



# Statement for Qualifications

For Design-Build Services for  
Interstate 77 Panther Interchange Project

**Project ID P038652**

York County

08.21.2020



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS




## NAVIGATION PAGE

This document contains links for ease of reference. A blue border will identify those links throughout the document with links to resumes and work history forms in the appendix.

In our organization chart, please click on the five key individuals to take you to their resumes.

To return to your previous view, click ALT+ left arrow.

 Bookmarks are also set for your convenience.





## 3.2 INTRODUCTION



### 3.2.1 CONTRACTING ENTITY/ PROJECT MANAGEMENT OFFICE

#### Authority to Execute Contract

Kevin White  
3021 7th Avenue South  
Birmingham, AL 35233  
205-714-1612  
KWhite@brasfieldgorrie.com

#### Office from which project will be managed

Brasfield & Gorrie, L.L.C.  
2999 Circle 75 Parkway  
Atlanta, GA 30339



### 3.2.3 LEAD CONTRACTOR/DESIGNER

#### Lead Contractor

Brasfield & Gorrie, L.L.C.

#### Lead Designer

Johnson, Mirmiran & Thompson, Inc.



### 3.2.2 PROCUREMENT POINTS OF CONTACT

#### Stephen Davis

Brasfield & Gorrie, L.L.C.  
3021 7th Avenue South  
Birmingham, AL 35233  
205-714-1608  
sdavis@brasfieldgorrie.com

#### Christine Roth

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



### 3.2.4 COMMITMENT OF KEY INDIVIDUALS

All key personnel identified will meet requirements of the RFQ and SCDOT's quality and schedule expectations. Brasfield & Gorrie, L.L.C. and JMT confirms availability of key staff for the duration of the project.

No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.

## 3.3 TEAM STRUCTURE AND PROJECT EXECUTION

### 3.3.1 ORGANIZATION CHART, TEAM STRUCTURE AND TEAM INTEGRATION

The Interstate 77 Panther Interchange Design-Build project will be led by Brasfield & Gorrie, L.L.C (B&G). B&G is a prequalified prime contractor (SCDOT Contractor #1BR023) with the SCDOT employing over 3,000 construction professionals. B&G will be the sole entity to contract with SCDOT responsible for the overall Design-Build (DB) project management. B&G will self-perform most of the key elements on the project including major bridge and roadway components. Our organizational chart (Figure 1) demonstrates the "Chain of Command", communication lines and functional relationships that will be implemented on this project.



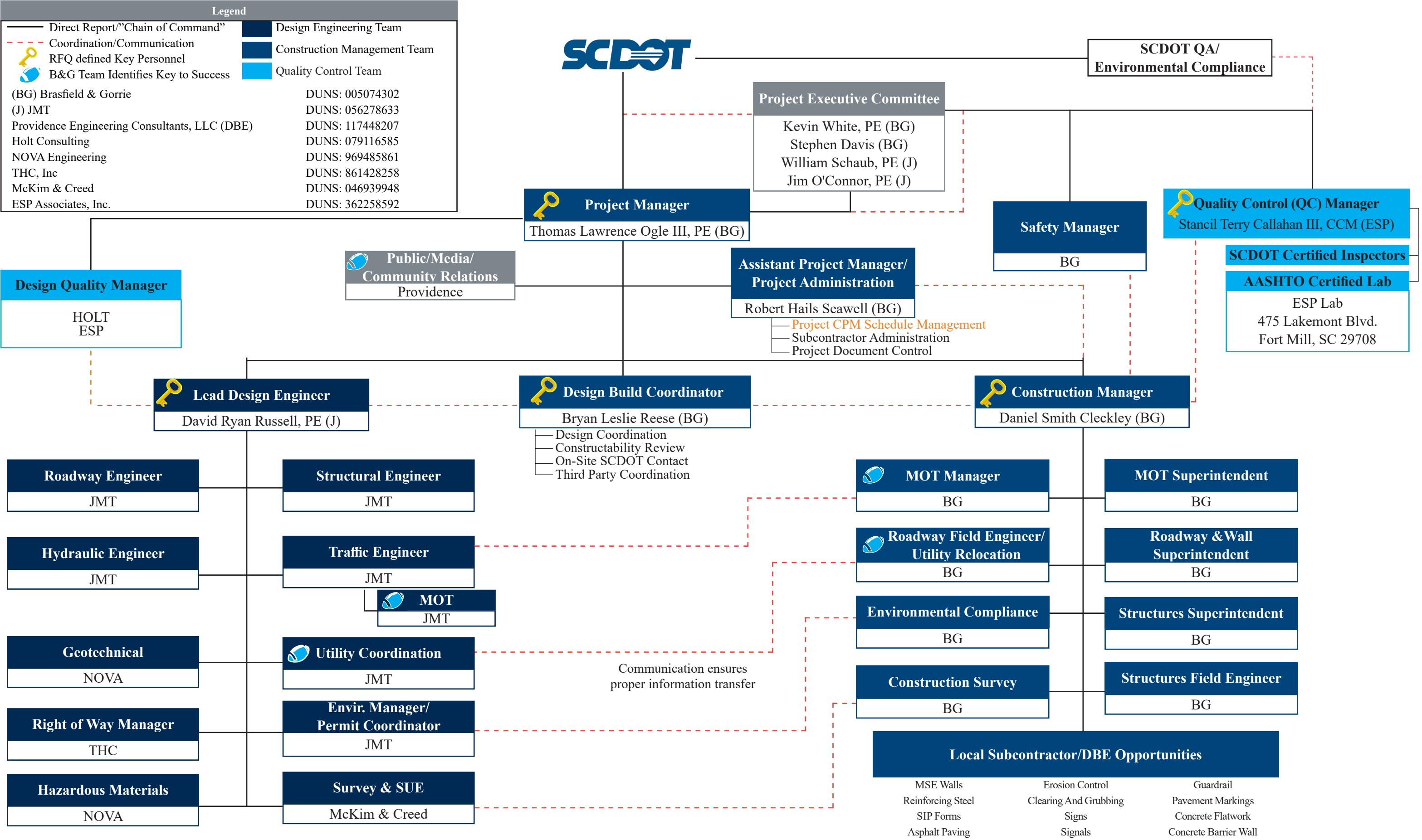
Table 1: Primary Team Members	Role	Responsibility
	Lead Construction Firm	Project management, third party coordination, design-build management, scheduling, bridge construction, MOT, retaining wall construction, quality control, foundations, piling, ground improvements, roadway embankments/excavation, drainage, utilities, roadway base, paving, concrete flatwork, signals, lighting, public involvement, environmental compliance, federal funding compliance, pavement markings, clearing, and signs.
	Lead Design Firm	Overall design management during construction, managing the permitting, surveys, utility coordination, right-of-way, geotechnical exploration, hydrologic/hydraulic analysis and design, roadway and bridge design, seismic design, foundation design, sound barrier design, media and community relations, as-built plans.



FIGURE 1: ORGANIZATION CHART





## TEAM STRUCTURE

B&G has entered into a design agreement with JMT as the lead designer. The B&G-JMT Team's Project Manager will be Trey Ogle. He will serve as the single point-of-contact for SCDOT and lead all aspects of the project. JMT's David Russell, PE will serve as Lead Design Engineer; he will be responsible for overall design, coordinate all design disciplines and attend all routine project meetings in person. David will have submitted ROW plans for JMT's US1/I-20 project in Oct. of 2020 and will easily transition to a leadership role on this project by contract award in early 2021. Our team has already conducted a site visit to develop our design and construction approach to best meet the interchange solution SCDOT and RS&H have developed in conjunction with the SC Depart. of Commerce and the Carolina Panthers Organization. To be efficient and eliminate schedule risk, we plan to build on the design/plan work accomplished to date while capturing any applicable design optimizations that comply with the RFP and speed to RFC plans, and construction, with little to no changes needed.

The B&G-JMT Team is structured to apply lessons learned by JMT on current and past SCDOT DB jobs to ensure effective teamwork, meet SCDOT project expectations, and provide clear lines of authority and responsibility with open channels of communication. The design and construction teams are structured with a Project Manager and dedicated Design-Build Coordinator for efficient cross-communication and integration between design and construction staff throughout the project duration. Table 2 below, and on page 4, details the functional reporting, responsibilities, and experience of the key-individuals to show how we will function as an integrated team.






Table 2: Roles and Reporting		
Position/Name/ Firm & Reporting Structure	Project Responsibility	RFQ Defined Key Qualifications Met
<b>Project Manager</b>  Thomas "Trey" Lawrence Ogle, III, PE <b>Brasfield &amp; Gorrie</b> Reporting to SCDOT Project Manager	<ul style="list-style-type: none"> <li>▶ Partnering with SCDOT, available at SCDOT request and primary SCDOT contact</li> <li>▶ Managing the design, public information, and safe delivery of quality construction project</li> <li>▶ RFP and contract conformance</li> <li>▶ Has full authority to make final decisions on behalf of B&amp;G</li> </ul>	10 years of progressive experience & expertise in the management of highway transportation projects of similar scope, magnitude, and complexity.  Will attend and lead weekly status meetings during the design & construction phases and be available at request of SCDOT.
<b>Design Build Coordinator</b>  Bryan Leslie Reese <b>Brasfield &amp; Gorrie</b> Reporting to Project Manager, Trey Ogle and coordinating with Lead Design Engineer David Russell and Construction Manager Daniel Cleckley	<ul style="list-style-type: none"> <li>▶ Coord. of design/constructability</li> <li>▶ All aspects of project construction</li> <li>▶ Conformance with SCDOT specifications, provisions, and standard drawings</li> <li>▶ Subcontractor coordination</li> <li>▶ Management of construction team</li> <li>▶ On-site for all construction activities</li> </ul>	20 years of experience & expertise in the construction phase of highway transportation projects of similar scope, magnitude, and complexity.  Will report directly to the project manager, be on-site for all construction activities, have no other project responsibilities and shall not be utilized on any other projects.



