



Statement of Qualifications



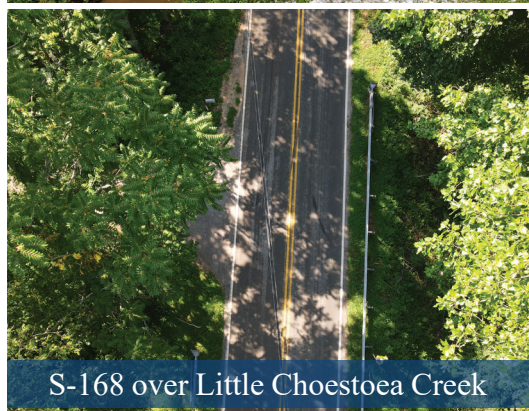
S-197 over South Tyger River



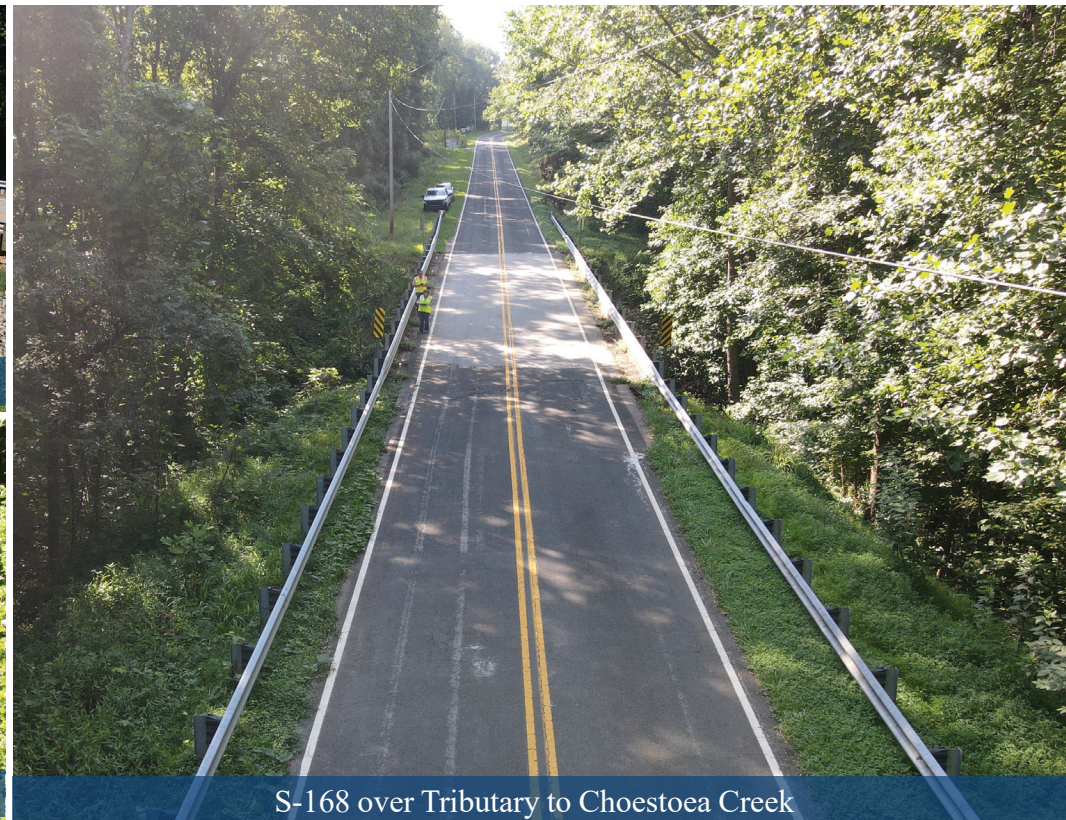
S-51 over Snow Creek



S-133 over Little Cane Creek



S-168 over Little Choestoea Creek



S-168 over Tributary to Choestoea Creek

Bridge Package 21

Design-Build Project

Oconee and Spartanburg Counties, South Carolina | Contract ID 5368980

July 22, 2025

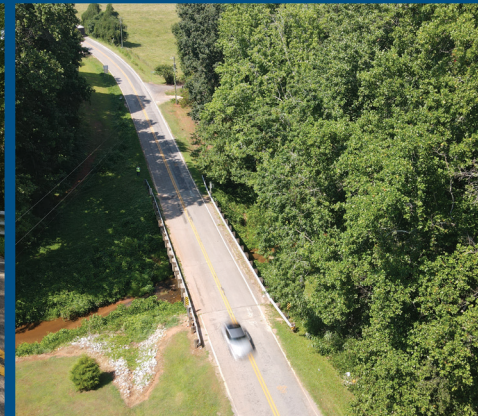


This document is bookmarked for your convenience.

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

*To return to your previous location,
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Narrative



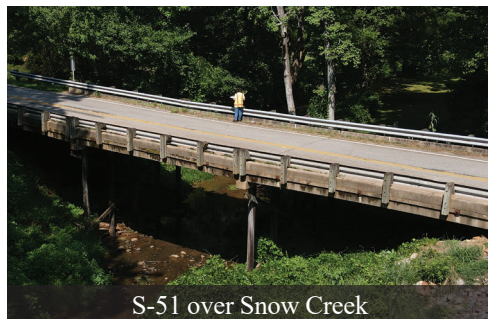


3.2 INTRODUCTION

3.2.1 Contracting Entity | Wright Brothers Construction

Company, Inc (Wright Brothers) will serve as the Contracting Entity and be responsible for the successful delivery of the Bridge Package 21 Design-Build (D-B) Project. In business since 1961, Wright Brothers is recognized as one of the largest civil contractors in the Southeastern

United States. Based out of Charleston, TN with projects located across the Southeastern United States, Wright Brothers is a regional full-service heavy civil construction company with substantial design-build experience including 15 projects totaling \$500M. In the last 10 years alone, Wright Brothers has completed over **\$1.46B in heavy civil, highway, concrete structures, and paving contracts**, and built **more than 150 bridges** with project contract values ranging in size from \$100k to \$250M. **Wright Brothers is teamed with Reeves Construction as a dedicated subcontractor for this project.** This arrangement is designed to maximize resources and capitalize upon geographical advantages for the SCDOT Bridge Package 21. Our goal of maintaining a successful design-build history and partnership is met by enlisting the design expertise, experience, and resources of **Rummel, Klepper & Kahl, LLP (RK&K)**. RK&K brings a resume of over 60 design-build projects totaling more than \$3.6 Billion in construction value. As Lead Designer, 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.



S-51 over Snow Creek

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

Wright Brothers Construction Company, Inc.
1500 Lauderdale Memorial Hwy, Charleston, TN 37310
423.336.2261 | wbcci.com

Authorized Representative to Sign Contract
J. Mitchell Simpson, PE

Lead Contractor:
Wright Brothers Construction Company, Inc.



POC - Contracting Entity & Procurement:
Ethan Robert Brown, PE, DBIA
1500 Lauderdale Memorial Hwy, Charleston, TN 37310
423.336.2261(phone) | 423.790.4015(mobile)
ebrown@wbcci.com

3.2.4 Unique Entity ID: EL28S7KEZDS3

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



POC - Christopher Eric Jordan, PE, DBIA
1201 Main Street, Suite 1400, Columbia, SC 29201
803.766.7240 (phone) | 803.445.9158 (mobile)
cjordan@rkk.com

3.2.4 Unique Entity ID: H65ZV5HPXEE8

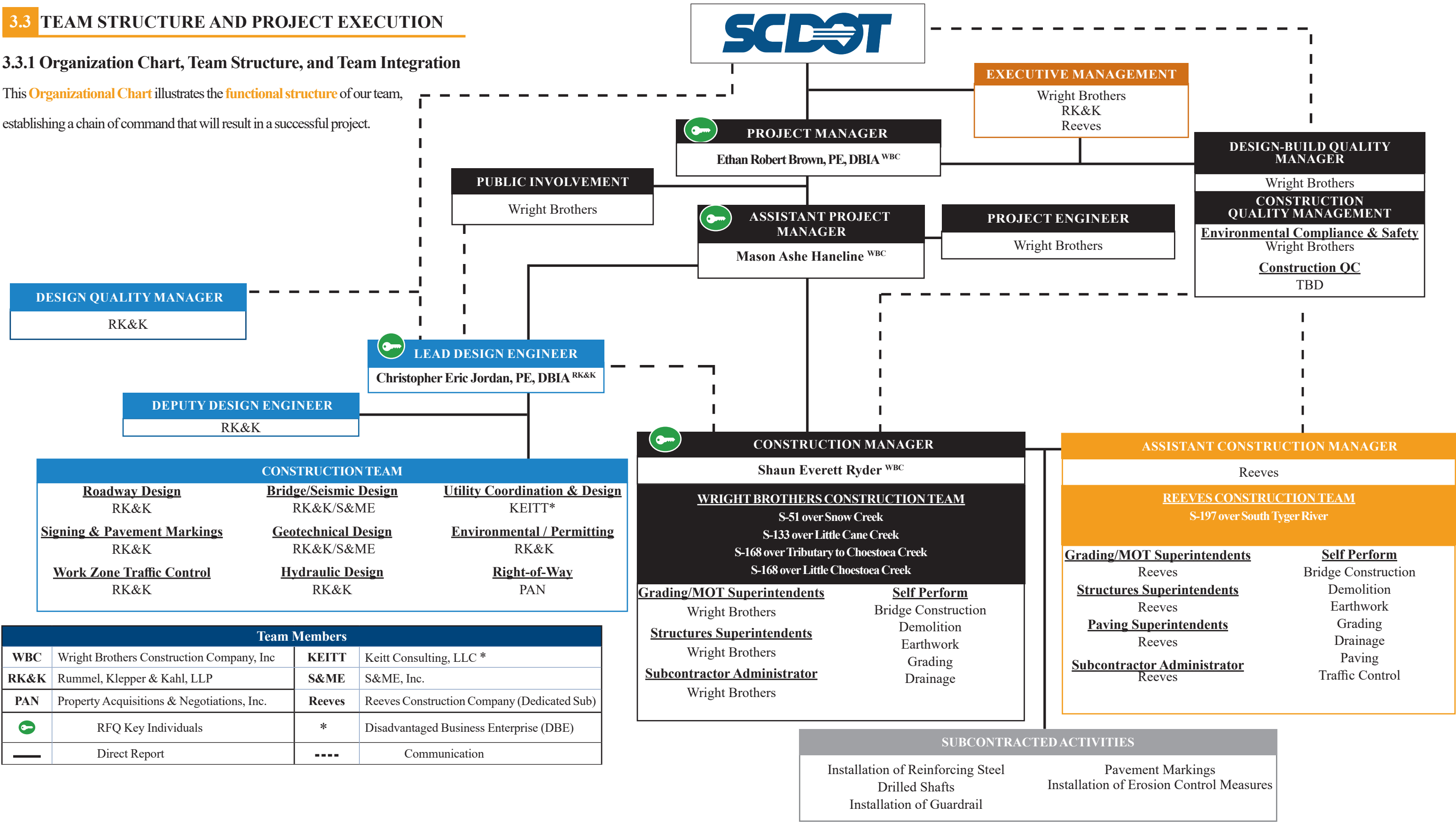
3.2.5 Commitment of Key Individuals | Our Key Individuals are **fully committed to this Project**, driven to exceed SCDOT's quality and schedule expectations, and are **available for the duration of the Project**. Our Team is also committed to providing all resources and personnel required to successfully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



3.3 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.



