heavy traffic the bridge could not be closed and had to be built in phases, once phase one was complete traffic was switched onto the completed portion of the new bridge, the existing bridge was then demolished, and the remaining phase was completed. Project completed on time and under budget.
Teaming & Collaboration	Balfour Beatty: Prime Contractor for bridge work, grading, paving, drainage
Team Members	Alex Tejero
References	SCDOT, Chris Bourque, 843.992.9818, brurqued@scdot.org

NCDOT | Surf City Bridge Replacement | Surf City, NC (2016- 2019)

Description	Replacement of an existing steel truss swing spang bridge over the intracoastal waterway. The new bridge was built off alignment around strict in-water work moratoriums and extremely high traffic volumes. Despite the many challenges the new 4000' bridge supported by drilled piers was completed 10-months ahead of schedule.
Teaming & Collaboration	Balfour Beatty: Prime Contractor for bridge work, grading, paving, drainage
Team Members	Alex Tejero
References	NCDOT, Trevor Carroll, PE, 910.467.0500, tkcarroll@ncdot.gov

SCDOT | Closed and Load Restricted Bridge Design-Build Package, 2020-1 | District 2 (2020 - 2023)

Description	\$18.6M, 16 individual design-build bridge replacements, requiring compressed design and construction schedules.
Status:	Construction at 16 bridge sites substantially completed on April 6, 2023. District 2 is requesting an extension for this contract for bridge maintenance items in Anderson County, all work to be completed by October 31, 2023
Teaming & Collaboration	Reeves: Prime contractor for bridge work, grading, paving, drainage. RK&K: Lead Designer Collaborating throughout pursuit, design and construction.
Team Members	RK&K: Justin Lyles, Brandon McInnis, David Peterson, Chris Jordan, Randall Mungo, Amanda Noel, Kelly Hawkins, Ricky Ward, James Galgano, Atefeh Asoudeh
Reference	SCDOT, Brad Reynolds, PE, 803.737.1440, reynoldsbs@scdot.org

SCDOT | Closed and Load Restricted Bridge Design-Build Package, 2021-1 | District 4 (2021 - 2023)

Description	\$14.9M, 8 individual design-build bridge replacements, requiring compressed design and construction schedules.
Teaming & Collaboration	Reeves: Prime contractor for bridge work, grading, paving, drainage. RK&K: Lead Designer Collaborating throughout pursuit, design and construction
Team Members	RK&K: Justin Lyles, David Peterson, Chris Jordan, Randall Mungo, Amanda Noel, Kelly Hawkins, James Galgano, Kevin Austin, Atefeh Asoudeh
Reference	SCDOT, Michael Pitts, PE, 803.737.2566, pittsme@scdot.org



BRIDGE PACKAGE 18 CHALLENGES AND APPROACH	
Site 1: S-31 over Tod Swamp	Site 2: S-154 over Murrels Inlet Creek
CHALLENGES	APPROACH
Utility conflicts	Water, telecom, and overhead are all present. We will work closely with utility providers and identify designs to minimize impacts and work early with the water and sewer companies for ACT 36 coordination.
Maintaining access for local traffic during construction	Our team will determine best design for maintaining access to local roads, businesses, and home owners. We will meet with local stakeholders to determine their needs and find the best path forward early in the design process. Our team is very experienced in delivering projects with maintenance of traffic during construction.
Sites bounded by wetlands	Minimize footprint with guardrail and steeper slopes where applicable
Limited site access / environmental compliance	Deploy engineered and proven temporary access trestle, utilize Balfour Beatty's 20 + years working within highly environmentally sensitive areas, in-water work moratoriums. Balfour Beatty has completed 32 bridges spanning water bodies/ wetlands, all on or ahead of schedule and with no NOV's. Balfour Beatty's equipment yard and regional office can offer prompt support in less than 1.5 hours
Skilled labor availability	Balfour Beatty can self-perform the majority of work scope. Labor is available just over the border from Brunswick County, NC. For high skill scope requirements, where we do not self-perform, we strategically work with preferred partners such as National Erectors (rebar install), DBE subcontractor based out of Lumberton, NC.

Balfour Beatty has both the financial and resource strength (manpower, equipment, and materials) to complete this contract without any limitations due to current obligations or market conditions. The **table on the following page** illustrates our Team's extensive amount of resources and equipment that can be used on this project.



TEAM CAPACITY, AVAILABLE RESOURCES and STRATEGY FOR IMPLEMENTATION

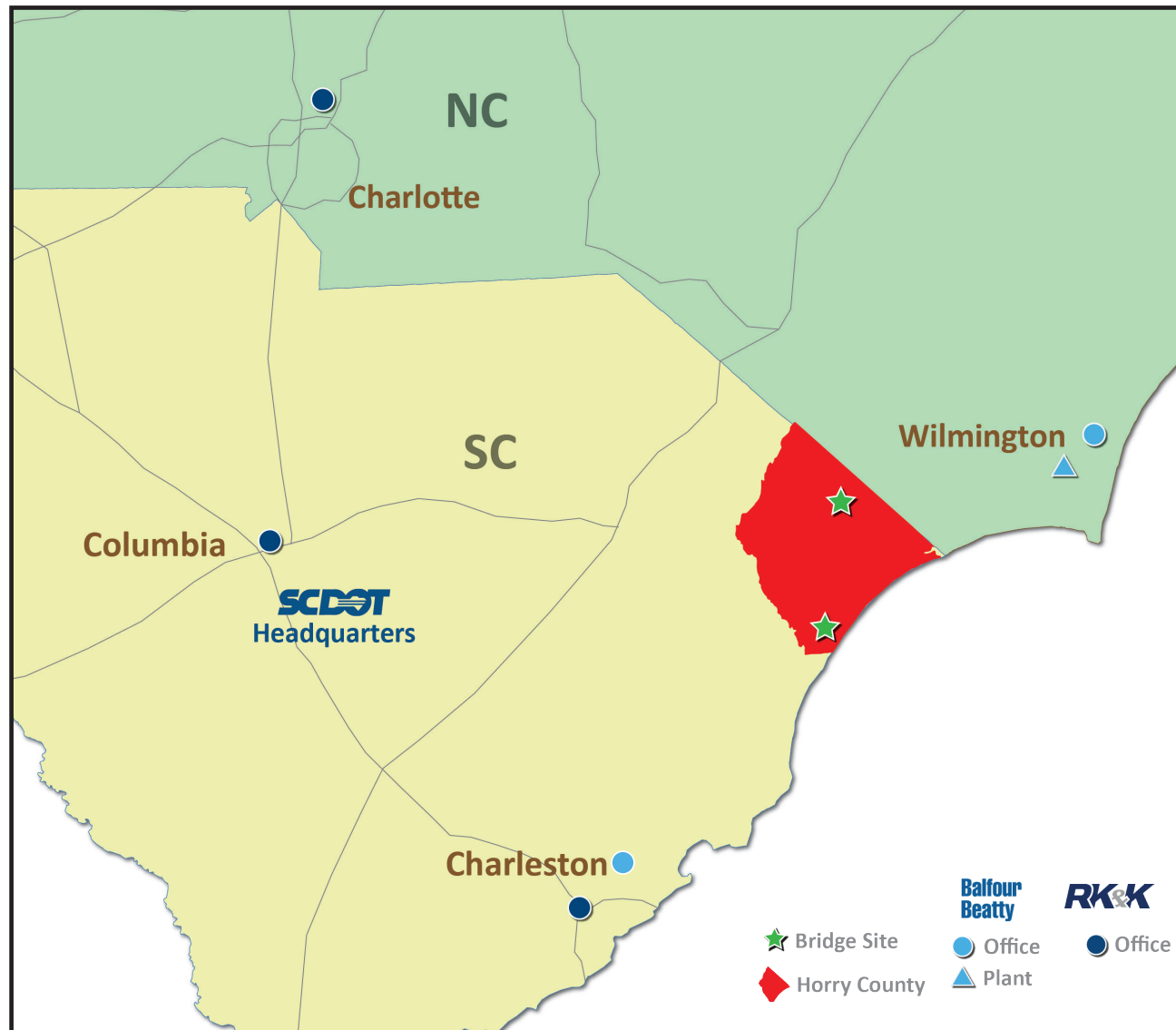
	Balfour Beatty	RK&K
Capacity	<ul style="list-style-type: none">140+ staff in the Carolinas, 1,922+ company-wideWilmington, NC-based HQ, less than 1.5 hours from both sitesHeavy Construction Equipment: 400Support Equipment: 1,000+	<ul style="list-style-type: none">350+ staff in the Carolinas, 1,600+ firm-wide20+ South Carolina design staffKey Team members in Columbia, SC and Raleigh, NC238 D-B bridges in the Carolinas, including 121 over water\$2.5 billion in Design-Build awards as lead designer in the Carolinas
Strategies to Implement Available Resources	<ul style="list-style-type: none">Highly experienced Project Manager and Construction ManagerProject Manager and Construction Manager both live in Brunswick County, NC, which is adjacent to Horry County, SCWill setup and maintain an on-site temporary office and laydown area adjacent to the S-154 siteSuboffice located in Charleston, SCHighly skilled in developing work plans around difficult access and working with temporary work trestle	<ul style="list-style-type: none">Experienced Lead Design Engineer and Assistant Design EngineerStaffing resources to commit multiple design teams to meet and accelerate the design schedule, as neededUse of a fully refined design and QC process for delivering bridge replacement packagesUnderstanding of SCDOT design submittal/review process, policies, and proceduresExperienced right-of-way, utility coordination, and environmental/permitting partnersSelf-performing all critical design functions, with ability to provide all design requirements
Self-Perform	<ul style="list-style-type: none">DemolitionBridge ConstructionEarthwork and GradingDrainageTraffic Control	<ul style="list-style-type: none">Bridge/seismic designGeotechnicalRoadwayHydraulic designWork zone traffic controlSigning and pavement markings