Table 2: Roles and Reporting

Position/Name/ Firm & Reporting Structure	Project Responsibility	RFQ Defined Key Qualifications Met
<b>Construction Manager</b>  <p>Daniel Smith Cleckley  <b>Brasfield &amp; Gorrie</b>                      Reporting to Project Manager Trey Ogle and coordinating with Design-Build Coordinator Bryan Reese, QC Manager Terry Callahan, and the Safety Manager</p>	<ul style="list-style-type: none"> <li>▶ All aspects of project construction</li> <li>▶ Conformance with SCDOT specifications, provisions, and standard drawings</li> <li>▶ Subcontractor coordination</li> <li>▶ Management of construction team</li> <li>▶ On-site for all construction activities</li> </ul>	<p>20 years of experience &amp; expertise in the construction phase of highway transportation projects of similar scope, magnitude, and complexity.</p> <p>Will report directly to the project manager, be on-site for all construction activities, have no other project responsibilities and shall not be utilized on any other projects.</p>
<b>Quality Control (QC) Manager</b>  <p>Stancil Terry Callahan III, CCM  <b>ESP Associates, LLC</b>                      Reporting to Project Executive Committee and coordinating with Construction Manager Daniel Cleckley</p>	<ul style="list-style-type: none"> <li>▶ On-site for all construction activities</li> <li>▶ Ensure contractor workmanship and materials are in compliance with RFP and SCDOT standards.</li> <li>▶ Coordinate QA activities with SCDOTs staff or third party QA firm</li> </ul>	<p>24 years of experience &amp; expertise in the QC of highway transpo. projects of similar scope, magnitude, and complexity.</p> <p>Dedicated solely to project quality control, have no other assigned responsibilities, not be utilized on other projects and be on-site during all const. activities.</p>
<b>Lead Design Engineer</b>  <p>David Ryan Russell, PE  <b>JMT</b>                      Reporting to Project Manager Trey Ogle and coordinating with Design- Build Coordinator Bryan Reese and Design Quality Manager</p>	<ul style="list-style-type: none"> <li>▶ Responsible for all aspects of design</li> <li>▶ Attend all routine project meetings in-person</li> <li>▶ Be available as needed by SCDOT</li> <li>▶ Responsible for coordination of all members of the design team</li> <li>▶ Be primarily dedicated to design of the project</li> </ul>	<p>23 years of experience &amp; expertise in managing the design of highway transpo. projects and expertise in the design of projects of similar scope, magnitude, and complexity including SCDOT DB projects.</p> <p>Will attend all routine project meetings in person, be primarily dedicated to design of the Project, available to SCDOT as needed and is a full-time employee of JMT.</p>

## B&G- TEAM ADDITIONAL ESSENTIAL STAFF

**Stephen Davis-Jim O'Connor-Bill Schaub-Executive Committee Members** - This team has jointly pursued over \$3.3 billion in design-build projects and was successful on winning 60% of said work. These pursuits encompassed nine projects including the I-85 / 385 Interchange. Further, a large majority of the work within these projects included interchanges along major interstates encompassing many aspects of the same work associated with the I-77 Interchange.

**Kevin White-Executive Committee Member** - Kevin brings 24 years of experience to the executive committee across a wide variety of heavy civil projects including transportation, power, and horizontal site projects including design-build delivery, Kevin holds an active professional engineering license and consistently brings innovative approaches to his team. Kevin's leadership will ensure B&G has adequate resources available to make this project a success.

**Hails Seawell-Assistant Project Manager** - Hails brings six years of transportation and const. experience to the team. He has worked on two design-build-bridge projects, including the \$550M Kosciuszko cable stay bridge in NY. Hails' previous responsibilities include design management, subcontractor management, maintenance of traffic, crew work





and safety plans, scheduling, permitting, estimating, owner relations, procurement, and financial reporting.

## TEAM INTEGRATION

Although B&G and JMT have not previously worked together as firms, our team members have worked together, as firms and individuals, and look forward to working together again. There have been subsequent working relationships since that time as outlined in the table below to show that B&G, JMT, and our subs are trusted working partners that will translate to a seamless design-build execution on the I-77 Panthers Interchange project.

Table 3: Project	B&G	JMT	HOLT	MC	NOVA	PCE	B&G's Stephen Davis
US 1 over I-20 Interchange Improvement, Design-Build (\$38M, 2024), JMT- Lead Design Engineer, HOLT- Design QC, SCDOT, Mr. Jae Mattox, III, PE, 803-737-1805, mattoxjh@scdot.org		●	●				
I-26 Widening MM 85-101 Design-Build Pursuit, SCDOT (\$421M, 2019) JMT- Major Subconsultant; NOVA- Geotechnical, SCDOT, Mr. Brad Reynolds, PE, DBIA, 803-737-1440, reynoldsbs@scdot.org		●			●		
Carolina Crossroads Phase 2, Design-Build Pursuit, SCDOT (\$<100M, 2020), JMT- Lead Design Engineer, NOVA- Geotechnical, PCE- Public Involvement; SCDOT, Mr. Brad Reynolds, PE, DBIA, 803-737-1440, reynoldsbs@scdot.org		●	●			●	
I-295/I-695 Interchange Design-Build, 11th Street Corridor, Washington DC(\$350M, 2015)JMT-Lead Designer; DDOT, Mr. Joseph Dorsey, PE, 202-210-4542, joseph.dorsey@dc.gov		●					●
Interstate 85-385 Interchange Improvements Design-Build Pursuit, SCDOT (\$254M, 2014) JMT- Lead Design Engineer.-Skanska-Stephen Davis, SCDOT, Mr. John Boylston, PE, 803-737-1598, BoylstonJD@scdot.org		●					●
3 projects since 2008 equaling the total \$2B in construction cost with Skanska		●					●
Four projects (including two design-build) since 2008 equaling the total \$23M in construction cost with McKim and Creed	●			●			
62 projects since 2008 equaling the total \$2.7B in construction cost with NOVA	●				●		

### 3.3.2 CRITICAL RISKS

The B&G- JMT Team has identified a strategy to quantify and mitigate each risk identified in 3.3.2 of the RFQ, on the following pages in Table 4. The B&G-JMT Team has evaluated these risks, and additionally, identified other important items we will consider in our development of the project.

Table 4: Critical Risks		
Why Critical	B&G Mitigation Strategy	SCDOT/Other Agencies' Role
<b>Risk: Schedule</b>		
Geotechnical Site Conditions can create delays. These include: pile length changes from rock depth variability. Availability of borrow and MSE wall backfill. Stability of excavation along I-77. Immediate embankment settlement impacts drainage structures below.	-GDM compliant investigations, and proper analysis, of areas with deep foundations allows design & installation to meet RFP, schedule and cost criteria.  -Securing borrow sources in advance. Early settlement analysis & coord. with drainage.	Not Anticipated.



**Table 4: Critical Risks**

Why Critical	B&G Mitigation Strategy	SCDOT/Other Agencies' Role
Utility Relocations could affect constr. such as Duke Energy Trans Line not being located by Feb 2021. York Elec. Co-op's aerial elec. to be relocated. City of Rock Hill's buried elec. disrt. & lighting. Potential conflict with City water & sewer and York Cty gas line. Comporium comm. lines and SCDOT DMS to be relocated.	-DB Coordinator and Utility Coordinator will initiate early involvement of utilities during proposal and into design phase. -Construction Manager will schedule relocations on I-77 and Paragon Way in advance of const. activities. Impacted utility relocations will be prioritized.	-Work with Commerce Department on relocation of Duke Energy power lines along I-77. -Assist with relocation of other utilities on SCDOT ROW as identified in OLH report of Feb 13, 2020.
Long Lead Materials can delay schedule if not delivered when needed for installation. Considerations are: Bridge Girders, MSE Wall Systems, Interchange Lighting, TXDOT CWI Railing.	-Identify suppliers with capacity during pursuit & contract early after NTP. Our team has already verified local precasters have capacity. -DB Coord to provide list of suppliers & capture efficiencies during design. -Lead Design Engineer to design with suppliers' materials & lead time in mind. -Project Manager to submit shop drawings for long lead / specialty items early.	Provide timely review and approval of shop drawings once received after JMT's thorough review and approval for compliance with plans and RFP.
Permitting revisions required by alternate designs can create delay risk from additional reviews.	Work within the current design framework without substantial deviations to minimize the impact from permit reviews.	Not Anticipated.
Potential revisions to the Interchange Justification Report (IJR) could create delays in approval.	Work within IFR parameters to eliminate added FHWA reviews. If any design mods are identified as being in SCDOT's best interest, communicate early during pursuit, so IJR discussions can be had.	Assist in FHWA coordination if anything develops during design, that the SCDOT wishes to implement, that does require a modification to IJR.
Weather Delays can affect the overall project schedule, safety, cost and quality.	Program SCDOT/regional expected monthly rain days into CPM & schedule weekends as make-up days. Stabilize vulnerable site areas to protect & prevent rework.	Not Anticipated.
Incorrect Tie-in/Interface with new Panther Training Facility development and local businesses leading to scope changes on either side and/or project delays and "bad relations" with development team, commerce and SCDOT.	Host regular coord. meetings with the Panthers' developers, Populous, Barton Malow, and businesses to ensure proper connectivity. B&G has an active project with Populous, and has JV'd with Barton Malow on prior stadium work designed by Populous. These existing relationships will inherently strengthen inter-project communication.	Allow B&G to communicate directly with developers and capitalize on B&G's existing Populous and Barton-Malow relationships, past working partnerships and understanding of the drivers for their development. <b>No other team can offer this relationship to the project since B&amp;G does infrastructure and developer-driven projects regularly.</b>
Lack of coordination, information, and decision making from multiple third party stakeholder involvement creates risk to schedule, scope changes, cost and claims.	Proactively conduct early coordination with stakeholders. Adhere to key decision dates on CPM. B&G often works with many stakeholders and are adept at clarifying and finalizing critical decisions from multiple parties thru trust and clear communication.	Provide design builder continuous updates from third party stakeholders and allow direct communication where possible.
Late completion & approval of RFC design plans could delay construction activities.	JMT's thorough understanding of SCDOT's review process and requirements means building adequate time into design submittal and review schedule. B&G to consider "at risk" NTP to design team in advance of SCDOT contract finalization.	Consider early start NTP to design-build team shortly after Notice of Award.
Schedule risks due to supply disruptions from plant closures, material shortages, or backorders from const. industry demand.	B&G has local suppliers aligned from on-going area jobs and routinely procures & stores material early to mitigate risks.	Not Anticipated.