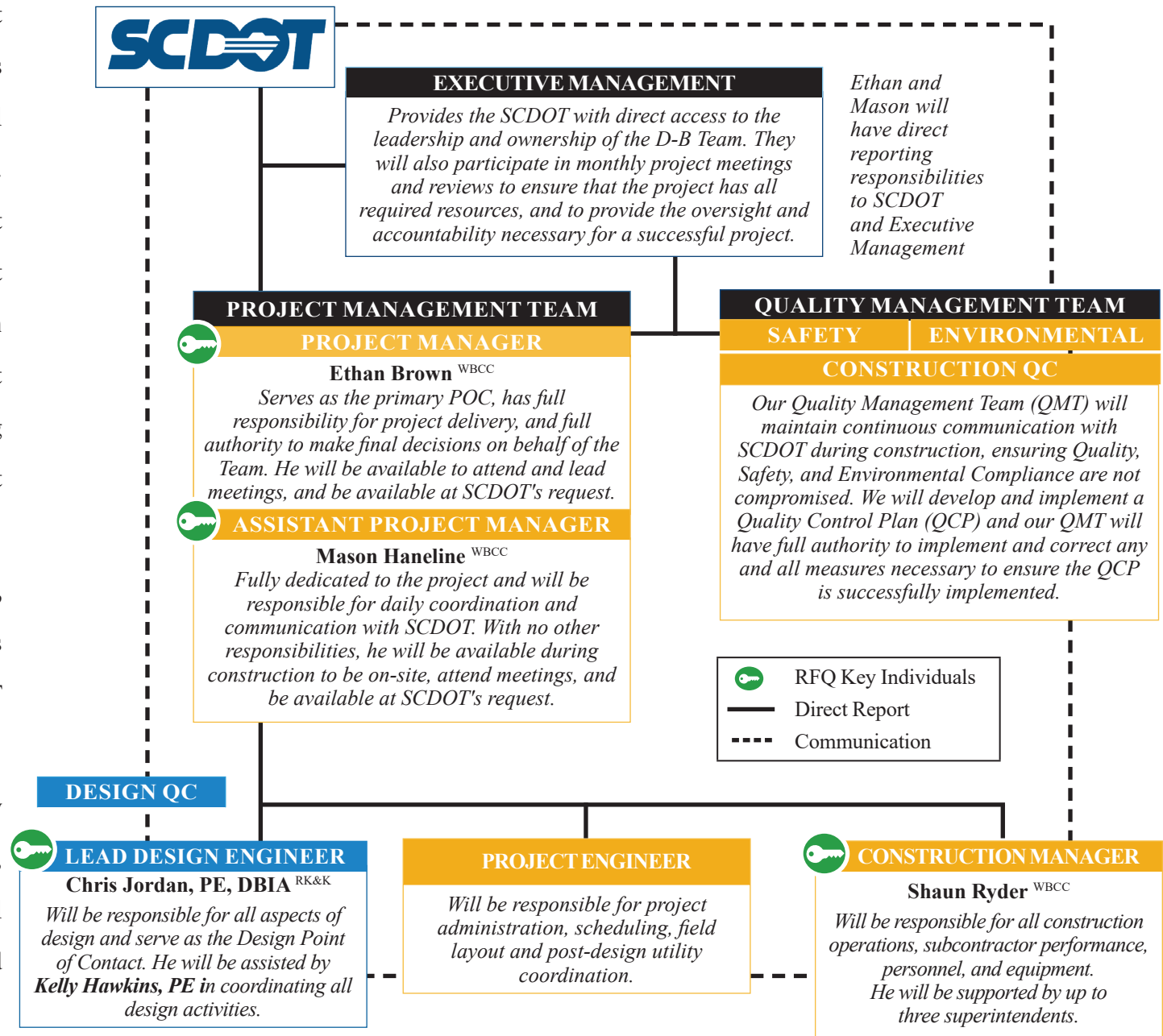


Team Integration | The adjacent illustrates significant functional relationships and how our proposed organization will seamlessly function as an integrated team.

Ethan Brown will serve as the Project Manager and will be the contractual point of contact for SCDOT, allowing **Mason Haneline** to focus on Assistant Project Manager responsibilities, while maintaining daily communication with the Department during construction.

With Construction Manager **Shaun Ryder**, this group will be working in the same roles they are currently performing on SCDOT DB Bridge Package 31.

This Team is ready to integrate seamlessly with RK&K as a lead design consultant, building on over 15 years of successful coordination between Wright Brothers and RK&K on alternative delivery projects.





Firms and Key Individuals Working Together and Teaming Success |

Wright Brothers and **RK&K** are a proven team as demonstrated by our **nearly two decades** of seamless partnership and the successful design-build projects we have designed and constructed together. This includes NCDOT's \$54M Long Shoals Road I-26 Interchange; \$255M, 16.7-mile US 64 Asheboro Bypass; \$182.5M, I-73; and multiple low impact bridges. With a history of working together, there will be no learning curve.

Additionally, Reeves and RK&K have successfully teamed on SCDOT's District 2 (2020-1) and District 4 (2021-1) CLRB Packages. *The table to the right illustrates these successful teaming relationships. References for these projects are included in [Appendix H](#).*



TDOT | I-75 Interchange at I-24 Phase 2 Design-Build | Hamilton County, TN (2022-2026)

Description	\$191M, Modifies the I-75 interchange at I-24, widens the I-24 and I-75 roadway in each direction, and replaces bridges at I-24 at McBrien Road, I-24 at S. Moore Road, and I-75 over the CSX Railroad.
Teaming & Collaboration	Wright Brothers: Lead Contractor for the entire project. RK&K: Lead Designer for the entire project .
Team Members	Wright Brothers: Ethan Brown RK&K: Keith Skinner, David Peterson, Tina Swiezy, Byron Holden, Stuart Samberg, Kevin Austin
References	TDOT, Jeff Blevins, PE, 423.510.1218, jeff.blevins@tn.gov

NCDOT | Division 13, Year 2 Low Impact Bridge Replacements Design-Build | Division 13, NC (2013 - 2016)

Description	\$7.4M, 10 low impact bridges replacements which were part of one Express Design-Build Contract.
Teaming & Collaboration	Wright Brothers: Lead Contractor for the entire project. RK&K: Lead Designer collaborating throughout pursuit, design, and construction.
Team Members	Wright Brothers: Shaun Ryder RK&K: David Peterson, Brandon McInnis, Tina Swiezy, David Ward, Keith Skinner
References	Construction: NCDOT, Jody Lawrence, 828.776.5005, jrlawrence@ncdot.gov Design: NCDOT, Eileen Fuchs, 919.707.6613, eafuchs@ncdot.gov

NCDOT | US 64 Asheboro Bypass Design-Build | Asheboro, NC (2015-2020)

Description	\$255M, 16.7-mile project included the construction of 23 new bridges, 12 culverts, and a 1,600-foot long sound barrier.
Teaming & Collaboration	Wright Brothers: Joint Venture Partner and Contractor. RK&K: Lead Designer Collaborating throughout pursuit, design, and construction.
Team Members	Wright Brothers: Shaun Ryder RK&K: David Peterson, Keith Skinner, David Ward, Pete Stafford, Tina Swiezy
References	NCDOT, Reuben Blakeley, PE, 910.773.8027, rblakley@ncdot.gov

NCDOT | Long Shoals Road Interchange Design-Build | Buncombe County, NC (2007-2011)

Description	\$54M, Design and construction of 1.01 miles of Long Shoals Road, 0.70 miles of I-26, and the reconstruction of the I-26 / LSR Interchange, including a 256-foot single span steel girder bridge containing 1,500 CY of reinforced concrete.
Teaming & Collaboration	Wright Brothers: Lead Contractor for the entire project. RK&K: Lead Designer for the entire project.
Team Members	Wright Brothers: Shaun Ryder RK&K: Keith Skinner, David Peterson
References	NCDOT, Rick Tipton, 828.776.2791, rtipton@gfnet.com



3.3.2 Project Resources, Strategies, and Execution | The below table outlines our team's understanding and approach to this important project and associated challenges for each bridge site identified in the RFQ.




BRIDGE PACKAGE 21 CHALLENGES AND APPROACH		
Site 1: S-197 over South Tyger River		Site 2: S-51 over Snow Creek
Site 4: S-168 over Tributary to Choestoea Creek		Site 5: S-168 over Little Choestoea Creek
SITE	CHALLENGES	APPROACH
1, 2, 3, 4, 5	Overhead Power & Telecom Conflicts or Constraints	<ul style="list-style-type: none"> Investigate clearances and determine potential conflicts to identify and prioritize potentially critical relocations. Consider easement needs in development of the project design and schedule against mitigating conflicts on site.
3	Overhead Transmission Lines	<ul style="list-style-type: none"> Utilize active coordination strategy used successfully by WBC and Keitt Consulting with Duke on Package 31 to engage with Central Electric as a stakeholder on the project. Develop a design and construction approach to eliminate or minimize impacts to the transmission lines, whether via scheduled outages or low-overhead construction.
3, 5	Underground Telecom Conflicts (ATT, Buried Fiber)	Maintain aggressive coordination efforts to ensure earliest relocation. Assess schedule risk and place appropriately in overall schedule.
1, 5	Utilities Attached to Bridge	Investigate feasibility of disconnect or temporary relocation to accelerate construction and facilitate replacement elsewhere on the ROW or on the new bridge.
1, 2	Gas Line Crossings	Acquire and maintain accurate locations and communicate with owner regarding any special pipeline requirements prior to design and construction.
1, 2	Curved / Hard Curve Approaches	Evaluate potential ATCs to improve alignment and constructability.
2, 5	Landowner/Property Access Issues	Optimize design to reduce required ROW and minimize property impacts.
2, 5	Significant Bank / Ditch Erosion	<ul style="list-style-type: none"> Analyze preliminary models to ensure they match survey data for natural and existing conditions. Optimize proposed condition models to improve hydraulic performance and meet SCDOT hydraulic design criteria.
3	Significant Rock / Rock Outcropping	Address risk of potentially difficult excavation through analysis of available geotechnical data, WBC's specialized experience in rock drilling, shooting, and excavation across the Southeast, and the local expertise of S&ME.
4	Access - Steep / Narrow Embankment	Consult experienced construction managers and trusted drilling subcontractors to determine feasible methods for safe access.
1, 2, 3, 4, 5	Long Box Beams Proposed for Channel Spans	<ul style="list-style-type: none"> Investigate the feasibility of ATCs to optimize bridge span length and superstructure types. Utilize specialized equipment, such as WBC's beam launcher, to minimize cost and resolve access concerns for large cranes.