Strategy for Implementation of Resources | No current or future assignments will affect our ability to deliver this project on time. Balfour Beatty has the resources available to successfully deliver this project, as demonstrated in the table below. Our people have experience constructing highway and bridge projects in environmentally sensitive areas in the Carolinas. The team's primary advantages are its management personnel, local relationships, specialized equipment, labor crews, and other resources, which will be effectively leveraged on this project.

Balfour Beatty Current Resource Commitments and Availability								
Project	Value	Location	Employees	2024	2025	2026	2027	2028
BP18	\$10M	Horry County, SC	Peak 20	Procure / Design	Const.			
Ongoing Projects and Planned Onboarding of Resources to CCR3 Phase C								
Havelock Bypass	\$167M	Havelock, NC	70	Const.	Const.	No other project commitments		
Harkers Island Bridge	\$60M	Harkers Island, NC	30	Const.	Complete			
Military Cutoff	\$96M	Wilmington, NC	60	Const.	Complete			
NC 87-11	\$36M	Wilmington, NC	30	Const.	Const.			
Effingham Parkway	\$51M	Savannah, GA	35	Const.	Const.			
James City	\$220M	James City, NC	80	Const.	Const.	Const.		
Thurman to Havelock	\$242M	Havelock, NC	80	Design	Const.	Const.	Const.	
Fayetteville Outerloop	\$235M	Fayetteville, NC	80	Const.	Const.			



Ideal Geographical Location | As illustrated by the map to the right, Balfour Beatty is ideally positioned to deliver Bridge Package 18 since our primary regional office and construction yard is in Wilmington, NC less than 1.5 hours from both bridge structures. We also have a suboffice located in Charleston, SC. Additionally, Balfour Beatty's workforce is centered around coastal Carolinas. Both Tim and Alex live in Brunswick County, NC immediately adjacent to Horry County, SC. We will setup and maintain an on-site temporary office and laydown area adjacent to the S-31 site.





3.4 EXPERIENCE OF KEY INDIVIDUALS ■ 3.4.1 - Licensed ■ 3.4.2 - Roles ■ 3.4.3 - Resumes ([Appendix A](#))

3.4.4 - Project Management Team



TIM FRIECE | PROJECT MANAGER ([Tim's Resume](#))

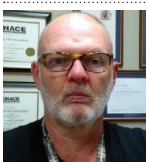
- 21 years of experience, 8 years as a Project Manager, leading a variety of projects up to \$100M in value, solid record working together with DOT personnel to meet schedule and budget
- Roadway, drainage, complex MOT experience
- Staged bridge construction under traffic experience

3.4.5 - Design Engineering Team



JUSTIN KOREY LYLES, PE | LEAD DESIGN ENGINEER ([Justin's Resume](#))

- 18 years of experience, (including five with SCDOT) with strong background in SCDOT project development and delivery
- Worked on all types of SCDOT projects that include bridge replacements, interstate corridor widenings, intersection improvements, and dirt to pave roads
- Thoroughly versed in SCDOT's Design-Build requirements, their Project Development Process, the design submittal process and design procedures and requirements



DIRK LEO VAN OOSTENDORP | CATHODIC PROTECTION SPECIALIST ([Dirk's Resume](#))

- Over 40 years of experience in corrosion control, cathodic protection, and asset integrity management
- Specialized in applying new and evolving technologies to solving problems in all aspects of energy and infrastructural projects
- Extensive experience with pipeline integrity, pipeline operations, risk analysis and management of change

3.4.6 - Construction Management Team



ALEXANDER JOSE TEJERO | CONSTRUCTION MANAGER ([Alex's Resume](#))

- 24 years' experience in both South and North Carolina delivering complex bridges
- Highly skilled in developing work plans around difficult access and working with temporary work trestle
- Exceptional record in delivering projects ahead of schedule and under budget (for example I-140 Wilmington Bypass (on time), Surf City Bridge (10 months early), Harker's Island (12 months early))

3.5 PAST PERFORMANCE OF TEAM **3.5.1 Experience of Proposer's Team** | Our Team provides extensive experience designing and constructing similar bridge replacement projects and packages. In addition to the project examples provided in the [Appendix B Lead Contractor and Lead Designer Work History and Quality Forms](#), the table on the following page further demonstrates our Team's qualifications to manage, design, and construct these Bridge Package 18 bridges.



As individual firms and as a Team, we bring to SCDOT and District 4 extensive experience designing and constructing similar bridge replacement projects.			Delivery Method	Bridges/ Bridge Replacements	On Time (E=Expedited)	On Budget A=Anticipated	Multiple Crews	Demolition	Const. Mgmt..	Design Mgmt.	Roadway	Structures	Geotechnical	Drainage/E&SC	Traffic/MOT	Right-of-way	Utilities	Enviro./Permits	Public Involve.	Bridges Over Water
Project	Project Features																			
Balfour Beatty	SCDOT US-17 Alt Sampit River Bridge Replacement(\$6.4 M)	1 bridge replacement	DBB	1	E	✓	✓	✓			✓	✓		✓	✓			✓		✓
Balfour Beatty	NCDOT I-295 Fayetteville Outer Loop, NC D-B (\$239M)	10 D-B bridges	D-B	10	E	A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Balfour Beatty	NCDOT, Surf City, Surf City, NC D-BB (\$52M)	1 bridge replacement	DBB	1	E	✓	✓	✓			✓	✓		✓	✓			✓	✓	✓
RK&K	SCDOT Closed & Restricted Bridge Package 2021-1 D-B (\$14.9M)	8 D-B bridge replacements	D-B	8	E	A	Under Const.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
RK&K	SCDOT Closed & Restricted Bridge Package 2020-1 D-B (\$18M)	16 D-B bridge replacements	D-B	16	E	A		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
RK&K	26 NCDOT D-B Projects (\$2.4B), including 70 Low Volume bridges (9 contracts, \$61M)	Lead Designer, multi-discipline services	D-B	213	E	✓		✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

3.5.2 Quality of Past Performance

As award winning firms, we are committed to being responsible partners with the stakeholders and are prepared to provide a quality product in a timely manner.

Balfour Beatty, nor any individuals or firms have been suspended, debarred, disqualified from bidding, or declared ineligible within the last five years.