<b>Table 4: Critical Risks</b>		
<b>Why Critical</b>	<b>B&amp;G Mitigation Strategy</b>	<b>SCDOT/Other Agencies' Role</b>
Schedule risks due to labor and/or equipment shortages and disruptions.	B&G has full-service offices in Charlotte, Greenville, and Raleigh and internal labor & equipment to accelerate and supplement the local workforce. B&G is completing four Charlotte area jobs equaling \$450M in early 2021 that can provide labor to I-77.	Not Anticipated.
COVID-19 issues could lead to project disruptions from mandated work restrictions, labor shortages and other "off-project" disruptions to critical staff with SCDOT, utility owners or third parties.	B&G has successfully mitigated schedule disruptions due to COVID-19 by continuous communication with labor force, subs & suppliers, using contact tracing on reported cases, and with stringent safety protocols to reduce spread within our project forces.	Advise B&G if anything changes in SCDOT's, or other stakeholders, ability to provide needed reviews, responses or other project related items due to COVID influenced restrictions.
Delay of, or new, ROW acquisitions can create conflict and delays.	We understand SCDOT is acquiring all ROW and we plan to stay within that ROW to eliminate need for additional acquisitions .	SCDOT to advise any changes to ROW acquisition schedule.
<b>Risk: Maintenance of Traffic</b>		
High traffic volumes, especially during peak commuting hours influencing operations. On I-77 there are over 90,000 vehicles per day (vpd) on this section.	Construct much work offline to minimize traffic impacts. Coord. with local SCDOT SHEP office to monitor traffic congestion & safety and modify MOT as needed.	SCDOT will approve TMP and MOT plans.
Coordination of construction with Panthers Training Facility Work and associated development deliveries, construction, or other access needs.	On-going construction of both facilities requires coordination. Host a kick-off meeting with Panthers Team and host weekly meetings to align schedules.	SCDOT to review plans and provide comments as needed.
Managing construction access from I-77 is important to maintaining consistent and predictable traffic flow thru the corridor.	Develop MOT phasing to minimize impact to traffic on both I-77 and local roadways. Access to the work areas will be from local roads in lieu of I-77 direct access whenever possible. Submit phasing and access plan to SCDOT and Panthers developer for comment before applying.	SCDOT will provide review of plans and comments as needed.
Establishing safe construction access from I-77 is important for safe work zones and motorist safety.	Use concrete barriers to protect work zones and allow both I-77 and local traffic to flow normally with minimal lane closures, shifts or disruptions to expected travel.	SCDOT will provide review of plans and comments as needed.
Development opening before interchange is complete may complicate access and traffic movement.	Accommodate early opening of individual site tenants earlier than main facility. For example, stage project for the southbound on/off ramps to open early if possible.	Participate in coordination. Facilitate communication with developer of facility.
Work zones are subject to higher crash rates, breakdowns take longer to clear causing non-recurring congestion. Risk of secondary collisions could be possible.	Follow RFP road and lane closure directives. Provide daily MOT inspections. Properly implement MOT plan. Coord. with SCDOT SHEP & watch cameras to help monitor traffic in construction zone.	Not Anticipated.
Constrained access to businesses along Paragon Way could be inconvenient.	Ensure access at all times to Paragon Way businesses with a coordinated MOT plan.	Not Anticipated.
Existing pavement conditions must be maintained for safety and any temporary pavement must be managed according to SCDOT construction specifications with pothole monitoring and rapid response provided to address potholes before they become a safety issue.	B&G's on-site MOT Manager will be responsible for ensuring traffic control and roadway operations are compliant and will inspect the work area multiple times per shift to include locating any potholes and coordinating with the asphalt subcontractor to have repaired in 24 hours or less.	Not Anticipated.
<b>Risk: Third-Party Coordination</b>		
Lack of coordination with Panthers Development for roadway site, grade, drainage & lighting connectivity to their project could lead to cost, schedule, safety and PR issues.	DB team will have regular meetings to stay abreast of Developer/Populous/Barton Malow plans, plan modifications, schedule changes, and on-going work items.	Participate as needed and advocate for enhanced coordination between DB Team and Developer.
Coord. relocation of I-77 ITS camera near mm 80 on I-77 NB with SCDOT to provide motorist critical & uninterrupted traffic information throughout construction.	Early relocation and coordination with SCDOT to ensure camera is always operational through the construction process.	SCDOT would need to approve and participate in the relocation of this camera.
Coordination with The Panthers organization for media relations and any special site signage and advertisement.	Coordinate all media notices through SCDOT and any designated entity. Host meetings during design to identify temporary and/or permanent Panthers related media items, signs and advertisements at the site.	SCDOT provide input on compliance and Panthers organization on media goals.



Table 4: Critical Risks		
Why Critical	B&G Mitigation Strategy	SCDOT/Other Agencies' Role
Lack of coordination with the relocation of utilities as discussed in the OLH report dated 2/13/20 would endanger the schedule, project costs and goodwill already established between SCDOT and the utility owners.	-DB Coordinator and Utility Coordinator will initiate early involvement of utilities during proposal and into design phase. -Construction Manager will schedule relocations in advance of const. activities. Impacted utility relocations will be prioritized. - Build on good work accomplished by OLH during development of project as provided in their report dated 2/13/20.	Not Anticipated.
Coordination and communication with Commerce Department to be handled by SCDOT for continuity.	Include Commerce Department in coordination meetings and provide project status and information if required.	Establish clear project communication tree so DB team conforms to expectations.
RR involvement could “derail” the schedule if their overpass is impacted.	Avoid impacts to RR crossing of I-77 when transitioning lanes to our interchange.	Not Anticipated.
Third party coordination with other stakeholders, outside Panther group, should not be ignored: <ul style="list-style-type: none"> <li>Local businesses</li> <li>Residents</li> <li>County/City</li> </ul>	-Utilize multiple channels such as social media, project website, email, and local news affiliates as desired by SCDOT. -Coordinate early and often with the local business, particularly on Paragon Way and Corporate Blvd. -Be available to Rock Hill and York County staff to provide updates on milestones -Prior to start of construction residents will be informed of the construction plan, schedule, and given a POC for questions.	Coordinate with DB team to develop the coordination and communication plan desired by DOT, Commerce, Panthers and other stakeholders already involved. B&G wants to meet SCDOT expectations and not create information conflicts.
Incorrect FHWA/SCDOT accountability reporting for the US DOT \$36.6M INFRA Grant could reduce grant amount by 10%.	-Deliver per project grant milestones to ensure project meets success indicators. -Ensure Sponsor has all info needed for Quarterly Project Progress Reports. -Meet “proven safety countermeasures” by INFRA and follow required Buy America.	Provide any direction regarding your reporting requirements that we can assist with providing data for.

Table 5: Additional Considerations		
Why Critical	B&G Mitigation Strategy	SCDOT/Other Agencies' Role
<b>HYDROLOGY / SWPPP and DHEC</b>		
Delayed review time by DHEC due to COVID19 could affect schedule.	Early coordination with DHEC and SCDOT for concurrent reviews.	SCDOT would need to be open to a concurrent review with DHEC.
Impervious area increases in watershed could create downstream impacts; resulting in unplanned stormwater management being needed outside the project area.	Perform drainage calculations to determine outfall attenuation needs and stormwater measures affecting R/W early in design.	SCDOT and SCDHEC will review stormwater submittals and note any non-typical stormwater requirements for this project.
Inspect pipe crossings in project limits. Determine if reusing existing culverts is a structurally & hydraulically viable.	Analyze all existing crossings for capacity and condition to ensure they are capable of being reused.	Provide clear direction on replacements vs. reuse.
<b>ENVIRONMENTAL COMPLIANCE</b>		
Ensure environmental compliance on all scopes of work.	Conduct preconstruction meeting for each work item to discuss compliance requirements and avoid nonconformance.	SCDOT should participate in meeting.

### 3.3.3 PROJECT RESOURCES, STRATEGIES, AND EXECUTION

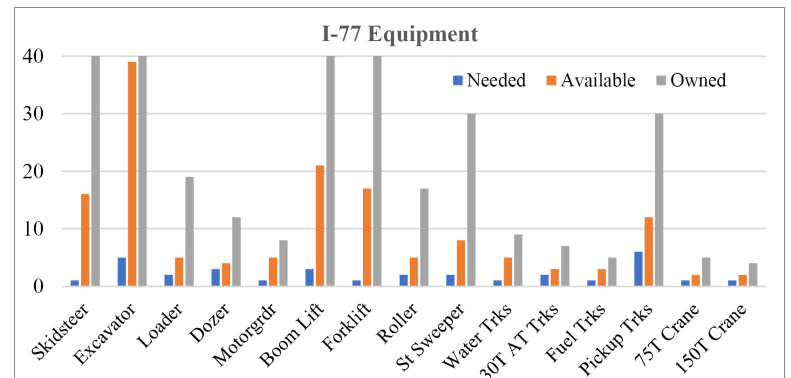
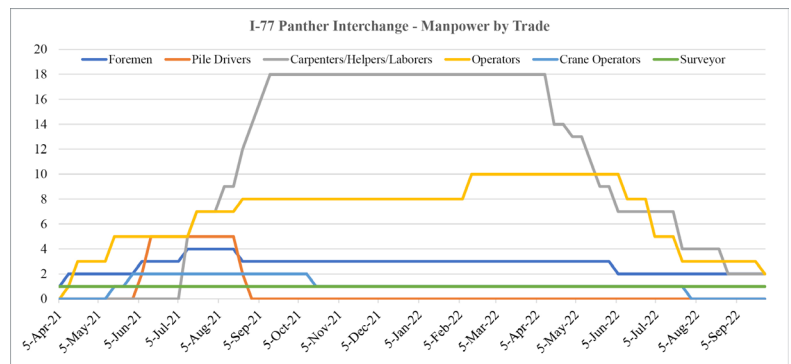
#### TEAM RESOURCES

As the largest contractor in the Southeast, Brasfield & Gorrie has considerable resources to pull from to successfully deliver this project. Our proposed team was hand-picked from B&G’s pool of over 2,200 field employees and 1,300 office staff. Contracting for this project dovetails well with B&G’s forecasted labor availability in the Charlotte area. There are four other B&G projects in Charlotte, worth \$450M, that will be finishing concrete work, and/or the





entire project, in early 2021. These labor resources (foreman, craft, labor) will be an option for the I-77 project and will meet the estimated labor needs shown in the graph to the right. B&G also has the required equipment as shown in the chart to the right. B&G will self-perform major project components including bridge foundations and structure, girder erection, grading, drainage, MSE walls, and MOT. JMT will self-perform bridge, roadway, traffic, MOT, and hydraulic design and environmental and utility coordination. Although B&G will self-perform a large portion of the work, subcontractors will also be utilized. Having issued over \$4B of subcontracts on projects within 150 miles of Rock Hill, B&G has an excellent reputation with the Charlotte area subcontractor community. This translates to better pricing and responsiveness. Our team has already begun the outreach to subs, such as asphalt pavers, for this project. Another resource B&G provides is existing relationships with Populous and Barton Malow who are working on the Panthers Training Facility. **B&G has worked on six major stadium projects designed by Populous, and joint ventured with Barton Malow on one.** Although B&G submitted on the SCDOT US 1 over I-20 project, this project would represent our first win with SCDOT.



## Brasfield & Gorrie Design-Build Experience



94

DESIGN-BUILD PROJECTS  
IN PAST 7 YEARS



\$1.5

BILLION IN DESIGN-BUILD PROJECTS IN  
PAST 7 YEARS

JMT's 20 transportation professionals in SC are supported by a company-wide staff of more than 1,600. This staff will be completing the bulk of their design roles on the US 1 over I-20 project with ROW plans submitted in Oct., 2020 and RFC plans in early 2021, and will be available to apply their valuable lessons-learned when this project moves to contracting and NTP. JMT's 18 offices throughout the southeast, and particularly staff in Raleigh, NC dealing with the NCDOT work reduction, are prepared to provide any additional resources and DB experience.



## TEAM LOCATION

B&G will have a heavy on-site management presence for this project. Project Manager (Trey Ogle) will be on-site frequently, while Design-Build Coordinator (Bryan Reese), Construction Manager (Daniel Cleckley), and Assistant Project Manager (Hails Seawell) will be located full-time at the project site. This gives SCDOT easy access to the project team and decision makers assigned to the project. B&G will manage the project from their Atlanta, GA, office with support from the Charlotte, NC, and Greenville, SC, offices. JMT will be managing the design from their Charleston, SC, and West Columbia, SC, offices while engaging design resources in their Raleigh, NC office and utilizing their Charlotte, NC office for coordination meetings.