Capacity and Available Resources

Wright Brothers 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

	 WRIGHT BROTHERS	 REEVES	
Capacity	<ul style="list-style-type: none"> WBC's robust equipment fleet featuring 86 excavators, 19 cranes, 75 bulldozers, 55 loaders, 11 graders, 50 rollers, and 66 off-road trucks, ensures the efficient and timely execution of complex infrastructure projects under the most challenging conditions. Personnel resources include 18 bridge crews, 40 grading crews, five utility crews, and two paving crews. Out of 725 current craft employees, approximately 40% have availability to address the needs of this project. WBC maintains outstanding safety records. WBC has received no OSHA citations within the last five years. We have received numerous safety awards (Page 9). 	<p><i>*Reeves will serve as a dedicated subcontractor for this project</i></p> <ul style="list-style-type: none"> 350+ staff in the Carolinas; 1,000+ company-wide Equipment fleets including R/T cranes, crawler cranes, pile hammers, deck screeds, dozers, excavators, and asphalt pavers Four asphalt plants in the upstate. Each site is within reach of Reeves service area and Site S-197 within 15 minutes of Duncan plant. 	<ul style="list-style-type: none"> 300+ staff in the Carolinas; 1,800+ firm-wide 37-person South Carolina design staff Key Team members in Columbia 238 D-B bridges in the Carolinas, including 121 over water \$3+ billion in Design-Build awards as Lead Designer in the Carolinas
Self-Perform	<ul style="list-style-type: none"> Demolition Bridge Construction Earthwork and Grading Drainage 	<ul style="list-style-type: none"> Demolition Bridge Construction Earthwork and Grading Paving Drainage Traffic Control 	<ul style="list-style-type: none"> Bridge/Seismic design Geotechnical Roadway Hydraulic design Work zone traffic control Signing and pavement markings
Strategies to Implement Available Resources	<ul style="list-style-type: none"> To optimize the Project Schedule, the WBC Team will determine priority bridges based on critical factors such as: environmental permitting, utility coordination, ROW and easement needs, geotechnical analysis for multiple bents, stakeholder commitments Based on our bridge package experience, it will be key to advance RFC plans for bridges that may have the soonest NTP for Construction to reduce cost escalations and accelerate the overall schedule. The sequence of design and construction will follow such that NTP for the next bridge is received before the prior bridge is complete, so crews and equipment may move smoothly from one site to the next and so on. The WBC Team will continue to advance designs of additional bridges such that, if additional crews become available, we may be able to work multiple sites. With easily accessible detour routes, we anticipate concurrent design and construction of the S-168 bridges so that they may be constructed efficiently with shared resources. 		<ul style="list-style-type: none"> Experienced Lead Design Engineer and Assistant Design Engineer Staffing resources to commit multiple design teams to meet and accelerate the design schedule, as needed Use of a fully refined design and QC process for delivering bridge replacement packages Understanding of SCDOT design submittal/ review process, policies, and procedures Self-performing all critical design functions

Strategy for Implementation of Resources | Wright Brothers and Reeves have formed this partnership to provide the resources that will execute an efficient, on-time, cost-effective, and ultimately successful delivery of Bridge Package 21. Both Wright Brothers and Reeves maintain multiple crews in the region, who are capable of constructing the assigned sites concurrently and on an accelerated schedule. Selection of the sites for each member of the team has been made based upon our respective strengths. Wright Brothers has the ability to self-perform all major work disciplines; including grading, paving, drainage, bridges, walls, rock blasting, and culverts and can draw from a labor pool of 725 employees that includes engineers, construction managers, project managers, skilled operators,

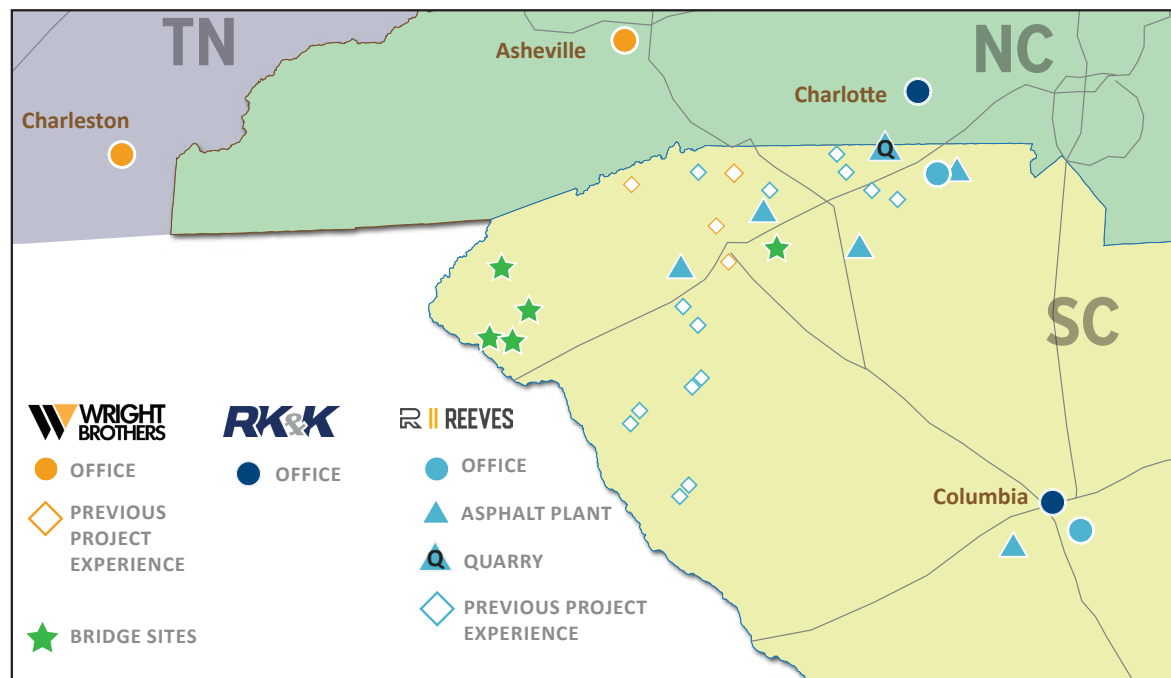


surveyors, and other skilled construction workers. Wright Brothers equipment resources include over 500 pieces of heavy construction equipment. These valuable internal resources, teamed with capable and trusted subcontractors, will allow us to effectively drive the schedule on this project. **Baxter McLean, PE MBA** will serve as Reeves Construction Manager for Site 1: S-197. Baxter will operate from Reeves' Structure office in Blacksburg, SC. The locations of our Team's offices and resources allow an optimal project management approach that facilitates seamless integration, communication, and challenge resolution as a partner with SCDOT.

Ideal Geographical Location | This D-B Bridge Package is optimally located for our team, with Wright Brothers (**Charleston, TN**), RK&K (**Columbia, SC**), and Reeves (**Duncan, SC**), as well as other consultant members of the Wright Brothers team (most of which are located in Columbia, SC)

Wright Brothers maintains permanent office locations in three states, with the closest to Package 21 conveniently located in Asheville, NC. This office location offers the resources of over 200 craft employees, equipment mechanics, and project management personnel. Our established history of work in the region offers our Team immediate geographic familiarity with reputable material suppliers and subcontractor partners.

The map highlights our Team's extensive experience within the local area with previous projects, demonstrating our strong understanding of regional conditions, standards, and stakeholder expectations. This geographical familiarity allows us to anticipate challenges and streamline project delivery.





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



ETHAN ROBERT BROWN, PE, DBIA | PROJECT MANAGER ([Ethan's Resume](#))

- 11 years' experience in the management of Alternative Delivery projects ranging from \$2M to \$1.15B.
- Currently leading the D-B Team on \$13M SCDOT Bridge Package 31, which includes four bridge replacements in Spartanburg and Greenville County, SC, including three 1-2 span cored slab and box beam bridges ranging from 50' to 130' in length, similar to the bridges on Package 21, and one rolled steel girder bridge. One of the Package 31 bridges will utilize pre-cast substructure to accelerate construction.
- Experience also includes the management of all phases of complex bridge replacement projects such as: \$161M TDOT D-B I-75 at I-24 Interchange with RK&K.



MASON ASHE HANELINE | ASSISTANT PROJECT MANAGER ([Mason's Resume](#))

- 7 years' experience in management of construction crews, coordinating with Ethan and Shaun on construction projects ranging from \$600K to \$325M.
- Performing as the on-site Assistant PM for construction of WBC's \$13M SCDOT D-B Bridge Package 31. Responsibilities include constructability review, daily task planning, material orders, managing subcontractors, updating the schedule, ensuring QC activities were completed, and coordinating construction RFIs and responses with the EOR.
- Recent experience includes serving as PM on all phases of several complex bridge replacement projects in NC and SC, with up to four concurrent bridges in progress at a time, and a total of 13 bridges completed between 2020 and 2025.

3.4.5 - Design Engineering Team



CHRISTOPHER ERIC JORDAN, PE, DBIA | LEAD DESIGN ENGINEER ([Chris' Resume](#))

- 33 years of SCDOT project and program management, including numerous bridge replacement projects throughout the upstate.
- Lead Design Engineer for Bridge Package 30 (four bridges); and Assistant LDE for CLRB20 (16 bridges), CLRB21 (eight bridges), Bridge Package 17 (six bridges), and I-77 New Exit 26 (Scout Interchange).
- Thoroughly versed in SCDOT's Design-Build requirements, their Project Development Process, the design submittal process, and design procedures and requirements.

3.4.6 - Construction Management Team



SHAUN EVERETT RYDER | CONSTRUCTION MANAGER ([Shaun's Resume](#))

- 27 years' experience in construction industry, 21 years as a Construction Manager/Superintendent.
- Has teamed with Ethan, Mason, and RK&K on Alternative Delivery projects ranging from \$2M to \$245M, and bid-build projects up to \$325M.
- Specializes in complex, constrained, and accelerated bridge projects, serving as the Structures Superintendent on the NCDOT US Hwy 211 Rutherford Bypass project, the \$13M SCDOT D-B Bridge Package 31, and NCDOT's Asheboro Bypass D-B with RK&K.

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 [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 21 bridges.



As individual firms and as a Team, we bring to SCDOT and District 3 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.
Project	Project Features																	
NCDOT Express D-B Bridge Replacements, Division 13 (\$7.4M)	Designed and constructed 10 express design-build bridges	D-B	10	E	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇
NCDOT US 64 Asheboro Bypass and Zoo Connector (\$244M)	24 new bridges and 12 culverts	D-B	24	E	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇
GDOT FY 2018 D-B Bridge Package	Six bridge replacements over water	D-B	6	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇		⬇	⬇	⬇
TDOT I-75 Interchange at I-24 Phase 2 D-B (\$191M)	Three bridge replacements	D-B	3	UW		⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇
Bridge Package 17 D-B Project (\$57.9M) (Reeves is a subcontractor to UIG)	RK&K: Designing six bridges Reeves: Constructing three bridges	D-B	6	⬇	A	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇
SCDOT Bridge Package 30 D-B (\$12.3M)	RK&K: Designing four bridges Reeves: Constructing four bridges	D-B	4	⬇	A	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇

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.

Neither Wright Brothers, nor any individuals or firms, have been suspended, debarred, disqualified from bidding, or declared ineligible within the last five years.

Small Project Award for GDOT's Macon-Bibb Cty. D-B Bridges
SASHTO Quality Life Community Development

2021 Category 9 – D-B for the SR 247 Pio Nono Ave. Bridge Replacement

94
Technical Score
SCDOT's Closed and Load Restricted Bridge D-B Package 2021-1

93
Technical Score
SCDOT's Closed and Load Restricted Bridge D-B Package 2020-1

"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."