<div>CarolinascAGC</div> <div>Consecutive Best Project Awards</div> <div>2020</div> <div>US-17 Maysville Bypass, Maysville, NC (\$140M)</div> <div>2019</div> <div>Surf City Bridge, Surf City, NC (\$54M)</div> <div>2018</div> <div>Wilmington Bypass I-140, Wilmington, NC (\$124M)</div> <div>Balfour Beatty</div>	<div>Experience Modification Rating (EMR) Last 10 Years Balfour Beatty</div> <div>.73 (2023)</div> <div>.67 (2022)</div> <div>.56 (2021)</div> <div>.53 (2020)</div> <div>.54 (2019)</div> <div>.65 (2018)</div> <div>.75 (2017)</div> <div>.69 (2016)</div> <div>.61 (2015)</div> <div>.52 (2014)</div>	<div>94</div> <div>Technical Score SCDOT's Closed and Load Restricted Bridge D-B Package 2021-1</div> <div>RK&K</div>	<div>93</div> <div>Technical Score SCDOT's Closed and Load Restricted Bridge D-B Package 2020-1</div> <div>RK&K</div>	<div>" Throughout the entire project Balfour Beatty management and staff were extremely accommodating. They went above and beyond by working with town officials to eliminate road closures as much as possible. They also provided updates multiple times a week and arranged meetings with town officials as needed to inform us of updates. "</div> <div>~ Douglas C. Medlin, Former Mayor Surf City, NC</div> <div>.....</div> <div>" RK&K has been extremely responsive and never hesitates to reach out to the Department to help facilitate and expedite conflict resolution with any issue that arise. The bi-monthly and executive level meetings have helped work through issues that come up. Overall, the responsiveness of the team has been excellent. "</div> <div>~ Michael Pitts, PE, Assoc. DBIA SCDOT CLRB 2020-1</div>
<div>ACEC</div> <div>Engineering Excellence Awards</div> <div>DBIA DESIGN-BUILD INSTITUTE OF AMERICA</div> <div>SCDOT's Closed and Load Restricted Bridge D-B Package 2020-1</div> <div>RK&K</div>				



Appendix A Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Timothy William. Friece Project Manager
b.	Role of Key Individual for this Project: Design-Build Project Manager
c.	Name of Firm with which you are now associated: Balfour Beatty Infrastructure, Inc.
d.	Years of Experience: With this Firm 10 Years With Other Firms 11 Years Firm 1: Balfour Beatty Infrastructure, Inc. – Project/Construction Manager – Responsible for several large complex highway and structures projects, 2013 - present Firm 2: Blythe Development 2006 – 2013 Firm 3: William A. Hazel, Inc. 2003 - 2006
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): B.A., Business and Economics - Virginia Military Institute, Lexington, VA –1998 to 2002
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: Certified Charlotte – Mecklenburg Site Erosion Inspector Course / Certificate for Trench Excavation Competent Person Course / Certificate for Confined Spaces Safety Course / NCDOT Level II Erosion Control Inspector / NCDOT & SCDOT Traffic Control Safety Supervisor / MSHA Part 48 New Miner Certified / OSHA 30 Hour Certified / CPR and First Aid Training.
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>NC-87 at NC-11 Interchange (R-2561CA), Columbus County, NC</u> Key Personnel Role: Project Manager Experience with Current Firm: Balfour Beatty Infrastructure Project/Assignment Duration: Project 2023 - present, Assigned 2023 - present Owner Contact Information: NCDOT, Jason Johnson, 910-874-6131, jajohnson4@ncdot.gov Design/Construction Value: \$36 million Project Description: Balfour Beatty’s work on this project widened a 1.5-mile section of existing NC 87 into a four-lane configuration. Also included within this project was the construction of four structures, three of them over Weyman creek, two located on NC 87 and one located on NC 11 as well as creating an elevated interchange at the crossroads of NC 87 and NC 11 taking NC 11 over the newly widened NC 87. This project also includes grading 350K yards of borrow, drainage, and paving. Tim is currently responsible for managing construction, scheduling and budget. <u>Military Cutoff Road Extension (U-4751), New Hanover County, NC</u> Key Personnel Role: Project Manager Experience with Current Firm: Balfour Beatty Infrastructure Project/Assignment Duration: Project 2017 – 2022, Assigned 2017 – 2022 Owner Contact Information: NCDOT, Josh Pratt PE, 828-779-9752, jpratt@ncdot.gov Design/Construction Value: \$95 Million Project Description: Balfour Beatty’s work extended Military Cutoff Road in Wilmington from Market Street to the US 17 Wilmington Bypass in New Hanover County. The four-mile-long project included grading, 2 million yards of borrow, paving, drainage improvements, sound walls, four new bridges, and culverts north of Market Street. As project manager, Tim was responsible for managing construction, scheduling, and the budget. To minimize impacts to residents and businesses along the busy, urban street during the night. Tim had overall responsibility for scheduling, construction (roadway and structures), budget, and subcontract management. <u>NC-133 (Long Beach Road) to NC-133 (R-3324), Brunswick County, NC</u> Key Personnel Role: Project Engineer Experience with Current Firm: Balfour Beatty Infrastructure Project/Assignment Duration: Project 2013-2016, Assigned 2014-2015 Owner Contact Information: NCDOT, Alex Steward, 910-231-6528, adsteward2@ncdot.gov , Design/Construction Value: \$22 million

Project Description:

Balfour Beatty's work here was to construct a bypass road through green alignment ultimately bypassing the town of Southport. This two-mile-long project included grading, 1 million yards of borrow, paving, drainage improvements, two culverts and two structures. As Project Engineer, Tim managed bridge crews building a two-phase bridge and a single-phase bridge, both over water.

Firm 2: 2010 – 2013 Design Build Coordinator on NCDOT I-485 Interchange Design-Build Project \$7.7M.

Firm 2: 2006 – 2010 various civils projects in the Charlotte area, predominately for NCDOT, ranging in value up to \$20M. including the company's first design-build project for NCDOT, Highway 73 (\$19M)

Firm 3 – 2003 – 2006 estimating various site development projects in northern Virginia, ranging in value up to \$10M.

- 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.
- Supervision of NC 87 at NC-11, if Balfour Beatty is successful on BP18, Tim's duties will be re-assigned, and he will be dedicated to BP18 design and construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Alex Jose Tejero Construction Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Balfour Beatty Infrastructure, Inc.
d.	Years of Experience: With this Firm <u>10</u> Years With Other Firms <u>13</u> Years Firm 1: Balfour Beatty Infrastructure, Inc. –Construction Manager – Responsible for several large complex highway and structures projects, 2014 – present Firm 2: Corman Construction, Crane Operator, 2013 – 2014 Firm 3: American Bridge Company, Carpenter Foreman, 2007 - 2013 Firm 4: RE Dudley Construction, Trim Carpenter, 2005 -2007 Firm 5: Skanska, Form Carpenter, 2002 – 2005 Firm 6: Heard Concrete, Carpenter 2000 - 2002
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): ELVIRA M. COLON, Santa Isabel, PR
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: OSHA 30-hour, Certified Crane Operator NCCCO – Lattice Boom Crane, Crane and Rigging Training
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>Harker's Island Bridge (B-4863), Carteret Co., NC</u> Key Personnel Role: Structures Superintendent Experience with Current Firm: Balfour Beatty Infrastructure Project/Assignment Duration: Project 2019 – 2024, Assigned 2019 - 2024 Owner Contact Information: Brad McMannen, PE., btmcmannen@ncdot.gov (252)725-1617 Design/Construction Value: \$59.250,000 Project Description: Project to replace existing bridge # 73, a bridge constructed in 1969 that was functionally obsolete and structurally deficient, as well as the conversion of existing bridge into to a pedestrian bridge. The new fixed-span high-rise bridge utilizes both CFRP and GFRB designed to eliminate deterioration because of steel corrosion. The new structure creates a fixed link to the mainland. The replacement bridge was constructed along a new alignment and is 3,200 feet in length and 39 feet wide with a 45-foot vertical clearance for vessels in the Straits Waterway. The project scope included construction of the new bridge, construction of the bridge abutments and approaches which included new concrete sheet pile bulkheads at each end with embankment fill supported by mechanically stabilized earth wall (MSE) approaches, the demolition of the existing bridge structure. Alex managed all the structures crews. The project was completed 12 months ahead of schedule. <u>US-17 Alt. Bridge Sampit River (SC File No. 2289181), Georgetown., SC</u> Key Personnel Role: Structures Superintendent Experience with Current Firm: Balfour Beatty Infrastructure Project/Assignment Duration: Project 2019 - 2022, Assigned 2019 - 2022 Owner Contact Information: Chris Bourque, P.E., brurqued@scdot.org , (843) 992-9818 Design/Construction Value: \$6,400,000 Project Description: The Project replaced an existing bridge over Sampit River in Georgetown County, SC. that was subject to flooding. Since the bridge is on a heavily traveled road that could not be closed, the bridge was constructed in two phases. Phase one built a portion of the new bridge and associated roadway work east of the existing alignment. Once phase one was completed, traffic was shifted to the completed portion of the new bridge. The old bridge was then removed allowing for the completion of the remaining new bridge. The new bridge is a 3-span 47' wide x 140' Long CIP structure. Alex was responsible for all the structures' operations. The project was completed on time.