MORE THAN  
**630**  
projects  
.....  
WITHIN  
**150**  
mile radius  
OF ROCK HILL, SC  
.....  
TOTALING OVER  
**\$5.9**  
billion



In the era of COVID-19, project delivery was reinvented. In-person meetings became virtual and team and client communication took on a new look. With our proven adaptation to virtual work, we will develop a seamless delivery and communications plan as effective as in-person experiences. That said, our on-site team will provide a safe work space for "distanced" in-person meetings as required. A detailed virtual plan coupled with necessary on-site meetings will enhance communication, integration and delivery.

To provide SCDOT with quality deliverables within our schedule, we offer adaptable communication and document sharing platforms such as ProjectWise, Revu Bluebeam, Office 365 SharePoint, Microsoft Teams, Egnyte, Zoom, among others.



Our team is committed to keeping our staff, clients & partners safe in any situation. We will follow CDC Guidance & OSHA Standards to help prevent the spread of COVID-19.

We will utilize the platforms and channels of communications that are most effective for all stakeholders. The B&G-JMT team has pre-pandemic experience utilizing these platforms on past design-build projects and are confident that we can adapt our already established processes to best support SCDOT on this project.



## 3.4 EXPERIENCE OF KEY INDIVIDUALS

Please see Appendix A for resumes of our Key Individuals. References are provided in Appendix H.

## 3.5 PAST PERFORMANCE OF TEAM

Please see Appendix B and Appendix C for the Contractor/Designer Work History Forms. References are provided in Appendix H.

## 3.6 LEGAL AND FINANCIAL

Please see Appendix D for required information.

## 3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

Please see Appendix E for required information.







# Appendix | A

## Key Individual Resume Forms


**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | Project ID P038652



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a. Name & Title:	<b>Thomas “Trey” Lawrence Ogle III, PE</b> Operations Manager
b. Role of Key Individual for this Project:	<b>Project Manager</b>
c. Name of Firm with which you are now associated:	<b>BRASFIELD &amp; GORRIE, L.L.C.</b>
	
d. Years of Experience:	With this Firm <u>10</u> Years      With Other Firms <u>0</u> Years
<p><b>Brasfield &amp; Gorrie, LLC: Operations Manager</b> - Supports project teams; project managers and superintendents, identify potential areas of concern and coordination, resolve conflicts in drawings/scope, and maintain financial accountability; monitors projects' budget and schedule. (2019-present)</p> <p><b>Brasfield &amp; Gorrie, LLC: Senior Project Manager</b> – work with preconstruction during pursuit phase, transition project to operations, assist project team, manage design process, owner communication (2017 to 2019)</p> <p><b>Brasfield &amp; Gorrie, LLC: Project Manager</b> – responsibilities (2013 to 2017) manage day to day construction activities, manage schedule, oversee management and craft, project financials, oversee QC program, owner communication, project safety</p> <p><b>Brasfield &amp; Gorrie, LLC: Assistant Project Manager</b> – check submittals, procure materials, manage QC program, track and maintain production logs, record installed quantities, support construction manager (2010 to 2013)</p>	
e. Education:	The University of Alabama / Tuscaloosa, AL / Bachelor of Science / 2010 / Civil Engineering
f. Active Registrations:	2016/Alabama /Professional Engineer/35996 OSHA 30-Hour Construction Certification CPR/AED/First Aid Certified ATSSA Traffic Control Technician (TCT) & ATSSA Traffic Control Supervisor (TCS)
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><b><u>Project Example No. 1</u></b>      <b>Windy Ridge Parkway Bridge over I-75/I-285 at Braves Stadium, Atlanta, GA</b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Brasfield &amp; Gorrie</p> <p><b>Project/Assignment Duration:</b> Project 2016-2017 / Assigned 2016-2017</p> <p><b>Owner Contact Information:</b> Cobb County, Wade Kelly, wade.kelly@cobbcounty.org, (770) 528-7200</p> <p><b>Design/Construction Value:</b> \$11.7 Million</p> <p><b>Project Description:</b> The major challenge on this project was the aggressive schedule and the overall project logistics. The project crossed 18 lanes of high-density interstate traffic. This required heavy planning and temporary works in order to meet the aggressive 11-month schedule. The schedule was driven by the completion of Truist (formerly Suntrust) Park's opening day which was being constructed simultaneously. Trey led development and maintenance of the Level 4 CPM schedule. The scope of work included structural components, such as the bridge structure and a retaining wall in addition to decorative hardscapes, landscapes, and lighting elements. As the lead project manager, Trey was responsible for all aspects of construction. He developed and oversaw the implementation of the complex MOT plans. He was responsible for coordination with 3 other contractors whose project limits all over lapped. He was also responsible for the management of all self-perform activities, subcontractor activities, and coordination with RS&amp;H, the project designer.</p>	
<p><b><u>Project Example No. 2</u></b>      <b>I-59/20 Widening and Interchange Reconstructions, Tuscaloosa, AL</b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Brasfield &amp; Gorrie</p> <p><b>Project/Assignment Duration:</b> Project 2017-12/2020 (Projected)/Assigned 9/2017 – 12/2020</p> <p><b>Owner Contact Information:</b> Alabama DOT, Benji Cantrell, cantrellb@dot.state.al.us, (205) 554-3299</p> <p><b>Design/Construction Value:</b> \$84.5 Million</p> <p><b>Project Description:</b> Consisting of three phases, this project will widen four miles of I-59/I-20 and replace and widen the bridges over Skyland Blvd. and McFarland Blvd. The McFarland Blvd. bridge will be a 255-foot, suspended arch bridge and the Skyland Blvd. bridge will be a 350-foot, four-span bridge. A new Single Point Urban Interchange (SPUI), at McFarland Blvd is also included. As the Project Manager, Trey was responsible for oversight of both the management and the craft. He was responsible for identifying any areas of concern early in order to mitigate issues on the front end. He also was responsible</p>	



for managing the project financial as well as coordination with the owner. Trey was heavily involved in the level 4 CPM schedule, MOT plan, and all 3<sup>rd</sup> party coordination. The innovative MOT plan was developed by Trey and Bryan Reese, both proposed key individuals on the I-77 project.

**Project Example No. 3**

**HWY 150 Widening & Bridge Replacement, Hoover, AL**

**Key Personnel Role:**

Project Manager

**Experience with Current Firm:**

Brasfield & Gorrie

**Project/Assignment Duration:**

Project 2017-2018 / Assigned 2017-2018

**Owner Contact Information:**

Alabama DOT, Gary Smith, smithg@dot.state.al.us, (205) 581-5615

**Design/Construction Value:**

\$16.5 Million

**Project Description:**

This project widened nearly one mile of existing roadway, from two lanes to five lanes and replaced the two existing bridges with one bridge. Spanning across two CSX rail lines and Shades Creek, the new bridge is 1,000 feet long with 10 spans. The project was constructed in phases to minimize the impact to the local businesses and community. During all phases of construction, all railroad operations were required to continue as normal and Shades Creek could not be impacted. Brasfield & Gorrie self-performed all traffic control, H-pile driving, bridge concrete, pre-stressed concrete girder erection, and bridge demolition. This project received an ABC Alabama Excellence in Construction award. As the lead project manager, Trey was responsible for managing the level 4 CPM project schedule, coordination with the railroad, maintenance of traffic, coordination with the surrounding business and residential areas, project budget, utility coordination, and managing the project financials.

**Project Example No. 4**

**Hwy 231 Emergency Bridge Replacement, Lacey's Spring, AL**

**Key Personnel Role:**

Operations Manager

**Experience with Current Firm:**

Brasfield & Gorrie

**Project/Assignment Duration:**

Project 5/2020 to 12/2020 / Assigned 5/2020 to 12/2020

**Owner Contact Information:**

Alabama Department of Transportation, Curtis Vincent, vincentc@dot.state.al.us, (256) 505-4956 and Volkert, Adam Patterson, adam.patterson@volkert.com, (256) 226-4927

**Design/Construction Value:**

\$14.6 Million

**Project Description:**

The project consists of the construction of two bridges to carry northbound and southbound traffic over an area where a landslide damaged the roadway. The two-lane bridges will be comprised of seven 135-foot spans, approximately 1,000 feet each. This project is expected to complete in **less than four months**, and includes grading, drainage, 9.5' diameter drilled shafts, major bridge construction, paving, and signage. Trey was responsible for this project from the pursuit phase through construction. He was responsible for oversight of the overall project schedule, all management and craft employees, and coordination with the owner. He is assisting with the level 4 CPM schedule and 3<sup>rd</sup> party coordination.

**Project Example No. 5**

**CERT - Coal Emission Reduction Technologies – DESIGN BUILD (Terrell/Belmont N; Pensacola, FL; Thompsons/Jewitt, TX; Mansfield, LA; Aberdeen, OH; Labadie/Festus, MO; Wheatland, WY; Beulah, ND; Rabbit Hash, KY; Delta, UT; Owensville/Cayuga, IN)**

**Key Personnel Role:**

Project Manager

**Experience with Current Firm:**

Brasfield & Gorrie

**Project/Assignment Duration:**

Project 2011-2012 / Assigned 2011-2012

**Owner Contact Information:**

Greenfuels Energy LLC, Jeff Green, jgreen@greenfuelsenergy.com, (205)-798-7766

**Design/Construction Value:**

\$13 Million

**Project Description:**

The CERT projects were design build projects consisting of eleven similar projects spread across eight states for five different power providers. The project consisted the construction of several structural steel platforms on a combination of shallow and deep foundations to support several silos and tanks. These projects had many challenges with the most difficult issues to overcome being related to design data compilation, level 4 CPM project schedule, and the labor/material logistics. In the end, the project team was able to complete both the design and installation of all eleven projects over a six-month period and nearly one month ahead of the overall required project completion date. Trey was responsible for the overall project schedule, the coordination with craft and equipment between the different sites, and coordination with both the owner as well as the different utility owners.

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.

Trey is currently overseeing multiple infrastructure projects as an Operations Manager. The HWY 231 Emergency Bridge Project and the I-59/20 Widening Project are scheduled to end in 12/2020. Both projects have additional managers in place should additional scope be added to either job. Brasfield & Gorrie is firmly committed that Trey will be available for the I-77 Project.