~ Michael Pitts, PE, Assoc. DBIA | SCDOT | CLRB 2020-1

Nine-time winner of the TN Road Builders Association (TRBA) Platinum Safety Award

Engineering Excellence Awards
SR 299 ABC Slide-In BR Project

2025 Experience Modification Rating (EMR)
.93

Engineering Excellence Awards
NCDOT Triangle Parkway D-B
NCDOT I-40 Widening D-B
NCDOT Macy Grove Road D-B
NCDOT I-73 / PTI D-B

93
Technical Score
SCDOT Bridge Package 17 Design-Build Project


2023 Design Firm of the Year
Engineering News-Record Mid-Atlantic

Appendix A

Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Ethan Robert Brown, PE, DBIA Alternative Delivery Manager</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Wright Brothers Construction Company, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>2</u> Years</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 65%;"> <p>Wright Brothers Construction Company, Inc.: Alternative Delivery Manager – Ethan's title with Wright Brothers is Alternative Delivery Manager for our Design Build, CMGC, PDB, and P3 operations in the southeastern United States. As such, he is responsible for all aspects of alternative delivery projects including: general management and execution of technical proposal drafting; estimating; pre-construction plan development; administration of subcontracts and purchase orders; planning daily operations; resource allocation of crews and subcontractors; material procurement; maintaining the complete project schedule; change order negotiation; and tracking construction progress. June 2018 - Present</p> <p>Wright Brothers Construction Company, Inc.: Project Manager – His duties included coordinating with the owner, engineers, project superintendent, utilities, and subcontractors to establish and achieve project milestones and production goals through project completion, coordinating on-site crew operations, subcontractors, and material deliveries. He also developed intermediate project schedules and tracked construction progress. 2016 - 2018</p> <p>Hubbard Construction Company: Construction Engineer – Ethan was responsible for structures production tracking and reporting and review of on-site erosion control, operations management, and coordination with superintendents, project managers, and subcontractors. 2015 - 2016</p> </div> <div style="width: 30%; background-color: #e6f2ff; padding: 10px; border: 1px solid #000;"> <ul style="list-style-type: none"> ✓ D-B Delivery ✓ DBB Delivery w/Construction Phase Involvement ✓ Accelerated Bridge Construction (ABC) ✓ Bridge Replacement ✓ Demolition ✓ Flat Slab Bridges ✓ Detours ✓ Traffic Control/MOT ✓ Utility Coordination ✓ Environmental/Permitting ✓ ROW Acquisition ✓ E&SC ✓ Multiple Bridges (on 1 contract) </div> </div>	
<p>e. Education: Georgia Institute of Technology / Atlanta, GA / Bachelor of Science/Civil Engineering,</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2021 / GA / Professional Engineer/PE048196 2024 / DBIA / D-4808</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT 5371680 - DB Bridge Package 31 – Greenville & Spartanburg Counties, SC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Wright Brothers Construction Company, Inc.</p> <p>Project/Assignment Duration: January 2025 – Present</p> <p>Owner Contact Information: SCDOT, Carolyn Fisher, PE, Construction Alt. Delivery Engineer fisherCP@scdot.org, 803-737-2043</p> <p>Design/Construction Value: \$12.9 Million</p> <p>Project Description: Ethan is serving as the Project Manager for this Emergency D-B Bridge Replacement Package located in SCDOT Region 3, in which he is working with APM Mason Haneline and CM Shaun Ryder through the design and construction phases of the project. This project includes the replacement of four (4) local bridges over water that were damaged by Hurricane Helene on an accelerated schedule. Three of the bridges will be demolished and reconstructed with 1 to 2 spans of cored slab and box beam girders ranging from 50' to 80' in length, similar to the bridges on Package 21. One of these bridges will utilize pre-cast substructure to further accelerate construction. The remaining bridge consists of a 46' span of rolled steel girders and timber deck.</p> <p><u>TDOT DB2101 – I-75 Interchange Modification at I-24, Phase 2, Hamilton, Co., TN</u></p> <p>Key Personnel Role: Design-Build Coordinator</p> <p>Experience with Current Firm: Wright Brothers Construction Company, Inc.</p> <p>Project/Assignment Duration: Project 2021-2025, Assigned 2021-2023</p> <p>Owner Contact Information: TDOT, Adam Casteel, R2 Director of Operations, adam.casteel@tn.gov, 423.634.8680</p> <p>Design/Construction Value: \$162 Million</p> <p>Project Description:</p>	

Ethan served on this design-build project in a value-added position to lead a Design Coordination Plan with Lead Designer RK&K and TDOT that integrated design and construction personnel to develop innovative concepts, maintain the project schedule, track progress updates, facilitate constructability review, and lead the coordination of Owner, Engineer, and stakeholder tasks through design and into construction. This project included the design and construction of widening I-24 and I-75 in Metro Chattanooga, as well as the replacement of 2 bridges over I-24 and one mainline bridge on I-75 over CSX railroad. The CSX bridge consists of 3 spans of cored slab girders and is stage constructed to maintain 3 lanes in both directions on I-75 at all times.

GDOT PI No 0015912 – FY18 D-B Bridge Replacements - Batch 1 - North, Various Counties, GA

Key Personnel Role: Design-Build Project Manager
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project 2018-2021, Assigned 2018-2021
Owner Contact Information: GDOT, Richard O'Hara, DBPM, ro'hara@dot.ga.gov, 404.631.1169,
Design/Construction Value: \$10.8 Million
Project Description:

Ethan served as the Design-Build Project manager for this project, in which he held responsibility for the overall schedule, design, construction, resources, quality management, utility coordination, environmental commitments, and contract obligations for the Project. The project replaced 6 local bridges over water in six different counties in North Georgia under limited closures/detours and within existing ROW. The bridges vary in length and include pre-stressed concrete girders and concrete box beam superstructures with pile bent or drilled shaft foundations.

GDOT PI No 0014895 & 0014899 – D-B Macon Bridges over Norfolk Southern Railway, Macon-Bibb County, GA

Key Personnel Role: Design-Build Project Manager
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project 2019-2021, Assigned 2019-2021
Owner Contact Information: GDOT, Richard O'Hara, DBPM, ro'hara@dot.ga.gov, 404.631.1169,
Design/Construction Value: \$14 Million
Project Description:

Ethan served as the Design-Build Project manager for this project, in which he held responsibility for the overall schedule, design, construction, resources, quality management, utility coordination, environmental commitments, and contract obligations for the Project. This D-B project consisted of the design, utility coordination, demolition, and construction to replace two bridges over NS Railway in Macon, GA. The first bridge replacement at SR 247/Pio Nono Ave was constructed with 3 spans of cored slab girders and opened to traffic in 25 days – five days ahead of schedule. The second bridge at College Street was a brick arch viaduct that was successfully demolished during a 12-hour track outage and reconstructed using soldier pile walls and a single span of 65' Type II girders.

GDOT PI 0011682 – SR 299 / I-24 Accelerated Bridge Construction D-B, Dade County, GA

Key Personnel Role: Project Engineer
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project 2017-2017, Assigned 2017-2017
Owner Contact Information: GDOT, Andrew Hoenig, PE, GDOT P3/Design Build, ahoenig@dot.ga.gov, 404.985.4377
Design/Construction Value: \$7.2 Million
Project Description:

Ethan served as an on-site Project Manager for this \$7.2M project that was GDOT's first ABC project and the first in the United States to replace two sections of bridge over live traffic in one weekend. Two lanes in each direction of I-24 were maintained during the project. Prior to closure period, the new 2-Span, 201'-7" AASHTO Type III structure was built adjacent to the existing structure. Then, in a 56-hour window, the existing 245' bridge was demolished, and the new bridge was moved into place and opened to traffic. For the closure period, Ethan assisted with hourly scheduling in the weeks leading up to the slide operation, and then directed field crews, equipment resources, and materials on-site during the time critical operations.

- 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.

Ethan Brown is currently serving as the Project Manager for SCDOT Bridge Package 31, which is scheduled to complete in 2025, leaving him fully available for assignment to Package 21.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Mason Ashe Haneline Project Manager</p>	
<p>b. Role of Key Individual for this Project: Assistant Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Wright Brothers Construction Company, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>6</u> Years With Other Firms <u>1</u> Year</p> <p>Wright Brothers Construction Company, Inc.: Project Manager for Roadway and Structures – Mason is responsible for overseeing the management and execution of heavy civil construction projects. His duties include developing preconstruction plans, drafting submittals, and preparing work plans for activities like beam settings and traffic shifts. He manages all subcontracts and purchase orders, coordinates daily operations, schedules crews and subcontractors, and handles material procurement. He also maintains the overall project schedule, monitors construction progress, and ensures quality control tasks are completed for all aspects of multiple project sites. His experience includes multiple bridge projects located in North Carolina. 2020-Present</p> <p>Vaughn & Melton Consultant Engineers: Construction Engineering Inspector – In this role, Mason supported NCDOT and CEI personnel with a range of project QC/QA, inspection, and administrative responsibilities, including performing and coordinating field inspections and testing, managing subconsultants, scheduling materials testing, documenting certifications, and tracking construction progress. 2019 - 2020</p> <p>Additionally, Mason has served as the primary Worksite Utility Coordination Supervisor on several projects, where he directed utility locates and relocation activities to facilitate relocations in alignment with project phasing and to minimize the risk of damage and conflicts during construction. He has frequently served as the primary Worksite Erosion Control and Traffic Control Supervisor on his sites, overseeing the proper installation and maintenance of BMPs and MOT devices.</p>	
<div style="border: 1px solid black; background-color: #e6f2ff; padding: 10px; float: right; width: 30%;"> <ul style="list-style-type: none"> ✓ D-B Delivery ✓ DBB Delivery w/Construction Phase Involvement ✓ Accelerated Bridge Construction (ABC) ✓ Bridge Replacement ✓ Demolition ✓ Flat Slab Bridges ✓ Detours ✓ Traffic Control/MOT ✓ Utility Coordination ✓ Environmental/Permitting ✓ ROW Acquisition ✓ E&SC ✓ Multiple Bridges (on 1 contract) </div>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Western Carolina University / Cullowhee, NC / Bachelor of Science / 2019 / Construction Management</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: OSHA 30-Hour Construction Safety, ABC Sampling Technician (NC), Borrow Pit Sampling Technician (NC), Concrete Field Technician (NC), Conventional Density Technician (NC), Asphalt Pavement Certification (NC), QMS Roadway Technician, Welding Inspection (NC), NCDOT Level III NPDES: Design of E&SC Plans, JMT Traffic Control Supervisor, CEPSCI #17459</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT 5371680 – DB Bridge Package 31 – Greenville & Spartanburg Counties, SC</u></p> <p>Key Personnel Role: Assistant Project Manager</p> <p>Experience with Current Firm: Wright Brothers Construction Company, Inc.</p> <p>Project/Assignment Duration: January 2025 – Present</p> <p>Owner Contact Information: SCDOT, Carolyn Fisher, PE, Construction Alt. Delivery Engineer fisherCP@scdot.org, 803.737.2043</p> <p>Design/Construction Value: \$12.9 Million</p> <p>Project Description: Mason serving as the Assistant Project Manager for this Emergency DB Bridge Replacement Package located in SCDOT Region 3, in which he is working with Ethan Brown and Shaun Ryder through the design and construction phases of the project. This project includes the replacement of four (4) local bridges over water that were damaged by Hurricane Helene on an accelerated schedule. Three of the bridges will be demolished and reconstructed with 1 to 2 spans of cored slab and box beam girders ranging from 50' to 80' in length, similar to the bridges on Package 21. One of these bridges will utilize pre-cast substructure to further accelerate construction. The remaining bridge consists of a 46' span of rolled steel girders and timber deck. Mason supports the Project Team in developing and maintaining the construction schedule, managing construction operations, tracking resources, directing subcontractors, performing quality management tasks, recording utility coordination, and meeting environmental commitments and contract obligations for the Project. He is the CEPSCI certified inspector for this project and will maintain all necessary credentials to perform in this role on Package 21.</p>	

NCDOT C204397 – US Hwy 211 Bypass – Rutherford County, NC

Key Personnel Role: Project Manager
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: April 2021 - Present
Owner Contact Information: NCDOT, Travis Henley, PE, Resident Engineer
tjhenley1@ncdot.gov, 828.803.6120

Design/Construction Value: \$111 Million

Project Description: Mason is serving as the Project Manager for NCDOT project consisting of the construction of a new 8-mile, four lane divided highway with three interchanges between US 74 and Roper Loop Road (SR 1366). Mason has worked with Shaun Ryder to complete construction of four bridges on existing roads over the new highway, 2.86 million CY of excavation, 49,500 LF of storm drainage, nine walls, water and sewer main, asphalt paving, and signals. The bridges range from 1 to 2 spans of AASHTO Type IV and BT-63 girders ranging from 85' to 104' in length. There are also multiple new box culverts on the project, ranging from a 543' single barrel 8'x6' to a triple barrel 10'x10' that is 201'-6" long.