Surf City / Topsail Island Bridge #16 (B-4929), Surf City, NC

Key Personnel Role: Structures Superintendent
Experience with Current Firm: Balfour Beatty Infrastructure
Project/Assignment Duration: Project 2017 – 2019, Assigned 2017 - 2019
Owner Contact Information: Trevor Carroll, PE., tkcarroll@ncdot.gov (910) 467-0500
Design/Construction Value: \$57,750,000

Project Description:

The New Surf City Bridge project comprised the replacement of an existing 1954 steel truss swing-span bridge that was functionally obsolete and structurally deficient. The new fixed-span high-rise bridge meets current design standards and improves traffic flow to and from Topsail Island, a popular tourist destination. The replacement bridge is constructed along a new alignment and is 4,000 feet in length and 53 feet wide with a 65-foot vertical clearance for vessels in the Intercoastal Waterway (ICW), eliminating vehicle and vessel traffic delays from the bridge opening and closing. Balfour Beatty opened the new bridge 10 months ahead of schedule in November 2018 and the old bridge was successfully removed by March 2019. Balfour Beatty team overcame limited site access, weight restrictions on existing structures, annual fish moratorium restrictions by deploying temporary bridge access on both approaches, challenging weather conditions (including the aftermath of Hurricane Florence), and enormous tourist traffic. Alex managed the bridge structures crews.

I-140 Wilmington Bypass (R-2633B), Wilmington, NC

Key Personnel Role: Structures Superintendent
Experience with Current Firm: Balfour Beatty Infrastructure, Inc.
Project/Assignment Duration: Project 2013-2017, Assigned 2014-2017
Owner Contact Information: Kevin G. Bowen, P.E., kevin.bowen@volkert.com (919) 796-4024
Design/Construction Value: \$121,883,000

Project Description:


The Wilmington Bypass project extended the I-140 loop around Wilmington from US 421 to Cedar Hill Road, completing the bypass to create a route around the city instead of moving traffic through downtown. The Balfour Beatty team worked in multiple shifts to overcome strict in-water work windows and schedule constraints to deliver the bridge and roadway project on time. The project was three miles long, with 1.5 miles of new bridges and 1.5 miles of roadway. The Wilmington Bypass was recognized as the “Project of the Year” by the Pile Driving Contractors Association of America in 2016, and as “Best Project” in the Highway/Bridge category by ENR Southeast in 2018. As structures superintendent, Alex was responsible for managing structures operations. Alex helped coordination efforts with CSX Transportation to build eight bridges over railroad tracks and maintained railroad access for Duke Energy’s Sutton Power Plant. Though the coal-fired plant was decommissioned, Duke Energy’s large-scale effort to clean up coal fly ash restricted construction access to the site along its tracks. Balfour Beatty re-allocated project resources to accelerate bridge construction over the tracks to maintain continuous coal train access. The utility coordination effort mitigated over 1 year of potential schedule impacts. Overall the project was completed one month ahead of schedule.

2000 – 2013 Various firms working as carpenter up to crane operator on civils projects of all sizes.

- 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.

- Harker’s Island – Structures Superintendent, closing out punch list complete Summer 2024.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Justin Korey Lyles, PE Project Delivery Leader</p>	
<p>b. Role of Key Individual for this Project: Lead Design Engineer</p>	
<p>c. Name of Firm with which you are now associated: Rummel, Klepper & Kahl, LLP (RK&K)</p>	
<p>d. Years of Experience: With this Firm <u>5</u> Years With Other Firms <u>13</u> Years</p> <ul style="list-style-type: none"> RK&K: Project Delivery Leader – Responsible for leading conceptual, detailed design, regulatory permitting, bidding, contract administration, construction observation and engineering while corresponding with respective entities through all project phases, 2019 – Present Davis & Floyd, Inc: Project Manager– Lead planning, design, and implementation of transportation projects, ensuring compliance with industry standards, regulations, and client requirements, 2017 – 2019 Hybrid Engineering, Inc: Project Manager– Responsible for overseeing roadway projects as assigned, 2014 – 2017 SCDOT: Engineer Associate I & II – Assisted in the development, QAQC review, and analysis of transportation engineering plans and projects, 2009 – 2014 Alliance Consulting Engineers, Inc: Engineer Intern – Supported engineering staff by conducting field investigations, collecting data, and assisting in the preparation of project reports and design documents., 2007 – 2009 	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, SC / Bachelor of Science / 2009 / Civil Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2014 / SC / Professional Engineer / 31542 2015 / GA / Professional Engineer / PE040245</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed and Load Restricted Bridge Design-Build Package 2021-1, District 4 - Cherokee, Chester, Fairfield, and Union Counties, SC</u></p> <p>Key Personnel Role: Roadway Design Lead/Engineer of Record Experience with Current Firm: Yes, RK&K Project/Assignment Duration: Project 2021-2024, Assigned 2021-2024 Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566 Design/Construction Value: \$15 Million</p> <p>Project Description: As Lead Designer RK&K is designing eight individual design-build bridge replacements. The scope required to replace the existing bridges includes design efforts from our roadway, bridge, hydrology, and geotechnical staff. RK&K manages the subconsultants in charge of utility coordination, right-of-way, surveys, and permitting. As roadway design lead and engineer of record (EOR), Justin is leading the roadway approach design, in collaboration with the structural, hydrology/hydraulic, and geotechnical design teams, ensuring plans are designed to SCDOT standards and procedures.</p> <p><u>SCDOT Closed and Load Restricted Bridge Design-Build Package 2020-1, District 2 - Abbeville, Greenwood, Laurens, McCormick, and Newberry Counties, SC</u></p> <p>Key Personnel Role: Roadway Design Lead/Engineer of Record Experience with Current Firm: Yes, RK&K Project/Assignment Duration: Project 2020-2022, Assigned 2020-2022 Owner Contact Information: SCDOT, Brad Reynolds, ReynoldsBS@scdot.org, (803) 737-1440 Design/Construction Value: \$18 Million</p> <p>Project Description: RK&K served as the Lead Designer for the replacement of 16 individual bridges located throughout SCDOT. The scope required to replace the existing bridges includes design efforts from our roadway, bridge, hydrology, and geotechnical staff. RK&K managed the subconsultants in charge of utility coordination, right-of-way, surveys, and permitting. As roadway design lead and engineer of record (EOR), Justin led the roadway approach design,</p>	

in collaboration with the structural, hydrology/hydraulic, and geotechnical design teams, ensuring plans were designed to SCDOT standards and procedures.