## KEY INDIVIDUAL RESUME FORM

### Brief Resume of Key Individual anticipated for the Project.

- |    |  |                        |                           |
|----|--|------------------------|---------------------------|
| a. | Name & Title:<br><b>Bryan Leslie Reese</b><br>Senior Project Manager                     |                        |                           |
| b. | Role of Key Individual for this Project:<br><b>Design-Build Coordinator</b>              |                        |                           |
| c. | Name of Firm with which you are now associated:<br><b>BRASFIELD &amp; GORRIE, L.L.C.</b> |                        |                           |
| d. | Years of Experience:   | With this Firm 3 Years | With Other Firms 15 Years |



**Brasfield & Gorrie, Senior Project Manager** - Serves as the primary contact throughout the project. Providing the team extensive experience and expertise, he is involved with the details of the project from preconstruction through closeout. He works with the design team, manages the budget and schedule, oversees the project management team, and works with the superintendent to ensure the training and readiness of the field team and the safe execution of the project. (2017- present)

**Kiewit Corporation: Project Sponsor** – Responsible for identifying all project pursuits. He had final decision on selection of design partners and was responsible for all contract negotiations. (2014-2017)

**Kiewit Corporation: Operations Manager** – Bryan was responsible for all aspects of the preconstruction and construction phases. He was responsible for management of the design partner on all design-build projects. (2011-2013)

**Kiewit Corporation: Project Manager** – Bryan was responsible for leading the estimates and scheduling projects during the pursuit phase. During construction, he provided oversight of engineering, cost control, safety, quality control, contract administration, scheduling and work planning, as well as facilitation effective communication with owners and stakeholders. (2005-2010)

**Kiewit Corporation: Project Engineer** – Responsible for onsite coordination of self-perform trades and subcontractors. He was also responsible for oversight of the QC program and ensuring all activities conform to the plans and specifications. (2002-2004)

- |    |   |
|----|---|
| e. | Education:<br>Auburn University / Auburn, AL / Bachelor of Science / 2002 / Civil Engineering |
| f. | Active Registrations:<br>OSHA 30-Hour Construction Certification                              |

- g. Document the extent and depth of your experience and qualifications relevant to the Project.

### Project Example No. 1

**Key Personnel Role:**

**Experience with Current Firm:**

**Project/Assignment Duration:****Owner Contact Information:****Design/Construction Value:**

### Project Description:

## I-59/20 Widening and Interchange Reconstructions, Tuscaloosa, AL

Project Engineer

Brasfield &amp; Gorrie

Project 2017-12/2020 (Projected)/Assigned 9/2017 – 3/2018

Alabama DOT, Benji Cantrell, cantrellb@dot.state.al.us, (205) 554-3299

\$84.5 Million

Consisting of three phases, this project will widen four miles of I-59/I-20 and replace and widen the bridges over Skyland Blvd. and McFarland Blvd. The McFarland Blvd. bridge will be a 255-foot, suspended arch bridge and the Skyland Blvd. bridge will be a 350-foot, four-span bridge. A new Single Point Urban Interchange (SPUI), at McFarland Blvd is also included. On this project, Bryan was involved in the development of the level 4 CPM project schedule and the development of the complex MOT phasing which allowed the project to reduce the owners projected schedule by several months. Bryan and Trey Ogle developed an innovative phasing and MOT plan that was integral to Brasfield & Gorrie's success on the project. Bryan's MOT experience from multiple other interstate projects helped influence the plan.

### Project Example No. 2

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**Key Personnel Role:**

### Experience with Current Firm

### Project/Assignment Duration

**Owner Contact Information:**

### OTHER CONTACT INFORMATION

**Design/Construction Value:**

### Project Description:

**CONRAC Entrance Road, Intersection and Bridge over I-85, Atlanta, GA  
– DESIGN BUILD PROJECT**

## Design Build Project Manager

Kiewit Corporation

7/2007 to 9/2008

Georgia DOT, Norma Click, norma.click@atlanta-airport.com, (404)-382-1304

\$31 Million

This project for the City of Atlanta consisted of the construction of a new four-lane divided roadway and bridge from the CONRAC facility entrance over I-85, one state road, two railroads, two local roads, and airport parking lot. The



length of the new construction was approximately 4,000 ft and included clearing and grubbing, erosion and sediment control, miscellaneous demolition, removals, earthwork, water lines, storm sewer systems, bridge, mechanically stabilized embankment retaining walls, asphalt paving. On this project, Bryan was responsible for all facets of the construction process. Bryan was responsible for communicating and coordinating work with all involved parties the new bridge crossed. Bryan was also responsible for overall schedule management, project financials, 3<sup>rd</sup> party coordination, and the owner relations.

**Project Example No. 3**

**RM Clayton Headworks – DESIGN BUILD PROJECT**

**Key Personnel Role:**

Design Build Project Manager

**Experience with Current Firm:**

Kiewit Corporation

**Project/Assignment Duration:**

10/2014 to 1/2016

**Owner Contact Information:**

City of Atlanta, Ade Abon, abon@atlantaga.gov, (404)-925-0323

**Design/Construction Value:**

\$54 Million

**Project Description:**

This design-build project consisted of design and construction of a new 12 bay head cell unit. The scope included drilling and blasting, excavation, concrete work, mechanical and electrical. As the Design-build Project Manager, Bryan was the primary contact for all coordination between the design team and construction team.

**Project Example No. 4**

**Long Harbor Nickel Processing Plant, Newfoundland, Canada – DESIGN BUILD PROJECT**

**Key Personnel Role:**

Design Build Project Manager

**Experience with Current Firm:**

Kiewit Corporation

**Project/Assignment Duration:**

4/2011 – 11/2013

**Owner Contact Information:**

Vale Limited, Dan Donnelly, dan.donnelly@vale.com, (416)-361-7511

**Design/Construction Value:**

\$637 Million

**Project Description:**

Located in Newfoundland, Canada, this project consists of the design build construction of a nickel concentrate processing facility. The \$637 million project involved over 3.7 million manhours to construct the nickel processing plant. As Operations Manager, Bryan was responsible for managing all activities and disciplines, including oversight of over 1,000 craft and staff. Bryan was responsible for ensuring the project level 4 CPM schedule.

**Project Example No. 5**

**Hwy 231 Emergency Bridge Replacement, Lacey's Spring, AL**

**Key Personnel Role:**

Project Manager

**Experience with Current Firm:**

Brasfield & Gorrie

**Project/Assignment Duration:**

Project 5/2020 to 12/2020 / Assigned 5/2020 to 12/2020

**Owner Contact Information:**

Alabama Department of Transportation, Curtis Vincent, vincentc@dot.state.al.us, (256) 505-4956 and Volkert, Adam Patterson, adam.patterson@volkert.com, (256) 226-4927

**Design/Construction Value:**

\$14.6 Million


**Project Description:**

The project consists of the construction of two bridges to carry northbound and southbound traffic over an area where a landslide damaged the roadway. The two-lane bridges will be comprised of seven 135-foot spans, approximately 1,000 feet each. This accelerated project is expected to complete in **less than four months**, and includes grading, drainage, 9.5' diameter drilled shafts, major bridge construction, paving, and signage. As the lead project manager on this project, Bryan is responsible for all aspects of construction. This project has an extremely aggressive schedule and Bryan is responsible for the development and management of the level 4/5 CPM schedule. The 4-month completion date required detailed scheduling and planning of all self-perform forces as well as all subcontractors as the project was working 24 hours per day, 7 days per week.

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.

Bryan is currently assigned to the Hwy 231 Emergency Bridge Replacement project as the Senior Project Manager. This project is expected to be complete in December 2020. Brasfield & Gorrie is firmly committed that Bryan will be available for this project.


## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>																	
a.	Name & Title: <b>David Ryan Russell, PE</b> Senior Associate																
b.	Role of Key Individual for this Project: <b>Lead Design Engineer</b>																
c.	Name of Firm with which you are now associated: <b>JOHNSON, MIRMIRAN &amp; THOMPSON, INC.</b>																
																	
d.	Years of Experience: With this Firm <u>3</u> Years      With Other Firms <u>23</u> Years <b>Johnson, Mirmiran &amp; Thompson, Inc. (JMT):</b> <i>Senior Associate/ SC Highways Section Head</i> – South Carolina Highways Section Head responsible for highway design and supervision of highways staff in South Carolina. Work responsibilities include design of highway geometry and oversight of plan production for highways for design-build and traditional bid-build projects. Also acts as project manager on select projects as required and directs work activities in South Carolina in support of other JMT regional offices. <b>Sept. 2016 - Present</b> <b>Civil Engineering Consulting Services, Inc.(CECS):</b> <i>Project Manager/ Senior Roadway Engineer</i> – Responsible for project management and roadway design for major interstate design-build projects, roadway widening projects, and bridge replacements for SCDOT and local governments. Responsibilities included all aspects of roadway design, coordination with other engineering disciplines, and preparation of all phases of engineering plans for construction. <b>Aug. 2013 – Sept. 2016</b> <b>Dennis Corporation Inc.:</b> <i>Director of Roadways</i> - Managed roadway staff and acted as project manager and lead designer on projects ranging from bridge replacements to highway widenings within South Carolina. Trained junior staff in microstation and geopak and SCDOT highway design procedures and provided oversight for plans production. <b>Sept. 2011- Aug. 2013</b> <b>Civil Consulting Solutions, LLC (CCS):</b> <i>Owner</i> – Sole proprietor of engineering firm. Performed engineering services for county roads, support services for major roadway projects, and site/civil design for private development. <b>Oct.2008- Sept. 2011</b> <b>RPM Engineers, PLLC:</b> <i>Highway Manager/Senior Roadway Engineer</i> - Managed highways staff on SCDOT projects ranging from interchange design to roadway widenings as well as county roadway paving projects. Responsible for all aspects of roadway design and plan production. <b>Jan. 2006- Oct. 2008</b> <b>TRC Engineers:</b> <i>Senior Roadway Engineer /Project Manager</i> – Responsible for plan production and design for roadway widening projects and bridge replacements throughout South Carolina. Prepared plans according to SCDOT standards and established all aspects of roadway geometry. <b>Jan.2005- Jan. 2006</b> <b>Wilbur Smith Associates (WSA):</b> <i>Junior Roadway Engineer to Project Manager</i> – As a junior engineer, worked under the direction of a senior engineer and project manager training in all aspects of roadway design. Learned Microstation/Geopak and learned proper plans preparation for SCDOT. Obtained P.E. license and moved into project management over the years working on high profile projects for the SCDOT as well as international projects. <b>Aug. 1998- Dec. 2005</b> <b>Connor &amp; Associates, Inc.:</b> <i>Junior Engineer</i> – Junior engineer working on site/civil projects in the lowcountry of South Carolina. Learned drainage design as well as site grading and utility design including water and sewer. <b>May 1997- Aug. 1998</b>																
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): The Citadel - The Military College of SC / Charleston, SC / Bachelor of Science / 1997 / Civil and Environmental Engineering																
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2002 / SC / Registered Professional Engineer (PE) / #21591																
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <table style="width: 100%; border: none;"> <tr> <td style="width: 35%;"><b>Project Example No. 1</b></td> <td><b>I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Co's., SC</b></td> </tr> <tr> <td><b>Key Personnel Role:</b></td> <td>Senior Roadway Engineer</td> </tr> <tr> <td><b>Experience with Current Firm:</b></td> <td>Johnson, Mirmiran &amp; Thompson, Inc. (JMT)</td> </tr> <tr> <td><b>Project/Assignment Duration:</b></td> <td>Project 2016-Present / Assignment 2016-2018</td> </tr> <tr> <td><b>Owner Contact Information:</b></td> <td>South Carolina Department of Transportation (SCDOT), Mr. Bradley Reynolds, PE, Reynoldsbs@scdot.org, 803-737-1440</td> </tr> <tr> <td><b>Design/Construction Value:</b></td> <td>\$435.5 Million (Construction)</td> </tr> <tr> <td colspan="2"><b>Project Description:</b></td> </tr> <tr> <td colspan="2">Approximately 20 miles of interstate reconstruction and widening, with 4 major interchange improvements. Mr. Russell was responsible for design and delivery of the mainline interstate and interchange design for a five-mile section of the project and one interchange.</td> </tr> </table>	<b>Project Example No. 1</b>	<b>I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Co's., SC</b>	<b>Key Personnel Role:</b>	Senior Roadway Engineer	<b>Experience with Current Firm:</b>	Johnson, Mirmiran & Thompson, Inc. (JMT)	<b>Project/Assignment Duration:</b>	Project 2016-Present / Assignment 2016-2018	<b>Owner Contact Information:</b>	South Carolina Department of Transportation (SCDOT), Mr. Bradley Reynolds, PE, Reynoldsbs@scdot.org, 803-737-1440	<b>Design/Construction Value:</b>	\$435.5 Million (Construction)	<b>Project Description:</b>		Approximately 20 miles of interstate reconstruction and widening, with 4 major interchange improvements. Mr. Russell was responsible for design and delivery of the mainline interstate and interchange design for a five-mile section of the project and one interchange.	
<b>Project Example No. 1</b>	<b>I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Co's., SC</b>																
<b>Key Personnel Role:</b>	Senior Roadway Engineer																
<b>Experience with Current Firm:</b>	Johnson, Mirmiran & Thompson, Inc. (JMT)																
<b>Project/Assignment Duration:</b>	Project 2016-Present / Assignment 2016-2018																
<b>Owner Contact Information:</b>	South Carolina Department of Transportation (SCDOT), Mr. Bradley Reynolds, PE, Reynoldsbs@scdot.org, 803-737-1440																
<b>Design/Construction Value:</b>	\$435.5 Million (Construction)																
<b>Project Description:</b>																	
Approximately 20 miles of interstate reconstruction and widening, with 4 major interchange improvements. Mr. Russell was responsible for design and delivery of the mainline interstate and interchange design for a five-mile section of the project and one interchange.																	