NCDOT US 74A/NC 64/NC 9 Emergency Reconstruction – Rutherford, Henderson & Buncombe County, NC

Key Personnel Role: Project Manager
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: September 2024 – December 2024
Owner Contact Information: NCDOT, Michael Patton, Resident Engineer
ext-mdpatton@ncdot.gov, 828.400.9462

Design/Construction Value: \$24 Million

Project Description: Mason served as the Project Manager for this Emergency Bridge Replacement project, in which he worked with Shaun Ryder and several multi-disciplinary crews, engineers, and NCDOT employees to restore temporary access to a large portion of US 74A, US 64, and NC 9 along the Broad River near Bat Cave, NC after Hurricane Helene. The project scope included rapid repair or replacement of 21 local bridges over streams and rivers, replacing destroyed bridge spans with temporary girders salvaged from prior projects or rail cars. Bridge repairs also included encasement of exposed piling, construction of wire basket walls to replace washed out approach fills, and re-establishment of stream bank locations.

NCDOT C204265 – Asheville I-26 Widening – Henderson & Buncombe County, NC

Key Personnel Role: Project Engineer
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project Dec 2019-Present, Assigned Dec 2019-April 2021
Owner Contact Information: NCDOT, Michael Patton, Resident Engineer
ext-mdpatton@ncdot.gov, 828.400.9462

Design/Construction Value: \$325 Million

Project Description: Mason served as Project Engineer on this \$9.5 million project for NCDOT. Wright Brothers is a joint venture partner as the prime contractor on this project to reconstruct 8.5 miles of I-26 near Hendersonville, NC. The project includes nine bridges, two rest areas, 100,000 SF of retaining walls, and 208,000 SF of sound wall. Additionally, work also included 862,000 CY of excavation, 14 miles of storm drain, 433,000 TN of asphalt, and 470,000 SY of concrete pavement.

NCDOT DN12004678 – Chinquapin Rd Bridge Emergency Reconstruction – Haywood County, NC

Key Personnel Role: Project Engineer
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: August 2021
Owner Contact Information: NCDOT, Cameron Cochran, Division 14 Asst. Construction Engineer
ccochran@rkk.com, 828.777.2690


Design/Construction Value: \$634,000

Project Description: Mason served as Project Engineer on this emergency bridge replacement project. Tropical Depression Fred caused widespread flooding in Haywood County, prompting emergency closure and replacement of Bridge Number 3 on SR 1887, the sole point of access for the town of Cruso, NC. Through an emergency express bridge replacement contract, Wright Brothers provided design and construction services to provide an immediate temporary crossing for people and supplies and then stabilize and repair the existing three span bridge. The roadway was opened in 40 hours, more than 24 hours ahead of the promised schedule.

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

Mason Haneline is currently serving as one of multiple Project Managers on the US Hwy 211 Bypass project, which is 60% complete and will be 85% complete by the end of 2025 with only closeout activities remaining. As he has been supporting SCDOT Bridge Package 31, arrangements have been made to re-assign his responsibilities on the US Hwy 211 project to alternate personnel, leaving him fully available to serve as the APM for Package 21.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Christopher Eric Jordan, PE, DBIA Director</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: Rommel, Klepper, & Kahl, LLP</p>	
<p>d. Years of Experience: With this Firm <u>7</u> Years With Other Firms <u>26</u> Years</p> <p>RK&K: Director – Manages and directs RK&K’s Columbia, SC office and operations. This includes the oversight of various traditional design-bid-build and design-build transportation projects. He provides management, coordination and collaboration of in-house experts specializing in roadway, structural, and hydrology design. SCDOT, Program Manager – Responsible for all engineering projects within Upper Savannah COG and ANATS MPO, 2014 to 2018 SCDOT, C Program Manager – Responsible for overseeing C Projects as assigned, 2007 to 2014 SCDOT, Road Design Assoc. Eng. – Responsible for roadway design duties as assigned, 1997 to 2007</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, South Carolina / Bachelor of Science / 2009 / Civil Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2013 / SC / Civil / 31177; 2018 / NC / Civil / 046745; 2019 / GA / Civil / PE044590; 2022 / TN / Civil / 126913; 2022 / MS / Civil / 33158; 2024 / AR / Civil / 22999; 2022 / DBIA Professional D-3943</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: Assistant Lead Design Engineer 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 for Reeves (Sloan), 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.</p> <p>As Assistant Lead Design Engineer, Chris was responsible for all aspects of design under the guidance of the Lead Design Engineer (LDE). While keeping within the requirements of the project, the LDE entrusted Chris with primary design management responsibilities. In addition to coordination with SCDOT, he provided leadership and oversight for a group of multi-discipline engineers and technical staff, was responsible for meeting all design submittal schedules, and incorporating client and contractor input into the design. He served as the primary point of contact for design related activities, oversaw the bi-weekly project design meetings, managed the subconsultants, and coordinated responses for all RFIs.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Assistant Lead Design Engineer Experience with Current Firm: Yes, RK&K Project/Assignment Duration: Project: 2020-2023, Assigned: 2020-2023 Owner Contact Information: SCDOT, Brad Reynolds, reynoldbs@scdot.org, 803.737.1440 Design/Construction Value: \$18 Million</p> <p>Project Description: As Lead Designer for Reeves (Sloan), RK&K designed 16 individual design-build bridge replacements. The scope required to replace the existing bridges included 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.</p> <p>As Assistant Lead Design Engineer, Chris was responsible for all aspects of design under the guidance of the Lead Design Engineer (LDE). While keeping within the requirements of the project, the LDE entrusted Chris with primary design management responsibilities. In addition to coordination with SCDOT, he provided leadership and oversight for a group of multi-discipline engineers and technical staff, was responsible for meeting all design submittal schedules, and incorporating client and contractor input</p>	

into the design. He served as the primary point of contact for design related activities, oversaw the bi-weekly project design meetings, managed the subconsultants, and coordinated responses for all RFIs.

SCDOT Bridge Package 17 Design-Build Project – Union County, SC

Key Personnel Role: Assistant Lead Design Engineer

Experience with Current Firm: Yes, RK&K

Project/Assignment Duration: Project: 2024-2026, Assigned: 2024-2026

Owner Contact Information: SCDOT, Michael Pitts, PE, pittsme@scdot.org, 803.737.2566

Design/Construction Value: \$57.9 Million

Project Description: As the lead designer, RK&K will perform the following professional services: construction plans, specifications, and reports; multi-discipline design services; design management and quality control; design field investigation services; permit services; geotechnical analysis and testing services; field engineering evaluations and analysis; right-of-way services; As-Constructed engineering; review and respond to submittals and request for information; and prepare anticipated design schedule to be incorporated into the project schedule.

As Assistant Lead Design Engineer, Chris is responsible for all aspects of design. While keeping within the requirements of the project, the LDE has entrusted Chris with primary design management responsibilities. In addition to coordination with SCDOT, he provides leadership and oversight for a group of multi-discipline engineers and technical staff, is responsible for meeting all design submittal schedules, and incorporating client and contractor input into the design. He serves as the primary point of contact for design related activities, oversees the bi-weekly project design meetings, manages the subconsultants, and coordinates responses for all RFIs.

SCDOT I-77 Exit 26 New Interchange and Connecting Roads Design-Build – Richland County, SC

Key Personnel Role: Assistant Lead Design Engineer

Experience with Current Firm: Yes, RK&K

Project/Assignment Duration: Project: 2024-2027, Assigned: 2024-2027

Owner Contact Information: SCDOT, Brooks Bickley, PE, Assoc. DBIA, bickleybj@scdot.org, 803.737.4685

Design/Construction Value: \$151.9 Million

Project Description: RK&K is the lead designer responsible for all design services for roadway improvements to support the 1,600-acre Scout Motors Manufacturing Facility. The project includes a connector road from the proposed Exit 26 to US 21. Portions of US 21 are proposed be relocated to create a grade separated crossing for a new Norfolk Southern railroad spur line that will serve the Scout facility.

As Assistant Lead Design Engineer, Chris assists with all aspects of design. In addition to coordination with SCDOT, he provides leadership and oversight for a group of multi-discipline engineers and technical staff, is responsible for meeting all design submittal schedules, and incorporating client and contractor input into the design.

SCDOT Bridge Package 30 Design-Build Project – Greenville, Greenwood, & York Counties, SC

Key Personnel Role: Lead Design Engineer

Experience with Current Firm: Yes, RK&K

Project/Assignment Duration: Project: 2024-2026, Assigned: 2024-2026

Owner Contact Information: SCDOT, Tyler Clark, PE, Assoc. DBIA, ClarkTA@scdot.org, 803.737.4596

Design/Construction Value: \$12.3 Million


Project Description: This emergency project was to replace four existing bridges damaged during the Hurricane Helene Event with new bridges S-115 over the Middle Tyger River in Greenville County, S-166 over a tributary to Henleys Creek and S-230 over Townsend Creek in Greenwood County, and S-59 over Little Turkey Creek in York County. This project incorporated the following design components; structure design, roadway design, hydraulic design, FEMA/Stream modeling, erosion control design, permitting, survey, geotechnical investigation, and utility relocation coordination.

As Lead Design Engineer, Chris is responsible for all aspects of design. In addition to coordination with SCDOT, he provides leadership and oversight for a group of multi-discipline engineers and technical staff, is responsible for meeting all design submittal schedules, and incorporating client and contractor input into the design. He serves as the primary point of contact for design-related activities, oversees the bi-weekly project design meetings, manages the subconsultants, and coordinates responses for all RFIs.

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.