SCDOT Replace S-77 Bridge over Lemon Swamp and S-385 Bridge over Smith Branch, Bamberg County, SC

Key Personnel Role: Roadway Design Lead/Engineer of Record

Experience with Current Firm: Yes, RK&K

Project/Assignment Duration: Project 2020-2022, Assigned 2020-2022

Owner Contact Information: SCDOT, Megan Groves, grovesme@scdot.org, (803) 737-1210

Design/Construction Value: \$980 thousand

Project Description: As lead roadway engineer, Justin was responsible for roadway design for preliminary, right-of-way and construction phases, coordinating closely with bridge and hydrology/hydraulic design. As a subconsultant, RK&K performed roadway design, hydrology/hydraulic design, utility coordination, and construction phase services. Meeting SCDOT criteria for low volume bridge replacements allowed RK&K to design the bridges with reduced lane width, shoulder width, and freeboard, reducing costs and environmental impacts.

SCDOT US 378 (Broad St) at S-40 (N. St. Paul's Church Rd) Intersection Improvements, Sumter County, SC:

Key Personnel Role: Project Manager

Experience with Current Firm: Yes, RK&K

Project/Assignment Duration: Project 2022-2025, Assigned 2022-2025


Owner Contact Information: SCDOT, Jack Blackwell, blackwelljc@scdot.org, (803) 737-0209

Design/Construction Value: \$233 thousand/ \$1.6 million

Project Description: As project manager, Justin is providing project oversight to ensure the design team achieves SCDOT's goals for project deliverables, quality, schedule, and budget. RK&K is providing preliminary, right-of-way, and final construction plan development and associated design and coordination services. This intersection requires close coordination with an adjacent church and nearby Shaw Air Force Base.

- 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.
Justin is not required to be on-site during construction. However, he will attend all routine project meetings in person.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Dirk Leo van Oostendorp MBA CChem FRSC FICorr Director of Engineering</p>	
<p>b. Role of Key Individual for this Project: Cathodic Protection Specialist</p>	
<p>c. Name of Firm with which you are now associated: Corrpro Companies Inc.</p>	
<p>d. Years of Experience: With this Firm <u>7</u> Years With Other Firms <u>33</u> Years</p> <p>Corrpro Companies, Inc.: Director of Engineering – Responsible for technical oversight and support to Corrpro’s engineering teams at 11 regional offices across the USA, 2017-Present</p> <p>Penspen, Inc.: Director of Asset Integrity (Americas) – Responsible for regional offices in USA, Mexico and Chile, providing technical support to clients in the energy, oil & gas and mining industries, 2015-2017</p> <p>Xodus Group, Inc.: Global Technical Authority – Materials & Corrosion – Responsible for technical guidance as SME to company’s offices in USA, Europe and Middle East on all matters pertaining to corrosion prevention, 2011-2015</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of Cumbria, Carlisle, UK / Master of Business Administration/ 2022 / International Business Rijksuniversiteit Groningen, Groningen, Netherlands / Master of Science/ 1990 / Physical Chemistry Fairleigh Dickinson University, Teaneck, NJ / Bachelor of Science / 1985 / Mechanical Engineering Rochester Institute of Technology, Rochester, NY / Associate of Applied Science/ 1980 / Chemical Technology</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2006 / AMPP Corrosion Specialist/ 5125 2000 / AMPP Cathodic Protection Specialist/ 5125</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>South Louisiana Flood Protection Authority– West Closure Complex Assessment and Refurbishment</u></p> <p>Key Personnel Role: Senior technical advisor / corrosion SME</p> <p>Experience with Current Firm: Yes, Corrpro</p> <p>Project/Assignment Duration: Project 2022-2023</p> <p>Owner Contact Information: HNTB, Brian Powell, PE, bpowell@hntb.com, (504) 872-3022</p> <p>Design/Construction Value: \$360 Thousand</p> <p>Project Description: Senior technical advisor for review of coatings systems, cathodic protection, and condition of sector gates at Bayou St. John, Seabrook, Bayou Bienvenue, Bayou Dupree and Caernarvon. Corrosion and condition assessment of sector gates. Development of new coating selection and specifications, and design of retrofit galvanic cathodic protection system for sector gates. Work was conducted in close collaboration with the U.S. Army Corps of Engineers and other local regulatory agencies.</p> <p><u>Pearl Harbor – Dry Dock 5 Refurbishment</u></p> <p>Key Personnel Role: Senior technical advisor / corrosion SME</p> <p>Experience with Current Firm: Yes, Corrpro</p> <p>Project/Assignment Duration: Project 2022-2023</p> <p>Owner Contact Information: WSP, Daniel Woodman, PE, daniel.woodman@wsp.com, (206) 431-2261</p> <p>Design/Construction Value: \$160 Thousand</p> <p>Project Description: Project team member and project SME for corrosion and materials selection related to the rehabilitation and refurbishment project for the historic Dry Dock 5 at Pearl Harbor. Work included assessment of existing condition of dry dock structures, review of corrosivity of operating environment, materials and coating selection for marine structures, and design of cathodic protection systems to meet 50-year design life of structures.</p>	

Aramco Pipeline Integrity and Assessment**Key Personnel Role:** Senior technical advisor / project sponsor**Experience with Current Firm:** Yes, Corrpro**Project/Assignment Duration:** Project 2019-2020**Owner Contact Information:** Saudi Aramco, Naim Dakwar, naim.dakwar@aramco.com, +966 (0)13 874-1307**Design/Construction Value:** \$240 Thousand**Project Description:**

Senior technical advisor for Direct Assessment (ECDA, ICDA, SCCDA) pilot project for Saudi Aramco' pilot project covering 5 pipeline segments of varying age and operating history. Included corrosion assessment, field surveys on gas, oil and products pipelines, hydraulic modeling, and in-situ non-destructive testing to determine fitness for service and remaining strength.

- 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.

Dirk is not required to be on-site during construction. However, he will attend all routine project meetings in person.



Appendix B

Work History and Quality Forms


(Section 3.5.1)



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Balfour Beatty Infrastructure, Inc. Prime Contractor

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 Balfour Beatty 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 Balfour Beatty (in thousands)
Name: CATS LYNX Blue Line Extension Civil 2A – Segment A Location: Charlotte, NC	Lead Contractor: Balfour Beatty Infrastructure, Inc. Blythe Development JV, Balfour Beatty was the managing entity.	Name of Owner: City of Charlotte, NC (Charlotte Area Transit – “CATS”) Client Manager: Jill Brim, P.E. Phone: (704) 336-2267 Email: jmbrim@charlottenc.gov	Construction: 10/2018	\$133M	\$73.2M (55%/45% JV)
g. Narrative describing the work performed by Balfour Beatty					
<p>Overview:</p> <p>Blue Line Extension (BLE) Civil Segment A - civil work for construction of Charlotte’s double-track light rail transit system extends the existing Blue Line light rail 4.53 mi to the northwest, from Seventh Street between N. College and N. Brevard Streets to just north of Old Concord Road Station, Charlotte, NC.</p> <p>Scope included nine (9) railway and <u>roadway bridge structures</u>, demolition of existing bridge, <u>rehabilitation of bridge superstructure</u>, jack and tunnel box culvert under live railroad tracks, jack and bore at numerous locations for storm drainage and wet utilities, thirteen (13) retaining & noise walls, extensive temporary sheet pile walls, <u>cathodic protection</u>, installation of stray current monitoring system, 300,000CY borrow, erosion control, clearing & grubbing, excavation/grading, contaminated soil removal, treatment of contaminated water, drainage pipe & structures, asphalt milling & paving, subsurface plumbing, traffic control, traffic signals, water & sewer line relocations, existing freight track relocations, track removal, building foundation demolition, building underpinning, temporary shoring, and dewatering. <u>Utility relocations by others were scheduled and coordinated by Contractor.</u></p> <p>Balfour Beatty also constructed 6 of the stations along the CATS Blue Line Extension including utility relocation, earthwork, retaining walls, station foundations, OCS foundation installation, and COMS and power conduit installation. At the 36th Street Station BBII also constructed the elevated station platform. Work at each of the stations involved close coordination with numerous City and County permitting and inspection agencies as well as coordination with BBII’s own Track & Systems team to ensure that all work was performed within the tight tolerances necessary.</p> <div><p>Relevance to BP 18:</p><ul style="list-style-type: none">▪ Nine bridges on new alignment▪ Demolition of existing structure▪ Rehabilitation of bridge deck▪ Cathodic protection installation▪ Complex MOT▪ Difficult access▪ Working around utilities▪ Soldier pile, sheet pile, grouted anchoring systems</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Balfour Beatty’s performance on the project to identify Balfour Beatty with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Balfour Beatty has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Balfour Beatty worked closely with CATS to develop alternate concepts for construction staging throughout the project to ensure that the revenue service date was not delayed, and coordinated with Norfolk Southern and utilities.					
i. Quality Initiatives. Discuss Balfour Beatty’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.					
Balfour Beatty assigned a full time Construction Quality Manager (CQM) for duration of construction. Project won several award including ENR Southeast Region Award of Merit (Transit) 2018, and the NCDOT MOB Award 2019.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Balfour Beatty shall provide a detailed explanation below.					
None					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Balfour Beatty Infrastructure, Inc. Prime Contractor