<b><u>Project Example No. 2</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I-26/Volvo Interchange (D-B) – Approx. MM 189 – Berkeley County, SC</b> Lead Roadway Design Engineer and Engineer-of-Record Johnson, Mirmiran & Thompson, Inc. (JMT) Project 2017-present/Assignment 2017 South Carolina Department of Transportation (SCDOT), Mr. Daniel Burton, PE BurtonD@scdot.org, 843-371-0342; Sarah Gaffney, gaffneysh@scdot.org, 843-514-9847  <b>Design/Construction Value:</b> \$1.75 Million (Design) / \$43.8 Million (Construction) <b>Project Description:</b> The Volvo Interchange is a new three-leg interchange along I-26 in Berkeley County. JMT designed three interstate overpass bridges on curved alignments and was the overall lead designer. Mr. Russell was not listed on the original RFP qualification and joined JMT during the shortlist pursuit phase. Modifications to the interchange and optimization of the alignments led by Mr. Russell played a key role in the JMT team win of this design build pursuit. Mr. Russell also played an integral role in the management and day to day activities of the project. He played a primary role in the engineering design and coordinated subconsultant activities.
<b><u>Project Example No. 3</u></b> <b>Key Personnel Role:</b> <b>Experience with Previous Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I 85/385 Interchange Improvements (D-B), Greenville County, SC</b> Lead Roadway Engineer Civil Engineering Consulting Services, Inc. Project 2015-present; Assignment 2015- 2017 South Carolina Department of Transportation (SCDOT), Mr. Phillip Sandel, PE, SandelTP@SCDOT.org, 803-737-1351  <b>Design/Construction Value:</b> \$231 Million (Construction) <b>Project Description:</b> This project consists of improvements to the Interstate 85/Interstate 385 System Interchange, widening of I-385 through the interchange area and rehabilitation to portions of I-85 just north and south of the interchange area. Mr. Russell lead the design team to minimize the construction footprint, optimize the construction staging, and find engineering solutions to accomplish the RFP requirements. Communication within the team was a critical part of the overall effort. Mr. Russell played a primary role in communication between the sub-consultant team members, SCDOT, SCDOT consultant reviewers, and the design-build contractor.
<b><u>Project Example No. 4</u></b> <b>Key Personnel Role:</b> <b>Experience with Previous Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I-85 Design-Build Preparation, MP 98-MP 106, Cherokee County, SC</b> Lead Roadway Engineer Civil Engineering Consulting Services, Inc. 2015-2016 South Carolina Department of Transportation (SCDOT), Mr. Michael Hood, PE, HoodML@SCDOT.org ,803-737-3485  <b>Design/Construction Value:</b> \$182 Million (Construction) <b>Project Description:</b> Mr. Russell was the lead engineer responsible for coordination, preparation, and development of preliminary roadway plans for the mainline Interstate 85 to the SC state line. Responsible for alternate alignments typical sections recommendations. Existing deficiencies in the horizontal and vertical alignments proved challenging in the design-build package preparation.
<b><u>Project Example No. 5</u></b> <b>Key Personnel Role:</b> <b>Experience with Previous Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I-85/S-12 BMW Interchange Design-Build, Spartanburg County, SC</b> Roadway Engineer Wilbur Smith Associates, Inc. 2004-2005 South Carolina Department of Transportation (SCDOT), Mr. Rob Bedenbaugh, PE, BedenbauGR@scdot.org, 803-737-1134  <b>Design/Construction Value:</b> \$52 Million (Construction) <b>Project Description:</b> Design of a new fully directional interchange and interstate access for the BMW manufacturing plant and the new location of Brockman-McClimon Road overpass. Mr. Russell was responsible for roadway plan design and production under the design-build delivery. This design-build project was completed in packages consisting of clearing and grading plans early in the schedule to allow the contractor to begin site activities, with interim submittals as construction activities commenced accelerating construction.
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. <b>Not required to be on-site full time.</b>	


## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>Daniel Smith Cleckley</b> Superintendent
b.	Role of Key Individual for this Project: <b>Construction Manager</b>
c.	Name of Firm with which you are now associated: <b>BRASFIELD &amp; GORRIE, L.L.C.</b>
	
d.	Years of Experience:      With this Firm <u>20</u> Years      With Other Firms <u>0</u> Years <b>Brasfield &amp; Gorrie, LLC: Superintendent (Construction Manager)</b> – Responsible for overseeing jobsite forces, managing subcontractors, enforcing Brasfield & Gorrie’s safety and quality programs, and training/fostering the growth of field personnel. Daniel works closely with the project management team to plan and execute the project on time and within budget. (2012 – 2020) <b>Brasfield &amp; Gorrie, LLC: Assistant Superintendent</b> – Supported project superintendent, working closely with subcontractors. (2008 – 2012) <b>Brasfield &amp; Gorrie, LLC: Field Engineer</b> – Conducted field layouts and surveying activities and assists in the evaluation of potential dimensions and other field issues. (2000 – 2008)
e.	Education: Chilton County High School
f.	Active Registrations: OSHA 30-Hour Construction Certification; ATSSA Traffic Control Technician; ATSSA Traffic Control Supervisor; CPR/AED/First Aide Certified
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><b><u>Project Example No. 1</u></b>      <b>HWY 150 Widening &amp; Bridge Replacement, Hoover, AL</b></p> <p><b>Key Personnel Role:</b>      Construction Manager</p> <p><b>Experience with Current Firm:</b>      Brasfield &amp; Gorrie</p> <p><b>Project/Assignment Duration:</b>      Project 2017-2018 / Assigned 4/2017-12/2018</p> <p><b>Owner Contact Information:</b>      Alabama DOT, Gary Smith, smithg@dot.state.al.us, (205) 581-5615</p> <p><b>Design/Construction Value</b>      \$16.5 Million</p> <p><b>Project Description</b> This project widened nearly one mile of existing roadway, from two lanes to five lanes and replaced the two existing bridges with one bridge. Spanning across two CSX rail lines and Shades Creek, the new bridge is 1,000 feet long with 10 spans. The project was constructed in phases to minimize the impact to the local businesses and community. This project received an ABC Alabama Excellence in Construction award. On this project, Daniel was responsible for the complete management of all field operations on the project. This specifically included daily MOT operations; planning and self-perform execution of all elements of the bridge construction; and management and coordination of all subcontracted scopes. Daniel maintained constant communication with and was heavily involved in the 3<sup>rd</sup> Party Coordination efforts with utilities, local municipalities, residential HOA’s, and local businesses.</p>	
<p><b><u>Project Example No. 2</u></b>      <b>Hwy 231 Emergency Bridge Replacement, Laceys Spring, AL</b></p> <p><b>Key Personnel Role:</b>      Construction Manager</p> <p><b>Experience with Current Firm:</b>      Brasfield &amp; Gorrie</p> <p><b>Project/Assignment Duration:</b>      Project 5/2020 to 12/2020 / 5/2020 to Present</p> <p><b>Owner Contact Information:</b>      Alabama Department of Transportation, Curtis Vincent, vincentc@dot.state.al.us, (256) 505-4956; and Volkert, Adam Patterson adam.patterson@volkert.com, (256) 226-4927</p> <p><b>Design/Construction Value:</b>      \$14.6 Million</p> <p><b>Project Description:</b> The project consists of the construction of two bridges to carry northbound and southbound traffic over an area where a landslide damaged the roadway. The two-lane bridges will be comprised of seven 135-foot spans, approximately 1,000 feet each. This project is expected to complete in <b>less than four months</b>, and includes grading, drainage, 9.5’ diameter drilled shafts, major bridge construction, paving, and signage. On this project, Daniel is responsible for the complete management of all field operations on the project. This specifically includes planning and self-perform execution of all elements of the bridge construction, and management and coordination of all subcontracted scopes. Daniel is managing a field staff in excess of 75 people working on two shifts, seven days a week. He has multiple field leaders reporting to him as he oversees the entire field construction effort. Given the risks posed by the COVID-19 pandemic, Daniel is also leading the effort to maintain a clean, socially distanced, and sanitized work site to mitigate any potential spread of the virus that could impact the health and safety of all job personnel or negatively impact the project schedule for such a critical project.</p>	