Chris 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: Shaun Everett Ryder Superintendent/Construction Manager</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Wright Brothers Construction Company, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>21</u> Years With Other Firms <u>6</u> Years</p> <p>Wright Brothers Construction Company, Inc.: Construction Manager/Superintendent – Shaun has served as a Construction Manager/Superintendent with the Wright Brothers Organization since 2010. He has 27 years of experience in the construction industry, 16 as a superintendent. Shaun plays a central role on our construction sites, overseeing daily operations to ensure the project is completed on time, within budget, and up to quality and safety standards. He coordinates and manages subcontractors, laborers, and site personnel, ensuring that everyone follows the project schedule and maintains adherence to safety protocols. He is experienced with steel beam and concrete girder erection, single and double crane picks, as well as crane placement, lift charts and creating lift plans. He has simultaneously managed multiple crews on a variety of major public and private works throughout the Southeast. 2004-Present</p> <p>Jones Brothers Construction 1998 - 2004</p>	<ul style="list-style-type: none"> ✓ D-B Delivery ✓ DBB Delivery w/Const. Phase Involvement ✓ Accelerated Bridge Construction (ABC) ✓ Bridge Replacement ✓ Demolition ✓ Flat Slab Bridges ✓ Detours ✓ Traffic Control/MOT ✓ Utility Coordination ✓ Environmental/Permitting ✓ ROW Acquisition ✓ E&SC ✓ Multiple Str (on 1 contract)
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): N/A</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: OSHA 30-Hour Construction Safety, CIC: Lattice Crawler/Large Telescope, Crosby/IACET:ASME Rigging Trainer, Crosby Communication System, Confined Spaces Training, Fall Protection Training, Crane-U Institute: Rigger Signal Person, NCDOT Level II: Certified Erosion & Sediment Control/Stormwater Site Management.</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT 5371680 DB Bridge Package 31 – Greenville & Spartanburg Counties, SC</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: Wright Brothers Construction Company, Inc.</p> <p>Project/Assignment Duration: January 2025 – Present</p> <p>Owner Contact Information: SCDOT, Carolyn Fisher, PE, Construction Alt. Delivery Engineer fisherCP@scdot.org, 803.737.2043</p> <p>Design/Construction Value: \$12.9 Million</p> <p>Project Description: Shaun is serving as the Construction Manager for this Emergency DB Bridge Replacement Package in SCDOT Region 3 along with Project Manager Ethan Brown and Assistant Project Manager Mason Haneline. This project includes the replacement of four local bridges over water that were damaged by Hurricane Helene on an accelerated schedule. Three of the bridges will be demolished and reconstructed with 1 to 2 spans of cored slab and box beam girders ranging from 50' to 80' in length, similar to the bridges on Package 21. One of these bridges will utilize pre-cast substructure to further accelerate construction. The remaining bridge consists of a 46' span of rolled steel girders and timber deck.</p> <p><u>NCDOT US 74A/NC 64/NC 9 Emergency Reconstruction – Rutherford, Henderson & Buncombe Co., NC</u></p> <p>Key Personnel Role: Superintendent</p> <p>Experience with Current Firm: Wright Brothers Construction Company, Inc.</p> <p>Project/Assignment Duration: September 2024 – December 2024</p> <p>Owner Contact Information: NCDOT, Michael Patton, Resident Engineer ext-mdpatton@ncdot.gov, 828.400.9462</p> <p>Design/Construction Value: \$24 Million</p> <p>Project Description:</p>	

Shaun served as structures superintendent for this Emergency Bridge Replacement project, in which he worked with several multi-disciplinary crews, engineers, and NCDOT employees to restore temporary access to a large portion of US 74A, US 64, and NC 9 along the Broad River near Bat Cave, NC after Hurricane Helene. The project scope included rapid repair or replacement of 21 local bridges over streams and rivers, replacing destroyed bridge spans with temporary girders salvaged from prior projects or rail cars. Bridge repairs also included encasement of exposed piling, construction of wire basket walls to replace washed out approach fills, and re-establishment of stream bank locations.

NCDOT C204397 – US Hwy 211 Bypass – Rutherford County, NC

Key Personnel Role: Superintendent
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project April 2021 – Present, Assigned April 2021 – July 2024
Owner Contact Information: NCDOT, Travis Henley, PE, Resident Engineer
 tjhenley1@ncdot.gov, 828.803.6120
Design/Construction Value: \$111 Million

Project Description:

Shaun served as a structures superintendent for NCDOT project consisting of the construction of a new 8-mile, four lane divided highway with three interchanges between US 74 and Roper Loop Road (SR 1366). The scope includes construction of four bridges on existing roads over the new highway, 2.86 million CY of excavation, 49,500 LF of storm drainage, nine walls, water and sewer main, asphalt paving, and signals. The bridges range from 1 to 2 spans of AASHTO Type IV and BT-63 girders ranging from 85' to 104' in length. There are also multiple new box culverts on the project, ranging from a 543' single barrel 8'x6' to a triple barrel 10'x10' that is 201'-6" long.

NCDOT R-2536 – US 64 Asheboro Bypass D-B, Randolph Co., NC

Key Personnel Role: Superintendent
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project 2015-2020, Assigned 2017-2019
Owner Contact Information: NCDOT, Reuben Blakely, PE, rblakely@ncdot.gov, 910.773.8027
Design/Construction Value: \$244 Million

Project Description:

Shaun served as a structures Superintendent for this \$244 million design-build project to construct 16.7 miles of high-profile, aesthetically pleasing, four-lane divided highway on new location. RK&K served as the Lead Designer on this project. This project included construction of 22 new bridges and one bridge replacement, 12 culverts, 8M CY of excavation, 785,000 TN of asphalt, and 6 interchanges with US 64 and local highways.

NCDOT Express Design-Build Year 2 Division 13B

Key Personnel Role: Superintendent
Experience with Current Firm: Wright Brothers Construction Company, Inc.
Project/Assignment Duration: Project 2015-2016, Assigned 2015-2016
Owner Contact Information: NCDOT, Jody Lawrence, jrlawrence@ncdot.gov 828.776.5005
Design/Construction Value: \$7,400,000

Project Description:

Shaun served as the Superintendent for Wright Brothers on this contract to replace 10 local bridges via the Design-Build method at various locations in North Carolina. Wright Brothers, teamed with RK&K to provide engineering design and construction plans, performed the utility coordination and construction services for each of the 10 new bridges. Eight of these were single-span stream crossings constructed under on-site and off-site detours ranging from three to four months. Two of the bridges were multi-stage constructed in six to eight months. Foundations typically consisted of abutments and footings on driven H-piles or H-piles seated in pre-drilled pilot holes. Bridge 9 included a complex soldier pile wall with precast panel inserts at the abutment. The center bent at Bridge 10 was constructed on 3'-0" drilled shafts. Due to the physically and environmentally constrained sites, schedule and resource management was critical to ensure a smooth transition from design to construction and move resources from site to site. Wright Brothers crews typically staffed 2-3 sites at once, with the ability to concentrate efforts at larger bridges or during labor-critical activities such as deck pours. This contributed to consistency in adherence to the Quality Management Plan throughout each of the various sites, and maintained established relationships with NCDOT, and their on-site QC personnel.

- 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.

Shaun is currently working as the Structures Superintendent on NCDOT C204884 – I-40 (Incinerator Road) Tunnel, NCDOT C204865 – I-40 Bridge over NC 215 (Champion Drive) both in Canton, NC, and SCDOT - 5371680, DB Bridge Package 31. Each of these projects are anticipated to complete in Q1 2026, leaving him fully available when construction work begins on Package 21.


Appendix B

Work History and Quality Forms




(Section 3.5.1)



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor – Wright Brothers Construction Company, Inc.


a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify Wright Brothers’ 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 Wright Brothers (in thousands)																																												
Name: NCDOT Express Design-Build Year 2 Division 13B Delivery Method: DB Location: Buncombe, Madison, Yancey Counties, NC	Name: RK&K	Name of Owner: NCDOT Project Manager: Jody Lawrence Phone: 828-776-5005 Email: jrlawrence@ncdot.gov	Final Completion: 4/14/2016	\$7,394	\$5,670																																												
g. Narrative describing the work performed by Wright Brothers Construction Company, Inc.																																																	
Wright Brothers was the Lead Contractor for this contract to replace 10 local bridges via the Design-Build method at various locations in North Carolina. Wright Brothers, teamed with RK&K to provide engineering design and construction plans, performed the utility coordination and construction services for each of the 10 new bridges. Eight of these were single-span stream crossings constructed under on-site and off-site detours ranging from three to four months. Two of the bridges were multi-stage constructed in six to eight months. Foundations typically consisted of abutments and footings on driven H-piles or H-piles seated in pre-drilled pilot holes. Bridge 9 included a complex soldier pile wall with precast panel inserts at the abutment. The center bent at Bridge 10 was constructed on 3’-0” drilled shafts. Shaun Ryder served as the Construction Manager on this project.																																																	
<table><thead><tr><th></th><th>Bridge Configuration</th><th>Length</th><th>Location</th></tr></thead><tbody><tr><td>1</td><td>Single Span Cored Slabs</td><td>40'</td><td>Buncombe</td></tr><tr><td>2</td><td>Single Span Cored Slabs - Staged</td><td>35'</td><td>Madison</td></tr><tr><td>3</td><td>Single Span Cored Slabs</td><td>30'</td><td>Yancey</td></tr><tr><td>4</td><td>Single Span Cored Slabs</td><td>25'</td><td>Yancey</td></tr><tr><td>5</td><td>Single Span Cored Slabs</td><td>40'</td><td>Yancey</td></tr><tr><td>6</td><td>Single Span Cored Slabs</td><td>50'</td><td>Yancey</td></tr><tr><td>7</td><td>Single Span Cored Slabs</td><td>40'</td><td>Yancey</td></tr><tr><td>8</td><td>Single Span Cored Slabs</td><td>30'</td><td>Yancey</td></tr><tr><td>9</td><td>Single Span Cored Slabs - Staged</td><td>65'</td><td>Yancey</td></tr><tr><td>10</td><td>2 Span Box Girders and Cored Slabs</td><td>145'</td><td>Yancey</td></tr></tbody></table>					Bridge Configuration	Length	Location	1	Single Span Cored Slabs	40'	Buncombe	2	Single Span Cored Slabs - Staged	35'	Madison	3	Single Span Cored Slabs	30'	Yancey	4	Single Span Cored Slabs	25'	Yancey	5	Single Span Cored Slabs	40'	Yancey	6	Single Span Cored Slabs	50'	Yancey	7	Single Span Cored Slabs	40'	Yancey	8	Single Span Cored Slabs	30'	Yancey	9	Single Span Cored Slabs - Staged	65'	Yancey	10	2 Span Box Girders and Cored Slabs	145'	Yancey		
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Through the express design-build process, Wright Brothers and RK&K expedited design and construction, constantly coordinating the integrated schedule to deliver the various sites and complete the project on time and under budget, with zero claims. Furthermore, Wright Brothers initiated several improvements to accelerate the schedule and reduce cost: - Historical properties were encountered on two of the sites. One site was adjusted to reduce the impact to the property by moving the overhead utilities to the opposite side of the road. The other site included a historic structure adjacent to the bridge, where Wright Brothers proposed and installed seismic monitoring systems to ensure no damage occurred during the project. - At three of the sites, NCDOT had planned a temporary detour for MOT. Wright Brothers proposed to install an on-site detour, reducing congestion and simplifying the MOT. This was submitted as a VE proposal to reduce the Contract value by \$41,965.00. - Upon availability, additional crews were brought to construct additional sites concurrently to accelerate the overall completion date by six months.																																																	
i. Quality Initiatives. Discuss Wright Brothers’ 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.																																																	
Due to the physically and environmentally constrained sites, schedule and resource management was critical to ensure a smooth transition from design to construction and move resources from site to site. Wright Brothers crews typically staffed two-three sites at once, with the ability to concentrate efforts at larger bridges or during labor-critical activities such as deck pours. This contributed to consistency in adherence to the Quality Management Plan throughout each of the various sites, and maintained established relationships with NCDOT, and their on-site QC personnel. In addition to the VE proposal discussed above, Wright Brothers’ final Design-Build cost was a 11.33% savings to the Department due to the enhancement of foundation design, utility coordination, and alignment adjustments.																																																	
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Wright Brothers shall provide a detailed explanation below.																																																	
Not applicable																																																	