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify STV Incorporated’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Balfour Beatty Infrastructure, Inc. (in thousands)
Name: Harkers Island Bridge Replacement Project Location: Harkers Island, North Carolina	Lead Contractor: Balfour Beatty Infrastructure, Inc.	Name of Owner: North Carolina Department of Transportation (NCDOT) Project Manager: Brad McMannen, P.E. Phone: (252) 725-1617 Email: btmcmannen@ncdot.gov	Construction: 6/2024	\$59,250	\$59,250
g. Narrative describing the work performed by Balfour Beatty					
<div><p>Overview: As the general contractor, Balfour Beatty was responsible for construction of the new NCDOT Harker’s Island Bridge to replace existing bridge # 73, a bridge constructed in 1969 that was functionally obsolete and structurally deficient, as well as the conversion of bridge #96 to a pedestrian bridge. The new fixed-span high-rise bridge utilizes both CFRP and GFRB in an attempt to eliminate deterioration as a result of steel corrosion. The new structure creates a fixed link to the mainland for Island natives. The replacement bridge was constructed along a new alignment and is 3,200 feet in length and 39 feet wide with a 45-foot vertical clearance for vessels in the Straits Waterway. The existing bridge included a movable span that was prone to malfunction and in recent cases, stranded island natives on the island, and the new structure would eliminate vehicle and vessel traffic delays from the bridge opening and closing.</p><p>Scope: The project scope included construction of the new bridge, construction of the bridge abutments and approaches which included new concrete sheet pile bulkheads at each end with embankment fill supported by mechanically stabilized earth wall (MSE) approaches, the demolition of the existing bridge structure, and finally the conversion of the existing bridge #96 to a pedestrian bridge with a new parking area constructed at the approach to the old structure. Construction of the new bridge was facilitated using temporary work bridges spanning environmentally sensitive wetlands and eliminating the scheduling and access restraints typically associated with end-on construction.</p><div><ul style="list-style-type: none">Phase One included construction of the new 28-span bridge and the approaches including concrete sheet pile bulk heads and MSE embankment.In Phase Two, connected the new bridge to the existing roadways was completed and traffic was switched over to the new bridge.During Phase Three, Balfour Beatty removed the existing bridge #73, and converted the existing bridge #96 into a pedestrian bridge. A parking area was constructed in the foot print of the old bridge approach and tied in to the adjacent Public Boat Ramp.</div></div> <div><div><p>Relevance:</p><ul style="list-style-type: none">Bridge over waterway constructionGFRP and CFRPComplex MOTEnvironmentally sensitive areaDifficult/ limited access solved with temporary work Bridge Trestle accessStructure Demolition & RefurbishmentCompleted 1 year earlyAlex Tejero – Structures Superintendent</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Balfour Beatty’s performance on the project to identify Balfour Beatty with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Balfour Beatty has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The Harker’s Island Bridge was completed 1 year ahead of schedule, the project is also on track to finish under the original budget. The team worked through several major issues on the project in order to achieve this feat including the use of probing for the pile driving operation in lieu of “pre-drilling”, which saved the NCDOT a great deal of cost, but also sped up the project. The team was working with brand new materials in the CFRP and GFRP and mitigated the risks associated with this new project with clear communication and coordination with the designers and working through issues to find solutions such as a manufacturers limitation on the length of “bent” bars that forced the team to draw up all new rebar details adding splices to get the length needed. There were many other issues that were tackled, but the main focus was always on clear constant communication and transparent correspondence.					
i. Quality Initiatives. Discuss Balfour Beatty’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.					
The encountered anomalies within both the piles and the girders on the project as a result of the prestressing. The CFRP strand that was used reacted differently that the engineer on record had expecting and in the case of the Girder, a new strand layout had to be produced after the first round of casting resulted in severe cracking and ultimately failure of the bottom flange. In the case of the piling, the cracking was less severe, but resulted in a need to apply sealant. In both cases the Balfour Beatty team worked quickly to find a solution and get it approved, then quickly to execute the plan and get back on track. In the end, the NCDOT got a quality product and the project stayed on (ahead of) schedule, which could have easily caused major delays. As a result, the project will finish with no claims to resolve.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Balfour Beatty shall provide a detailed explanation below.					
None					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)

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 Designer’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 Designer(in thousands)
Closed & Load Restricted Bridge Package 2021-1 (D-B) Design-Build Cherokee, Chester, Fairfield, Lancaster, and Union Counties, SC	Lead Contractor: Reeves Construction Company Lead Designer: RK&K	South Carolina Department of Transportation Michael Pitts, PE 803.737.2566 pittsme@scdot.org	Construction Complete: 2023 Design Complete: 2023	\$14,947	\$1,753

g. Narrative describing the work performed by Designer.



RK&K is lead designer for eight fast-paced design-build bridge replacements. Using SCDOT’s recently adopted supplemental design criteria for Low Volume Bridge Replacement Projects, RK&K has developed designs for eight bridges ranging from 80 to 130 feet in length. For bridges in a FEMA Zone A area, we obtained “No-Rise” Certifications.

Work under this contract includes replacing the existing bridges and the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. Design services include project coordination and plans; roadway, bridge, seismic, hydraulics, and geotechnical design; utility coordination; right of way services; surveys; and permitting. In addition to the construction of new bridges, the project also includes demolition, removal, and disposal of the existing bridge structures.

Key Project Relevancies

- ✓ Design-Build Delivery
- ✓ Bridge Replacements
- ✓ Cored Slab and Box Beam
- ✓ Demolition
- ✓ Detours
- ✓ Roadway & Structure Design
- ✓ Geotechnical
- ✓ H&H/Drainage / E&SC
- ✓ Traffic / MOT
- ✓ Right of Way Acquisition
- ✓ Utility Coordination
- ✓ Environmental/Permitting
- ✓ Public Involvement

Personnel

RK&K – Chris Jordan, David Peterson, Randall Mungo, Kelly Hawkins, Ricky Ward, Justin Lyles, James Galgano, Kevin Austin

Reeves – James Seybert, Smitty Helms, David Rhodes

	Bridge	Length	Spans	Type
1	S-58 over Little Rocky Creek	120'	30’ - 90’	Box Beam Cored Slab
2	S-300 (North) over Little Rocky Branch Creek	80'	Single	Box Beam
3	S-300 (South) over Little Rocky Branch Creek	90'	Single	Box Beam
4	S-214 over Little Creek	80'	Single	Box Beam
5	S-97 over Goforth Creek	130'	30’-100’	Box Beam
6	S-265 over Manning Creek	90'	Single	Box Beam
7	S-119 over Bear Creek	80'	Single	Box Beam
8	S-87 Delta Rd over Padgetts Creek	100'	Single	Box Beam

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

Exceptional performance on this project began with RK&K’s **technical score of 94** during the design-build selection process. RK&K coordinated with the contractor to develop plans that minimized impacts to: utilities; environmental features; and proposed rights-of-way and easements. To facilitate this minimization, we optimized alignments and profiles, while at the same time adhering to SCDOT guidelines. To date, all plans are in the RFC phase and all design packages have been submitted on schedule. Review comments received have been minimal and responses were completed efficiently.

i. Quality Initiatives. Discuss the Designer’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.