<b><u>Project Example No. 3</u></b>	<b>Airbus A220 Assembly Line and Logistics Center Expansion (DESIGN-BUILD Project), Mobile, AL</b>
<b>Key Personnel Role:</b>	Construction Manager
<b>Experience with Current Firm:</b>	Brasfield & Gorrie
<b>Project/Assignment Duration:</b>	Project 2/2019 to 9/2020 / Assigned 2/2019 – 5/2020
<b>Owner Contact Information:</b>	Airbus Americas, Inc., Frank Weise, frank.weise@airbus.com, +49(0)1605822284
<b>Design/Construction Value</b>	\$112.7 Million
<b>Project Description:</b>	<p>The design-build Airbus A220 Assembly Line and Logistics Center Expansion in Mobile, Alabama is an approximately 270,000 sq ft high-bay structural steel airplane assembly facility including basements/ tunnels, manufacturing, and administrative spaces. The logistics center expansion is a 32,000 sq ft pre-engineered metal building structure. This is our second final assembly line facility for Airbus and our fourth project at the Brookley Aeroplex. The project is seeking LEED® certification. On this project Daniel was responsible for managing the field staff. He has multiple assistant superintendents reporting to him on this project as well as a self-perform crew in excess of 90 people. The extremely aggressive schedule carried heavy liquidated damages, which required careful planning of all field resources which led to successfully meeting all milestone dates.</p>
<b><u>Project Example No. 4</u></b>	<b>I-59/20 Widening and Interchange Reconstructions, Tuscaloosa, AL</b>
<b>Key Personnel Role:</b>	Construction Manager
<b>Experience with Current Firm:</b>	Brasfield & Gorrie
<b>Project/Assignment Duration:</b>	Project 2017-present/Assigned 9/2018 – 1/2019
<b>Owner Contact Information:</b>	Alabama DOT, Benji Cantrell, cantrellb@dot.state.al.us, (205) 554-3299
<b>Design/Construction Value:</b>	\$84.5 Million
<b>Project Description:</b>	<p>Consisting of three phases, this project will widen four miles of I-59/I-20 and replace and widen the bridges over Skyland Blvd. and McFarland Blvd. The McFarland Blvd. bridge will be a 255-foot, suspended arch bridge and the Skyland Blvd. bridge will be a 350-foot, four-span bridge. A new Single Point Urban Interchange (SPUI), at McFarland Blvd, combining two intersections into a single intersection to improve efficiency and safety, is also included. On this project, Daniel was responsible for supporting the initial start-up of the project including review and finalizing and phased construction plan, modified MOT planning and implementation, substructure and superstructure execution preparations. Daniel also supported the lead project superintendent by managing the 2<sup>nd</sup> shift of a complex outage for arch erection and bridge demolition sequence.</p>
<b><u>Project Example No. 5</u></b>	<b>I-65 Bridge Jacking and Widening, Birmingham, AL</b>
<b>Key Personnel Role:</b>	Construction Manager
<b>Experience with Current Firm:</b>	Brasfield & Gorrie
<b>Project/Assignment Duration:</b>	Project 2015-2016 / 2016
<b>Owner Contact Information:</b>	Alabama DOT, Gary Smith, smithg@dot.state.al.us, (205) 581-5615
<b>Design/Construction Value:</b>	\$7.1 Million
<b>Project Description:</b>	<p>This project included the construction of four bridge widenings and road approaches on I-65 at the I-59/20 interchange. Additionally, the scope of work involved bridge raisings and approach work on two separate bridges in the I-59/20-I-65 Interchange, and the replacement of bridge end slabs during two weekend shutdowns of I-65. On this project, Daniel was responsible for assisting the lead superintendent in managing the field crews. He was primarily responsible for the widenings of the four bridges.</p>
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p>	
<p>Daniel is currently assigned to the Hwy 231 Emergency Bridge Replacement project as the Construction Manager. This project is expected to be complete in December 2020. Brasfield &amp; Gorrie is firmly committed that Daniel will be available for this project.</p>	



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>Stancil Terry Callahan, III</b> <b>Division Manager</b>
b.	Role of Key Individual for this Project: Quality Control Manager – Testing & Inspections
c.	Name of Firm with which you are now associated: ESP Associates, Inc. 
d.	<p>Years of Experience: With this Firm <u>2.5 Years</u>      With Other Firms <u>22 Years</u></p> <p><b>ESP Associates, Inc.:</b> <i>Division Manager.</i> Transportation Services Division Manager, responsible for all transportation related services. This includes implementing the strategic vision and providing guidance over all field services including construction, CEI and energy projects, <b>2018 – Present.</b></p> <p><b>Wood, plc (formerly Amec Foster Wheeler):</b> <i>CEI Manager.</i> Served as the CEI Manager f in the Carolinas and mid-Atlantic states. This included implementing the strategic vision for AFW’s transportation Division and providing guidance over all field services including construction, CEI and Energy projects, <b>2016 – 2017.</b></p> <p><b>Terracon Consultants, Inc.:</b> <i>Client Development Manager.</i> Served as a Principal Business Development manager supporting the CEI division development. During his time there he worked with the leadership team and was involved in the overall management and strategic planning for the Carolinas operations. This included implementing the strategic B/D plan for the CEI division and providing guidance over all field services including construction, CEI, Quality Control management plan., <b>2015 – 2016.</b></p> <p><b>Mulkey Engineers &amp; Consultants:</b> <i>Principal &amp; Director of Construction Services.</i> Served as a Principal and the Director of Construction Services. As Principal, he was part of Mulkey’s leadership team and involved in the overall management and strategic planning of the company. This included implementing the strategic vision of Mulkey and providing guidance over all field services including construction, CEI, Survey, and SUE. As Director of Construction Services, he was responsible for all business development activities and overseeing operations of the construction services division. <b>2014 – 2015.</b></p> <p><b>Michael Baker International:</b> <i>Assistant Vice President: Mid-Atlantic Regional Manager-Construction Services.</i> Served as the Regional Operations Manager for the Mid-Atlantic Construction Services Division. As the Mid-Atlantic Regional Manager, he was responsibility for overseeing the business development and marketing goals for construction services operations in North Carolina, Virginia, Kentucky, Maryland, Tennessee, West Virginia and the District of Columbia. <b>2013 – 2014.</b></p> <p><b>DRMP Inc.:</b> <i>Construction Services Manager-Carolina’s Division.</i> Served as the Carolina’s CEI Manager and was responsible for operations in North and South Carolina, as well as Virginia. Performed the day-to-day production, marketing, and operation functions required to meet the needs established by DRMP’s NC-CEI Business Plan goals. <b>2006 – 2013.</b></p> <p><b>Atkins (formerly PBS&amp;J):</b> <i>Senior Project Manager/QC Manager.</i> Served as the QC Manager/Project Manager and was responsible for operations for TIP Project B-3174 consisting of the replacement of Bridge #306 over NC 6 on US 29-70-220- 421 and B-3272 the replacement of Bridge #318 over US 29-70-220-421 on McConnell Street. Both sites are located in Division 7: Greensboro in Guilford County, <b>2003 – 2006.</b></p>
e.	Education: Asheville-Buncombe Technical Community College/Asheville, NC/Associates in Applied Science/1998/Civil Engineering Technology
f.	Active Registrations/Certifications: 2015/Construction Management Association of America (CMAA)-CCM (Certified Construction Manager) #5331
g.	Document the extent and depth of your experience and qualifications relevant to the Project.
<p><b><u>Project Example No. 1</u></b></p> <p><b>Key Personnel Role</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p> <p><b>Project Description:</b></p>	<p><b>US Highway 29 Design-Build, NCDOT Div. 7, Greensboro, NC</b></p> <p>QC Manager (Full-Time on project)</p> <p>PBS&amp;J</p> <p>Project 2003-2006 / Assignment 2003-2006</p> <p>NCDOT/APAC-Atlantic, Garry Martin, 336-412-6800, gmartin@thompsonarthur.com</p> <p>\$11.5 million Design-Build Construction cost</p> <p>This project consisted of one 2-lane concrete girder structure over an existing six-lane highway, one six-lane continuous steel structure built in three stages over an existing four lane highway, along with approximately 0.5 miles of roadway widening and reconstruction. Mr. Callahan responsibilities included daily project oversight and administration of QC activities for the contractor and CEI team. Duties included: Oversight of daily activities, testing and sampling activities; and project documentation; Review of QC teams daily, weekly, and monthly reports; Review of contractor’s daily quantities and monthly pay requests; Material received documentation and review of materials</p>

placed; Administration of CEI staff operations; and Attended weekly/monthly coordination meetings with owner, contractor and other agencies.

**Project Example No. 2**                      **Haile Gold Mine: Hwy 601 Haul Road Crossing, Kershaw, SC**  
**Key Personnel Role**                      QC Manager / CEI Manager (50% time on project)  
**Experience with Current Firm:**        Terracon Consultants Inc.  
**Project/Assignment Duration:**        Project 2015 - 2016 / Assignment 2015-2016  
**Owner Contact Information:**        OCEANAGOLD, Larry Harper; M3 Engineering, 704-973-0500, M3Carolina@m3eng.com  
**Design/Construction Value:**        \$6.0M Design-Build Construction cost

**Project Description:**  
Mr. Callahan serving as QC Manager / CEI Manager was responsible for construction inspection and daily project management duties for this \$3.5 million dollar bridge project over Highway 601 for the Haile Gold Mine. Duties included: Weekly productivity monitoring and meetings to discuss ways to better meet or exceed current goals; Safety and policy enforcement, expense approvals, PTO request approvals, weekly schedule reviews for all staff reporting and documentation; Training and development of staff including required certification courses. Site duties included responsibility for overseeing the inspection and construction of the structure, roadway, drainage, and erosion control devices and the documentation thereof.

**Project Example No. 3**                      **I-40/I-77 Interchange Improvements, Iredell County, NC**  
**Key Personnel Role**                      QC Manager / CEI Manager (25% time on project)  
**Experience with Current Firm:**        DRMP  
**Project/Assignment Duration:**        Project 2012-2015 / Assignment 2012-2013  
**Owner Contact Information:**        NCDOT, John Cook, CPM, 704-380-6040, jrcook@ncdot.gov  
**Design/Construction Value:**        \$210M Construction cost

**Project Description:**  
Improvements to the I-40/I-77 interchange was divided into two sections. Construction on the first section from Old Mocksville Road to east of N.C. 115 involved widening I-40 to three lanes in each direction from Old Mocksville Road to east of N.C. 115, building a Diverging Diamond Interchange at I-40/U.S.21 and reconstructing U.S. 21 from south of I-40 at BB&T Bank to north of Glenway Drive. Mr. Callahan responsibilities included: daily/weekly project oversight and administration of the CEI team; Independent Assurance of daily activities, testing and sampling activities; and project documentation; review of QC teams daily, weekly, and monthly reports; review of contractor's monthly pay requests; review of material received documentation; administration of CEI staff operations; and attended weekly/monthly coordination meetings with owner, contractor and other agencies.

**Project Example No. 4**                      **Monroe Bypass, Union County, NC**  
**Key Personnel Role**                      CEI Manager (10% time on project)  
**Experience with Current Firm:**        ESP Associates, Inc.  
**Project/Assignment Duration:**        Project 2015 - Current / Assignment 2018 - Current  
**Owner Contact Information:**        NCDOT/Summit Design & Construction, Chris Sweat, PE, 901-574-8933, chris.sweat@summitde.net  
**Design/Construction Value:**        \$360M Construction cost

**Project Description:**  
NCDOT is building an expressway extending nearly 20 miles from U.S. 74 near I-485 in Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Mr. Callahan responsibilities include: daily/weekly project oversight and administration of the CEI team; Independent Assurance of daily activities, testing and sampling activities; and project documentation; review of QC teams daily, weekly, and monthly reports; review of contractor's monthly pay requests; review of material received documentation; administration of CEI staff operations; and attended weekly/monthly coordination meetings with owner, contractor and other agencies.