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor – Wright Brothers Construction Company, Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify Wright Brothers’ 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 Wright Brothers (in thousands)																												
Name: GDOT FY 2018 Design-Build Bridge Replacements – Batch 1 Delivery Method: DB Location: Catoosa, Douglas, Elbert, Polk, Walker, Walton Counties, GA	Name: Neel-Schaffer, Inc.	Name of Owner: GDOT Project Manager: Rick O’Hara Phone: 404-631-1169 Email: ro’hara@dot.ga.gov	Final Completion: 10/14/2021	\$10,800	\$7,704																												
g. Narrative describing the work performed by Wright Brothers Construction Company, Inc.																																	
<p>Wright Brothers was the Lead Contractor for this contract to replace six local bridges via the Design-Build method at various locations in North Georgia. Wright Brothers, teamed with Neel-Schaffer to provide engineering design and construction plans, performed the utility coordination and construction services for each of the six new bridges. Each of these replacements were for off-system stream crossings and were constructed under off-site detours ranging from 90 to 180 days. The bridge configurations included four three to five span bridges using AASHTO Type I Mod Girders with span lengths up to 55’, one bridge featured a 120’ center span using BT 63 girders, and one bridge consisted of a single span using cored slabs with an asphalt overlay. Foundations typically consisted of abutments and footings on driven H-piles or H-piles seated in pre-drilled pilot holes. The center span for Douglas Co. was supported on 4’-6” drilled shafts. Additionally, the Douglas Co. bridge included the demolition and replacement of a 12” water main on the new bridge structure. Ethan Brown, PE, DBIA served as the Design-Build PM on this project.</p> <table><thead><tr><th></th><th>Bridge Configuration</th><th>Length</th><th>Location</th></tr></thead><tbody><tr><td>1</td><td>3 Span AASHTO Girders</td><td>150'</td><td>Catoosa</td></tr><tr><td>2</td><td>3 Span AASHTO & BT Girders</td><td>180'</td><td>Douglas</td></tr><tr><td>*3</td><td>3 Span AASHTO Girders</td><td>145'</td><td>Elbert</td></tr><tr><td>4</td><td>3 Span AASHTO Girders</td><td>130'</td><td>Polk</td></tr><tr><td>5</td><td>5 Span AASHTO Girders</td><td>220'</td><td>Walker</td></tr><tr><td>6</td><td>1 Span Box Girders</td><td>70'</td><td>Walton</td></tr></tbody></table> <p>*Final Design Completed - Not Constructed</p> <div></div>							Bridge Configuration	Length	Location	1	3 Span AASHTO Girders	150'	Catoosa	2	3 Span AASHTO & BT Girders	180'	Douglas	*3	3 Span AASHTO Girders	145'	Elbert	4	3 Span AASHTO Girders	130'	Polk	5	5 Span AASHTO Girders	220'	Walker	6	1 Span Box Girders	70'	Walton
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h. Self-Assessment. The information provided in this section should be a self-assessment of Wright Brothers’ performance on the project to identify Wright Brothers with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																																	
<p>Each location for this project presented unique challenges with regard to geotechnical conditions, ROW and environmental constraints, and utility coordination. Wright Brothers and Neel-Schaffer were in constant communication with GDOT to plan for and address these challenges as they arose, and expertly managed the project schedule for the various sites to maximize performance and complete the project on time and under budget, with zero claims. For example, geotechnical issues were encountered at the Polk Co. site when unpredictable karst conditions resulted in a rapid re-design of the bridge foundations from driven piles to pilot holes. Wright Brothers, Neel-Schaffer, and S&ME worked together to develop a plan and implement changes during construction and maintain the overall project schedule, without requesting additional funds from GDOT. The Elbert Co. bridge required two easements from adjacent property owners to be acquired by the County administration. Despite 18 months of coordination and re-arranging the project schedule to accommodate acquisition delays, the County was not able to secure these easements with enough time remaining in the Contract to construct the bridge. In lieu of delaying the Project Completion date, Wright Brothers and GDOT agreed upon a change order to provide the completed design plans for a fee and remove construction of this bridge from the Contract, reducing the Contract amount by \$1,239,768.00, allowing the bridge to be constructed by GDOT in the future under a bid-build procurement.</p>																																	
i. Quality Initiatives. Discuss Wright Brothers’ 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>Due to the limited closure periods for each bridge (90-180 days), schedule and resource management was critical to ensure a smooth transition from design to construction and move crews from site to site. Wright Brothers crews staffed 2-3 sites at once, with the ability to concentrate efforts at larger bridges or during labor-critical activities such as deck pours. Ethan Brown personally managed the design and construction efforts for the Project. This contributed to consistency in adherence to the Quality Management Plan through each of the various sites, and maintained established relationships with NS, GDOT, and their on-site QC personnel. This project entered the construction phase at the first bridge site in September of 2019. Shortly after, the COVID-19 pandemic was declared, which caused widespread impacts and uncertainty for the entire construction industry. Despite this, Wright Brothers implemented new safety policies to protect the health and well-being of our employees and ensure that this project was adequately staffed to perform quality work and maintain the project schedule.</p>																																	
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Wright Brothers shall provide a detailed explanation below.																																	
Not applicable																																	


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Designer: Rummel, Klepper & Kahl, LLP

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 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: Bridge Package 30 Delivery Method: Design-Build Location: Greenville, Greenwood, & York Co., SC	Name: Reeves Construction Company	Name of Owner: SCDOT Project Manager: Tyler Clark, PE, Assoc. DBIA Phone: 803.737.4596 Email: ClarkTA@scdot.org	Professional Services: 2025 Construction: 2025	\$ 12,374	\$1,556
g. Narrative describing the work performed by RK&K. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
<p>RK&K is lead designer for four accelerated emergency design-build bridge replacements. As a result of Hurricane Helene (09/2024) SCDOT had a large number of bridges that were damaged or destroyed. This project included four of those structures listed in the table to the right. RK&K started work immediately after the project bid opening in order meet SCDOT’s accelerated schedule for replacement. All four sites were completely designed and RFC plans were delivered within 20 weeks of SCDOT’s Notice to Proceed allowing Reeves to begin construction. Using SCDOT’s supplemental design criteria for Low Volume Bridge Replacement Projects, RK&K developed designs for the four bridges ranging from 70 to 230 feet in length with two single span bridges and two three-span bridges. The superstructures for all four sites were comprised of cored slabs and/or box beams as shown in the table. 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. RK&K’s scope of design services included project management, roadway design, bridge design, hydrology and hydraulic design, and geotechnical design. RK&K managed subconsultants work for surveys, utility coordination, and environmental services. In addition to the construction of new bridges, the project also includes demolition, removal, and disposal of the existing bridge structures.</p>				<div>Key Project Relevancies<ul style="list-style-type: none">✓ Design-Build Delivery✓ Bridge Replacements✓ Cored Slabs and Box Beams✓ Detour Routes✓ Roadway Design✓ Structural Design✓ Hydraulic Design✓ Geotechnical Design✓ Environmental Permitting✓ Utility Coordination✓ Public Involvement</div> <div>Personnel<p>RK&K – Chris Jordan, Kevin Austin, Kelly Hawkins, Randall Mungo, Justin Lyles, Amanda Noel, James Dowdy, Melissa Quinton Reeves – Ben Bishop, Smitty Helms, Brian Weathersby, Jim Seybert</p></div>	
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 firms have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, an d arbitration.					
<p>RK&K’s accelerated delivery of this project is the key takeaway for this project. Multiple staff members contributed to meet the schedule as laid out in our technical proposal. RK&K met all of the submittal dates even with the design period occurring during the Christmas and New Years holidays.</p> <p>RK&K coordinated closely with SCDOT and their review staff to work through any design comments quickly. They also worked closely with the contractor to develop plans that minimized impacts to: utilities; environmental features; and rights-of-way and easements. To facilitate this minimization, we optimized alignments and profiles. To date, all RFC plans have been delivered and the bridges are all currently under construction.</p>					
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.					
<p>RK&K’s has adhered to the team’s developed schedule and remains within budget on this project. Our designs received minimal comments from reviewers and were addressed efficiently.</p>					
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.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Designer: Rummel, Klepper & Kahl, LLP

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 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: US 64 Asheboro Bypass Delivery Method: Design-Build Location: Randolph Co., NC	Name: Asheboro Bypass Constructors (Thompson Arthur Paving & Construction – a division of APAC-Atlantic, Inc. & Wright Brothers Construction Co.)	Name of Owner: NCDOT Project Manager: Reuben Blakley, PE Phone: 910.773.8027 Email: rblakley@ncdot.gov	Professional Services: 2020 Construction: 2020	\$264,000	\$16,718
g. Narrative describing the work performed by RK&K. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
<div><div><p>RK&K served as Lead Designer for this 16.7-mile, high-profile design-build, divided facility on new location from existing US 64 west of Asheboro to US 64 east of Asheboro, including a two-mile, two-lane connector to the Zoo to the existing NC 159/Zoo Entrance. With more than 800,000 guests visiting North Carolina’s most popular tourist attraction each year, the NC Zoo and US 64 corridor experienced extremely heavy traffic. Providing multi-discipline design and oversight, the project included six interchanges, 23 new bridges, 12 culverts and a 1,600-foot-long sound barrier. Serving more than functionality, RK&K’s “Gateway Design” serves as a welcoming gateway to the nation’s largest natural habitat zoo. RK&K coordinated bridge and landscape design aesthetics to highlight the Zoo and incorporate an “open air” look.</p><p>Roadway/Interchange Design With ROW averaging 300 feet, this controlled access highway with a 46-foot grassed median was designed for 70 mph. Interchanges were designed at each end of the project on US 64, NC 49, I-74, Zoo Connector, and NC 42. Due to the many landlocked properties created by the bypass, performed an exhaustive service road study which resulted in 16 service roads being added to the project.</p><p>Traffic/Interchange Access Request/Value Engineering RK&K performed traffic analyses in Synchro/SimTraffic and HCS. A Travel Demand Model update and output analysis were performed using the Asheboro MPO model to assess the volume impact of this travel pattern change. The project included an Interchange Access Request for I-74 and a Value Engineering Study to document the impact of not providing a bridge for a service road and requiring a permanent travel pattern change.</p><p>Bridges and Structures RK&K designed and provided design oversight for 23 bridges (grade-separated bridges, interchange loops and ramps, and structures over water) ranging from 114’ to 262’ in length. In addition to constructability, long-term benefits, and ensuring the best value, focus was placed on aesthetic design that incorporated decorative stone and stamped elephant images in the end of the pier caps.</p></div><div><div><p>Lead Designer: RK&K Design Office: Raleigh, NC Relevancy</p><ul style="list-style-type: none">✓ Design-Build Delivery✓ Interchange Access Request✓ Freeway/ Complex MOT✓ Interstate Interchange✓ Staged Construction✓ Demolition✓ Environmental Permitting✓ Right-of-Way Acquisition✓ Construction over Active Traffic✓ Utility Conflicts✓ Hazardous Materials</div></div></div>					
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 firms have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, an d arbitration.					
RK&K’s impressive technical score of 90 during the design-build selection process was an early indicator of performance. In addition to solving complex challenges, meeting the client’s needs was demonstrated by the project opening to the public nearly one month ahead of schedule . RK&K’s innovative design relieved traffic congestion and provided the public with an aesthetic gateway to the nation’s largest natural habitat zoo. <i>As quoted by NCDOT’s Project Manager Reuben Blakley, PE “RK&K not only exceeded the needs and expectations of NCDOT, but their design of this critical project has provided the NC Zoo, City of Asheboro, Randolph County, and the entire region with substantial social and economic benefits.”.</i>					
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.					
The creation and implementation of an efficient initial design was essential to sustaining timelines and budgets in order to prevent delays and additional expenses brought on by redesign. RK&K created a Design Quality Management Plan (DQMP) that required all design submissions, including those from subconsultants, go through an interdisciplinary review process. This method reduced the possibility of conflicts between the various design disciplines, preventing the need for time-consuming plan revisions and expensive constructability problems in the field. The use of "check prints," which mandated that every sheet be examined, updated, back-checked, and authorized before being sent for review, was another important component of the DQMP. Additionally, internal audits were carried out.					
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.					
N/A					