RK&K’s Design Team incorporated several quality initiatives for this project. Our designs added strands in SCDOT standard cored slabs to meet load rating requirements. We incorporated reinforcing for SCDOT’s new MASH Barrier standard into the NC box beam plans and the SCDOT cored slab standards. We detailed superelevated caps as offset from the centerline to correctly locate beams and included extra detailing for cored slabs on skew as SCDOT standards do not accommodate skews. We also incorporated very specific details in AASHTO Ware to meet the Load Rating Guidance document. Our designs minimized right-of-way acquisitions by utilizing slope permissions when possible and by piping ditches in some locations. When overtopping could not be eliminated, we flanked bridges with cross line pipes to match existing headwater. We also performed more borings than were required by PCDM 11 at locations that featured variations in the top of rock elevations.

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

N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Major Sub-consultant – Corrpro Companies Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Major Sub-consultant ’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 Major Sub-consultant’s (in thousands)
FDOT Bridge Corrosion Analysis Location: Florida	Lead Designer: Clem Firlotte	Florida department of Transportation Shannon Deese 352.995.6697 Shannon.deese@dot.state.fl.gov	Ongoing	\$5,000/annually	\$250/annually
g. Narrative describing the work performed:					
<p>Since 1990, Corrpro Companies, Inc. has been a trusted partner of the Florida Department of Transportation (FDOT), delivering expert corrosion analysis, recommendations, and cathodic protection systems to mitigate and control reinforcing steel corrosion on over 50 bridge substructures located in coastal areas. With a strong commitment to protecting and extending the life of infrastructure, Corrpro leverages its extensive experience and innovative solutions to ensure the safety and reliability of critical assets.</p> <p>Key services include comprehensive corrosion assessments and analysis, customized recommendations for corrosion prevention and control, and specialized consulting for infrastructure in harsh coastal environments. Corrpro also provides design, installation, and maintenance of cathodic protection systems, offering solutions for both galvanic and impressed current cathodic protection, and monitoring and optimization of systems to ensure long-term effectiveness. Additional services include integrity management programs for pipelines and associated infrastructure, advanced inspection techniques and corrosion monitoring technologies, risk assessment and mitigation strategies to ensure pipeline safety, application of protective coatings and linings to prevent corrosion, inspection and maintenance services for coated and lined structures, and expertise in selecting materials suited for coastal and marine environments.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Major Sub-consultant’s performance on the project to identify Major Sub-consultants with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Major Sub-consultants that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Corrpro has worked closely with the Prime Contractor on all projects to complete the scope of work on time without incident and legal action. Corrpro works diligently to ensure cathodic protection materials are ordered and ship to the job site on time. On projects where Corrpro provides corrosion consulting services to a prime consultant, Corrpro organizes and implements a plan that complements the prime consultants schedule to reduce repetitive tasks such as MTC and equipment rental.</p>					
i. Quality Initiatives. Discuss Major Sub-consultant’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>Corrpro authors a QA/QC plan for the corrosion testing, cathodic protection system design, cathodic protection system installation, and system commissioning and energization. Corrpro performs on-site training for installation contractors to ensure QA/QC requirements are met. Corrpro is also responsible for providing record as-built drawings, operation and maintenance manual, and owner training. Corrpro works closely with the prime contractor and project team to meet key schedule milestones and ensure an on-schedule completion.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Major Sub-consultant’s shall provide a detailed explanation below.					
N/A					



Appendix C

Work History and Quality Forms

(Section 3.5.2)





Quality of Past Performance (Section 3.5.2)

Number	Question	Balfour	RK&K
3.5.2 (a)	Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?	No	N/A
3.5.2 (b)	Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.	No	N/A
3.5.2 (c)	Have any design-build projects or projects of similar scope involving the Lead Contractor or Lead Designer been delayed more than 30 days such that liquidated damages were assessed?	No	No
3.5.2 (d)	Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	No	N/A
3.5.2 (e)	Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?	No	N/A
3.5.2 (f)	Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	No	Yes
3.5.2 (g)	Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	No	No

RK&K (In response to **3.5.2 (f)** above) | RK&K offers the following response to the question and as requested within the RFQ.

Project Information	Details
RK&K, Delaware River & Bay Authority (DRBA), Bridge 6	The owner and RK&K engaged in the dispute resolution process of the contract regarding alleged design errors and omissions. The parties were able to resolve this matter at mediation.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Designer – Rummel, Klepper, & Kahl, LLP (RK&K)

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 RK&K’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 RK&K (in thousands)
Name: DRBA Bridge 6 Location: New Castle County, DE	Delaware River & Bay Authority	Name of Owner: Delaware River & Bay Authority Project Manager: David Hoppenjans Phone: 302-571-6300 Email: david.hoppenjans@drba.net	Construction: 02/2020 Professional Services: 12/2019	\$35,000	\$2,600
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company of RK&K, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
RK&K was the Lead Designer. The overall project intent was to add another lane to SB I-295. The design of Bridge 6 was a replacement and widening of the steel superstructure and concrete deck of the bridge with strengthening and widening of the existing concrete piers. The design was performed in RK&K’s Baltimore office.					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.					
3.5.2 (f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions? The owner and RK&K engaged in the dispute resolution process of the contract regarding alleged design errors and omissions. The parties were able to resolve this matter at mediation.					



Appendix D Legal and Financial



3314 Jaeckle Drive, Unit 140
Wilmington NC 28403
910-452-1145

PROPOSER'S AFFIDAVIT OF FINANCIAL CAPACITY

Balfour Beatty Infrastructure, Inc. has the financial capacity and resources necessary to complete the Bridge Package 18, Design Build Project in Horry County as proposed herein. A letter from our bonding company attesting to our good standing and bonding capacity is attached.



Subscribed and witnessed before me this 17th day of June 2024



Notary Public

My Commission Expires

June 11, 2027





May 31, 2024

South Carolina Department of Transportation (SCDOT)
955 Park Street
P.O. Box 191
Columbia, SC 29201-3959

RE: Contractor: Balfour Beatty Infrastructure, Inc.
RFQ: Bridge Package 18 Design-Build Project Contract ID 2662300 Horry County

Balfour Beatty Infrastructure, Inc. requests consideration to provide their services for the referenced project. In this regard, they have asked us to provide a letter outlining evidence of their bonding capacity.

Travelers Casualty and Surety Company of America serves as the lead surety for **Balfour Beatty Infrastructure, Inc.** in a co-surety for a program arranged with the following sureties: Travelers Casualty and Surety Company of America with an A.M. Best Rating of A++ XV, Fidelity and Deposit Company of Maryland (a subsidiary of Zurich Financial Services Group) with an A.M. Best Rating of A+ XV, and Liberty Mutual Insurance Company with an A.M. Best Rating of A XV. Each of these sureties is admitted and licensed to do business in all fifty states and the District of Columbia, as well as serving as an integral part of the overall co-surety program for **Balfour Beatty Infrastructure, Inc.**

This is to advise that as co-surety partners, we have approved bonds on individual projects in excess of \$300,000,000 with a total aggregate bond limit established at \$6,000,000,000. Based on the information provided at this time, adequate backlog and bonding capacity, approximately \$2,124,570,000 remains for **Balfour Beatty Infrastructure, Inc.**

Please understand that authorizations or approval of any bonds are subject to our standard underwriting at the time of the individual bond request, including a review of acceptable bond forms, contract financing, contract terms, and other standard underwriting considerations.

Our consideration and issuance of bonds is a matter solely between **Balfour Beatty Infrastructure, Inc.** and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

Sincerely,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

Michelle Anne McMahon, Attorney-in-Fact



3000 Riverchase Galleria, Suite 600
Birmingham, AL 35244
205.982.4593



Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Michelle Anne McMahon** of **HARTFORD**, **Connecticut**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April**, 2021.



State of Connecticut

City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

On this the **21st** day of **April**, 2021, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2026




Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **31st** day of **May**, 2024 .



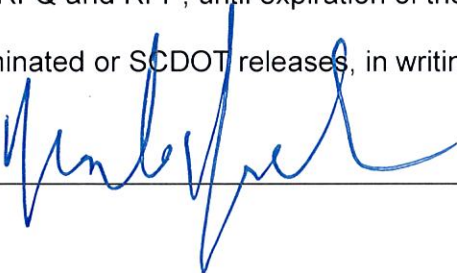

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.

3314 Jaeckle Drive, Unit 140
Wilmington NC 28403
910-452-1145

COMMITMENT OF KEY INDIVIDUALS

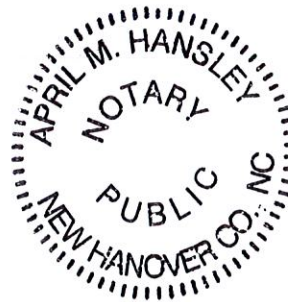
This serves as a written statement that Balfour Beatty's Key Individuals represented on the Project Organization Chart in our SOQ will be available to construct the Bridge Package 18 Design-Build Project, barring any unforeseen circumstances, at the earliest of the times and durations identified in the RFQ and RFP, until expiration of the Warranty Period, or such earlier date as the Contract is terminated or SCDOT releases, in writing, such Key Individual from this requirement.


_____ 6/17/2024

Subscribed and witnessed before me this 17th day of June 2024


Notary Public

My Commission Expires June 11, 2027





South Carolina Department of Transportation

Columbia, South Carolina

South Carolina Department

Of

Transportation

Prime Contractor

Prequalification Certificate

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

VENDOR NAME

BALFOUR BEATTY INFRASTRUCTURE, INC.

Vendor ID:

1BA013

Date Issued:

March 27, 2024

Expiration Date:

March 31, 2025

Approved By:

A handwritten signature in black ink is written over a horizontal line. The signature is stylized and appears to be "B. J. [unclear]". Below the signature, the title "Prequalification and Contracts Coordinator" is printed in a bold, black, sans-serif font.

Prequalification and Contracts Coordinator

Appendix E Organizational Conflicts of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

☒ 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

6-10-2022

Date

MARIE JOHNNIE

Print Name

BALFOUR BEATTY

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:

☒ 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):

B. Keith Skinner
Signature

6/18/2024
Date

Brian Keith Skinner, PE
Print Name

Rummel, Klepper & Kahl, LLP
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

Appendix F Confidential or Proprietary Information Summary List





Appendix F - Confidential or Proprietary Information Summary List

Balfour Beatty, PLC (Contractor) and Rummel, Klepper & Kahl, LLP (RK&K) (Lead Designer) do not hold any of the information in this submittal as confidential or proprietary.



Appendix G Addendum Receipt Forms





South Carolina
Department of Transportation

NOTICE OF RECEIPT
Bridge Package 18
Design-Build – Contract ID 2662300
Horry 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.



PROPOSER's Signature

6-10-2024

Date

MAIZLE JOHNNIE

Printed Name

For: _____
Design-Build Team Name





Appendix H

Key Individual and Contractor/Designer Reference Forms



References from Key Individual Resume Forms

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
jajohnson4@ncdot.gov	Jason	Johnson	Timothy William Friece	NC-87 at NC-11 Interchange (R-2561CA)	Project Manager	Balfour Beatty
jpratt@ncdot.gov	Josh	Pratt	Timothy William Friece	Military Cutoff Road Extension (U-4751)	Project Manager	Balfour Beatty
adsteward2@ncdot.gov	Alex	Steward	Timothy William Friece	NC-133 (Long Beach Road) to NC-133 (R-3324)	Project Manager	Balfour Beatty
btmcmannen@ncdot.gov	Brad	Mcmannen	Alex Jose Tejero	Harker's Island Bridge (B-4863)	Structures Superintendent	Balfour Beatty
brurqued@scdot.org	Chris	Bourque	Alex Jose Tejero	US-17 Alt. Bridge Sampit River (SC File No. 2289181)	Structures Superintendent	Balfour Beatty
tkcarroll@ncdot.gov	Trevor	Carroll	Alex Jose Tejero	Surf City / Topsail Island Bridge #16 (B-4929)	Structures Superintendent	Balfour Beatty
kevin.bowen@volkert.com	Kevin	Bowen	Alex Jose Tejero	I-140 Wilmington Bypass (R-2633B)	Structures Superintendent	Balfour Beatty
pittsme@scdot.org	Michael	Pitts	Justin Korey Lyles	SCDOT Closed and Load Restricted Bridge Design-Build Package 2021-1	Roadway Design Lead/EOR	Rummell, Klepper & Kahl
ReynoldsBS@scdot.org	Brad	Reynolds	Justin Korey Lyles	SCDOT Closed and Load Restricted Bridge Design-Build Package 2020-1	Roadway Design Lead/EOR	Rummell, Klepper & Kahl
grovesme@scdot.org	Megan	Groves	Justin Korey Lyles	SCDOT Replace S-77 Bridge over Lemon Swamp and S-385 Bridge over Smith Branch,	Roadway Design Lead/EOR	Rummell, Klepper & Kahl
blackwelljc@scdot.org	Jack	Blackwell	Justin Korey Lyles	SCDOT US 378 (Broad St) at S-40 (N. St. Paul's Church Rd) Intersection Improvements	Project Manager	Rummell, Klepper & Kahl
bpowell@hntb.com	Brian	Powell	Dirk Leo van Oostendorp	South Louisiana Flood Protection Authority– West Closure Complex Assessment and Refurbishment	Senior Technical Advisor	Corrpro
daniel.woodman@wsp.com	Daniel	Woodman	Dirk Leo van Oostendorp	Pearl Harbor – Dry Dock 5 Refurbishment	Senior Technical Advisor	Corrpro
naim.dakwar@aramco.com	Naim	Dakwar	Dirk Leo van Oostendorp	Aramco Pipeline Integrity and Assessment	Senior Technical Advisor	Corrpro



Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1					
brurqued@scdot.org	Chris	Bourqie	SCDOT	US-17 Alt Sampit River Bridge Replacement	Balfour Beatty
tkcarroll@ncdot.gov	Trevor	Carroll	NCDOT	Surf City Bridge Replacement	Balfour Beatty
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	RK&K
mathismw@scdot.org	Mark	Mathis	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	RK&K
References from 3.5.1					
brurqued@scdot.org	Chris	Bourqie	SCDOT	US-17 Alt Sampit River Bridge Replacement	Balfour Beatty
jmparkerjr@ncdot.gov	Michael	Parker	NCDOT	NCDOT I-295 Fayetteville Outer Loop, NC D-B	Balfour Beatty
tkcarroll@ncdot.gov	Trevor	Carroll	NCDOT	Surf City Bridge Replacement	Balfour Beatty
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	RK&K
ReynoldsBS@scdot.org	Brad	Reynolds	SCDOT	SCDOT Closed & Restricted Bridge Package 2020-1 D-B	RK&K
mcwatson@ncdot.gov	Malcolm	Watson	NCDOT	26 NCDOT D-B Projects (\$2.4B), including 70 Low Volume bridges	RK&K
References from Work History Forms and 3.5.1					
jmbrim@charlottenc.gov	Jill	Brim	City of Charlotte	CATS LYNX Blue Line Extension Civil 2A – Segment A	Balfour Beatty
btmcmannen@ncdot.gov	Brad	Mcmannen	NCDOT	Harkers Island Bridge Replacement Project	Balfour Beatty
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	RK&K
shannon.deese@dot.state.fl.gov	Shannon	Deese	FDOT	FDOT Bridge Corrosion Analysis	Corrpro
References from 3.5.2 (c) - Appendix C					
RK&K					
david.hoppenjans@drba.net	David	Hoppenjans	Delaware River & Bay	DRBA Bridge 6	RK&K



N/A

Appendix I Unique Entity ID Documentation





Statement of Qualifications



3314 Jaeckle Drive

Wilmington, NC 28403



910.452.1145



balfourbeatty.com

Balfour Beatty | **RK&K**