Appendix C

Work History and Quality Forms

(Section 3.5.2)





Quality of Past Performance (Section 3.5.2)

Number	Question	Wright Brothers	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 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	No
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

Appendix D Legal and Financial





3.6.1 Financial Capacity

3.6.2 Bonding Capability

3.6.3 Organization Agreements



July 16, 2025
Ms. Renee Frazier
(Mr. Brian Gambrell, Mr. Michael Pitts)
Office of Project Delivery
(Office of Chief Counsel, Office of Alternative Delivery)
South Carolina Department of Transportation
955 Park Street, Room 101 (Room 302, 421)
Columbia, South Carolina 29202-0191

Re: Contract ID 5368980 SCDOT | Design-Build Project Page i Bridge Package 21 Oconee and Spartanburg Counties, South Carolina

Ms. Frazier,

I, J. Mitchell Simpson, being a duly authorized principal officer of Wright Brothers Construction Company, Inc., do hereby declare that Wright Brothers possesses the financial capacity and the necessary resources to successfully complete the project as outlined in the Request for Qualifications (RFQ). This includes, but is not limited to, sufficient working capital, bonding capacity, equipment, and personnel required to perform all work associated with the proposed scope in a timely and responsible manner.

This statement is made in good faith and in full knowledge of the obligations and responsibilities associated with the completion of the Project.

Signature: J. Mitchell Simpson

Date: 07/16/2025

J. Mitchell Simpson
Wright Brothers Construction Company, Inc.
President/COO

Notary Public:

Signature: Summer J. Cavitt

Date: 03/20/2025



Commission expires
May 19, 2026



Gicelle Pajon
Vice President - Surety
Senior Fulfillment Specialist

Marsh USA LLC
1560 Sawgrass Corporate Pkwy., # 300
Sunrise, FL 33323
+1 305-588-5875
Gicelle.Pajon@marsh.com
www.marsh.com

July 16, 2025

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

Subject: Wright Brothers Construction Company, Inc. – Pre-Qualification Letter
Project: Bridge Package 21 Design-Build Project Contract ID 5368980
Oconee and Spartanburg Counties

To Whom It May Concern,

Liberty Mutual Insurance Company, a corporation under the laws of the State of Massachusetts, with an office and place of business at 175 Berkeley Street, Boston, MA 02116, represents Wright Brothers Construction Company, Inc. for surety bonding needs. Who is licensed in the State of South Carolina. They have been a client for over 18 years.

At the present time, Wright Brothers Construction Company, Inc. is in a position to consider single projects up to \$150,000,000 within an aggregate limit of \$500,000,000. The statement of these values is neither a commitment nor a limitation of the bonding capacity of Wright Brothers Construction Company, Inc. At the request of Wright Brothers Construction Company, Inc. Liberty Mutual Insurance Company will give favorable consideration to providing the required performance and payment bonds.

Please note that the decision to issue performance and payment bonds is a matter between Wright Brothers Construction Company, Inc. and Liberty Mutual Insurance Company, and will be subject to Liberty Mutual Insurance Company standard underwriting at the time of the final bond request, which will include but not limited to the acceptability of the contract documents, bond forms and financing. Liberty Mutual Insurance Company assumes no liability to Wright Brothers Construction Company, Inc., third parties or to you if for any reason Liberty Mutual Insurance Company does not execute said bonds.

If you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,

Gicelle Pajon, Attorney-In-Fact
Liberty Mutual Insurance Company

A (Excellent) by A. M. Best Financial Size Category of XV





POWER OF ATTORNEY

Certificate No: 8204866

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Gicelle Pajon

all of the city of Sunrise, state of FL each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 1st day of July, 2024.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By:

Nathan J. Zangerle
Nathan J. Zangerle, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 1st day of July, 2024, before me personally appeared Nathan J. Zangerle, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2029
Commission number 1126044
Member, Pennsylvania Association of Notaries

By:

Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Nathan J. Zangerle, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 16th day of July, 2025.



By:

Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

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:

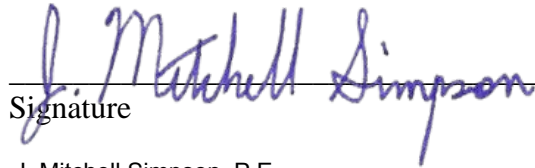
 ✓ Determined that no potential organizational conflict of interest exists.

 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

J. Mitchell Simpson, P.E.

Print Name

Wright Brothers Construction Company, Inc.

Company

07/16/2025

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

Brian K. Skinner, PE

Print Name

Rummel, Klepper & Kahl, LLP

Company

July 14, 2025

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

Appendix F

Confidential or Proprietary Information Summary List





Appendix F - Confidential or Proprietary Information Summary List

Wright Brothers Construction Company, Inc (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



NOTICE OF RECEIPT
Bridge Package 21
Design-Build – Contract ID 5368980
Oconee and Spartanburg Counties


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

07/16/2025

Date

J. Mitchell Simpson, P.E.

Printed Name

For: Wright Brothers Construction Company, Inc.
Design-Build Team Name



Appendix H

Key Individual and Contractor/Designer Reference Forms



SCDOT Bridge Package 21 - Key Individual References

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
fisherCP@scdot.org	Carolyn	Fisher	Ethan Robert Brown	SCDOT Bridge Package 31	Project Manager	Wright Brothers
adam.casteel@tn.gov	Adam	Casteel	Ethan Robert Brown	I-75 Interchange Modification at I-24	Design-Build Coordinator	Wright Brothers
ro'hara@dot.ga.gov	Richard	O'Hara	Ethan Robert Brown	FY18 D-B Bridge Replacements - Batch 1	Design-Build Project Manager	Wright Brothers
ro'hara@dot.ga.gov	Richard	O'Hara	Ethan Robert Brown	D-B Macon Bridges over Norfolk Southern Railway	Design-Build Project Manager	Wright Brothers
ahoenig@dot.ga.gov	Andrew	Hoenig	Ethan Robert Brown	SR 299 / I-24 Accelerated Bridge Construction D-B	Project Engineer	Wright Brothers
fisherCP@scdot.org	Carolyn	Fisher	Mason Ashe Haneline	SCDOT Bridge Package 31	Assitant Project Manager	Wright Brothers
tjhenley1@ncdot.gov	Travis	Henley	Mason Ashe Haneline	US Hwy 211 Bypass	Project Manager	Wright Brothers
ext-mdpatton@ncdot.gov	Michael	Patton	Mason Ashe Haneline	74A/NC 64/NC 9 Emergency Reconstruction	Project Manager	Wright Brothers
ext-mdpatton@ncdot.gov	Michael	Patton	Mason Ashe Haneline	Asheville I-26 Widening	Project Engineer	Wright Brothers
ccochran@rkk.com	Cameron	Cochran	Mason Ashe Haneline	Chinquapin Rd Bridge Emergency Reconstruction	Project Engineer	Wright Brothers
pittsme@scdot.org	Michael	Pitts	Christopher Eric Jordan	SCDOT Closed and Load Restricted Bridge Design-Build Package 2021-1	Assistant Lead Design Engineer	RK&K
reynoldsbs@scdot.org	Brad	Reynolds	Christopher Eric Jordan	SCDOT Closed and Load Restricted Bridge Design-Build Package 2020-1	Assistant Lead Design Engineer	RK&K
pittsme@scdot.org	Michael	Pitts	Christopher Eric Jordan	SCDOT Bridge Package 17 Design-Build Project	Assistant Lead Design Engineer	RK&K
bickleybj@scdot.org	Brooks	Bickley	Christopher Eric Jordan	SCDOT I-77 Exit 26 New Interchange and Connecting Roads Design-Build	Assistant Lead Design Engineer	RK&K
ClarkTA@scdot.org	Tyler	Clark	Christopher Eric Jordan	SCDOT Bridge Package 30 Design-Build Project	Lead Design Engineer	RK&K
fisherCP@scdot.org	Carolyn	Fisher	Shaun Everett Ryder	SCDOT Bridge Package 31	Construction Manager	Wright Brothers
ext-mdpatton@ncdot.gov	Michael	Patton	Shaun Everett Ryder	74A/NC 64/NC 9 Emergency Reconstruction	Superintendent	Wright Brothers
tjhenley1@ncdot.gov	Travis	Henley	Shaun Everett Ryder	US Hwy 211 Bypass	Superintendent	Wright Brothers
rblakely@ncdot.gov	Reuben	Blakely	Shaun Everett Ryder	US 64 Asheboro Bypass D-B	Superintendent	Wright Brothers
jrlawrence@ncdot.gov	Jody	Lawrence	Shaun Everett Ryder	Express Design-Build Year 2 Division 13B	Superintendent	Wright Brothers



SCDOT Bridge Package 21 - Contractor/Designer References

Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1 - Not shown in Work History					
jeff.blevins@tn.gov	Jeff	Blevins	TDOT	I-75 Interchange at I-24 Phase 2 Design-Build	Wright Brothers/RK&K
eafuchs@ncdot.gov	Eileen	Fuchs	NCDOT	Express Design-Build Year 2 Division 13B	Wright Brothers/RK&K
rtipton@gfnet.com	Rick	Tipton	NCDOT	Long Shoals Road Interchange Design-Build	Wright Brothers/RK&K
References from 3.5.1 - Not shown in Work History					
jeff.blevins@tn.gov	Jeff	Blevins	TDOT	I-75 Interchange at I-24 Phase 2 Design-Build	Wright Brothers/RK&K
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Bridge Package 17 D-B	RK&K
References from Work History Forms and 3.5.1					
jrlawrence@ncdot.gov	Jody	Lawrence	NCDOT	Express Design-Build Year 2 Division 13B	Wright Brothers/RK&K
ro'hara@dot.ga.gov	Rick	O'Hara	GDOT	FY 2018 Design-Build Bridge Replacements – Batch 1	Wright Brothers
ClarkTA@scdot.org	Tyler	Clark	SCDOT	SCDOT Bridge Package 30 D-B	RK&K
rblakley@ncdot.gov	Reuben	Blakley	NCDOT	US 64 Asheboro Bypass Design-Build	RK&K/Wright Brothers



N/A

Appendix I Unique Entity ID Documentation





Statement of Qualifications



S-197 over South Tyger River



S-51 over Snow Creek




S-133 over Little Cane Creek



S-168 over Little Choestoea Creek



S-168 over Tributary to Choestoea Creek

 1500 Lauderdale Memorial Hwy
Charleston, TN 37310

 423.336.2261  wbcci.com