**Project Example No. 5**                      **I-77 HOT Lanes (P3), Charlotte, NC**  
**Key Personnel Role**                      CEI Manager \ QA Manager (10% time on project)  
**Experience with Current Firm:**        ESP Associates, Inc. and Amec Foster Wheeler  
**Project/Assignment Duration:**        Project 2016-Current / Assignment 2016-Current  
**Owner Contact Information:**        NCDOT/RK&K, Brett Canipe, PE, 704-983-4400, bdcanipe@ncdot.gov  
**Design/Construction Value:**        \$700M+ P3 Construction cost

**Project Description:**  
NCDOT is adding managed toll lanes for 26 miles in each direction of I-77 between uptown Charlotte and Mooresville. The express lanes will replace the existing high-occupancy vehicle (HOV) lanes. Mr. Callahan responsibilities include: daily/weekly project oversight and administration of the CEI team; Independent Assurance of daily activities, testing and sampling activities; and project documentation; review of QC teams daily, weekly, and monthly reports; review of contractor's monthly pay requests; review of material received documentation; administration of CEI staff operations; and attended weekly/monthly coordination meetings with owner, contractor and other agencies.

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



# Appendix | **B**

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

**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | [Project ID P038652](#)






**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS







WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
[Brasfield & Gorrie, L.L.C.]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify <b>Brasfield &amp; Gorrie’s</b> 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 <b>Brasfield &amp; Gorrie</b> (in thousands)
Name: Windy Ridge Parkway Bridge over I-75/I-285 at Braves Stadium Location: Smyrna, GA	Name: Reynolds Smith & Hills (RS&H)	Name of Owner: Cobb County, GA Project Manager: Wade Kelly Phone: 770-528-1678 Email: wade.kelley@cobbcounty.org	07/2017	\$ 11,662	\$11,662
g. Narrative describing the work performed by <b>Brasfield &amp; Gorrie, L.L.C.- Lead Contractor</b>					
<div></div> <div><p><i>“The location of the bridge at the I-75/I-285 interchange created logistical challenges which B&amp;G handled without any major interference to the traveling public. The project was also required to be completed prior to opening day of SunTrust Park (Truist Park). Brasfield &amp; Gorrie’s management and supervision personnel were excellent to work with and I look forward to working with them on future projects.”</i></p><p>-Erica Parish, P.E., Cobb County DOT</p></div>		<p>The Windy Ridge Parkway project consisted of a 5-span, 4-lane bridge to allow pedestrian access to Truist Park (home of the Braves). The project is located at the I-75/I-285 interchange in Atlanta, GA, and crosses 18 lanes of high-density interstate traffic, including mainline I-75 and all associated ramps. Designed by RS&amp;H, the project consisted of the construction of a 550-foot-long steel girder bridge, permanent retaining walls, temporary shoring, and asphalt paving. The project also included aesthetic aspects such as hardscaping, landscaping, ornamental fencing, and lighting elements. The 11-month construction schedule for this project was extremely aggressive, with a fixed substantial completion date tied to the Atlanta Braves’ Opening Day. The project was completed ahead of schedule and was able to provide pedestrian access to several events at the stadium prior to opening day. B&amp;G was also constructing the adjacent Atlanta Braves Stadium that shares several ties to the current Carolina Panthers Training Facility. The Braves Stadium was designed by Populous, who</p>			<div><p><b>RELEVANCIES TO I-77 PROJECT:</b></p><ul style="list-style-type: none"><li>✓ Major bridge over high-density interstate</li><li>✓ Interstate interchange coordination</li><li>✓ Interstate Maintenance of Traffic</li><li>✓ Accelerated schedule – Level 4 CPM</li><li>✓ Retaining walls and pipe culverts</li><li>✓ Drainage systems and erosion &amp; sediment control</li><li>✓ Signing &amp; lighting</li><li>✓ Traffic signal</li><li>✓ Utility coordination &amp; relocations</li><li>✓ Public/Media/Community relations</li><li>✓ Third party coordination</li><li>✓ Interstate bridge(s) &amp; seismic design</li><li>✓ Quality initiatives</li><li>✓ Management processes to avoid delays &amp; claims</li><li>✓ Aesthetic/Architectural features</li></ul></div> 
<p>is also designing the Panthers Training Facility. On the Braves Stadium, B&amp;G was the lead contractor in a quad-venture that included Barton Malow, who is serving as the contractor for the Panther’s Training Facility. A major challenge with the Windy Ridge project was construction access. Due to the existing 18 lanes of high-density interstate traffic, there was limited access for construction of the substructure. Temporary traffic shifts were developed by B&amp;G and utilized throughout construction. In order to install the deep foundations and footings, 4-sided soldier pile and lagging shoring was used at each intermediate bent. In some locations, the median work areas were no more than 25 feet wide and the crane needed for pile driving and concrete bent construction was not able to swing without encroaching on an active lane of traffic. The project was also located within the project limits of two other projects, and two additional projects adjoined the project on either side that represented four different prime contractors and two different owners. The extremely complex MOT plan required daily coordination between all contractors for items including lane closures, traffic shifts, signage, and temporary concrete barrier wall. <b>Key Individuals:</b> Trey Ogle, Project Manager, 2016-2017</p>					
<p><b>h. Self-Assessment.</b> The information provided in this section should be a self-assessment of Brasfield &amp; Gorrie’s performance on the project to identify Brasfield &amp; Gorrie’s with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Brasfield &amp; Gorrie’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p> <p>The aggressive schedule compiled with limited access and coordination with other contractors and stakeholders made this project a challenge. Major intermediate milestones such as bent construction, steel erection, and bridge deck placements were established and closely tracked to ensure the substantial completion date was met. P6 software allowed the team to experiment with alternate paths to completion when weather, traffic, design, or other obstacles presented challenges. This approach to diligent schedule management was key to successful execution of the project. Lane closure periods for all activities were limited to nights and weekends due to the heavy traffic volume. The location created significant challenges with regard to safe worker access, material storage, equipment erection, and vehicular traffic safety. Detailed planning and clear communication with Cobb County, the Braves, adjacent contractors, and other stakeholders resulted in successful 3rd party coordination efforts. Additionally, careful cost management and creative thinking brought the project in <i><b>under budget and ahead of schedule.</b></i></p>					
<p><b>i. Quality Initiatives.</b> Discuss <b>Brasfield &amp; Gorrie’s</b> 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> <p>B&amp;G evaluated several value engineering opportunities and presented several options to the owner to reduce the overall project cost by several hundred thousand dollars. The largest cost saver for the owner was the redesign of a retaining wall that was shared between two projects. The project received an ABC Excellence in Construction Award. It was completed ahead of schedule, below the owner’s budget, and carried pedestrian traffic to SunTrust Park on opening day as planned. Other quality initiatives included a concrete thermal control plan for several large structural elements that addressed the potential of thermal cracking in mass concrete. Separate dynamic pile tests were performed at each bent location to ensure optimal pile driving resistance. Conducting multiple dynamic pile tests at each bent location also proved to be invaluable as competent rock was found to vary by up to 50 feet in depth from one bent to the next, which prevented overdriving and pile damage. There were no disputes with Cobb County on this project.</p>					
<p><b>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, lead contractor shall provide a detailed explanation below.</b></p> <p>Not applicable for this project. The answer to questions 1 through 6 is Section 3.5.2 of the RFQ is “No”.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
[Brasfield & Gorrie, L.L.C.]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify <b>Brasfield &amp; Gorrie’s</b> 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 <b>Brasfield &amp; Gorrie</b> (in thousands)
Name: I-59/20 Widening and Interchange Reconstructions  Location: Tuscaloosa, AL	Name: AECOM USA, Inc.	Name of Owner: Alabama Department of Transportation Project Manager: Benji Cantrell, P.E. Phone: 205-554-3299 Email: cantrellb@dot.state.al.us	02/2021	\$ 84,522	\$84,522
g. Narrative describing the work performed by <b>Brasfield &amp; Gorrie, L.L.C. - Lead Contractor</b>					
	<p>This multi-phase project includes widening 4.125 miles of I-59/20 interstate and reconstruction of two interchanges. The widening increases the existing four-lane section to six lanes (asphalt), and includes phased demolition of existing interchange bridges and replacement with a new 350-foot four span bridge at the Skyland Boulevard interchange and a 255-foot suspended steel arch bridge at the McFarland Boulevard interchange. The McFarland interchange features a new Single Point Urban Interchange (SPUI) and all associated ramps, with the job including over 17,000 square feet of temporary retaining wall and 9,700 square feet of permanent retaining wall. McFarland Boulevard, a high-density commercial highway with businesses and utilities throughout, was also widened as part of this project and required 3<sup>rd</sup> party coordination and communication with stakeholders (Univ. of AL, Tuscaloosa, utilities, public, businesses) and an adjacent contractor. With bridge construction on the critical path, Brasfield &amp; Gorrie proposed and implemented an alternate phasing approach that accelerated bridge work and shortened the project schedule. The alternate phasing required extensive, complex maintenance of traffic measures successfully implemented by the team. Brasfield &amp; Gorrie self-performed all driven piling, substructure, superstructure, structural steel erection, temporary bent erection, temporary shoring, demolition of existing structures and maintenance of traffic. The existing bridge at McFarland Boulevard is being replaced with a suspension arch bridge which will span 255 feet without any intermediate support upon completion of construction.</p> <p>Construction phasing requires the steel tub girders to be supported by a temporary intermediate bent throughout construction. Upon completion of all three phases and erection of the arches, the temporary bent will be removed, and the arches will carry the full load of the bridge. The arches, steel tub girders, and temporary bent are being erected by Brasfield &amp; Gorrie forces. This design-bid-build project is 80 percent complete.</p> <p><b>Key individuals:</b> Trey Ogle, Project Manager, 2018-2020   Bryan Reese, DB Coordinator, 2018   Daniel Cleckley, Construction Manager, 2018</p>				<div>RELEVANCIES TO I-77 PROJECT:</div> <div><div>✓ Reconstruction of interstate interchanges</div><div>✓ Interstate Maintenance of Traffic</div><div>✓ Complex schedule – Level 4 CPM</div><div>✓ Retaining walls and pipe culverts</div><div>✓ Drainage systems and erosion &amp; sediment control</div><div>✓ Signing &amp; lighting</div><div>✓ Traffic signal</div><div>✓ Utility coordination &amp; relocations</div><div>✓ Public/Media/Community relations</div><div>✓ Third party coordination</div><div>✓ Interstate bridge(s) &amp; seismic design</div><div>✓ Quality initiatives</div><div>✓ Management processes to avoid delays &amp; claims</div><div>✓ Aesthetic/Architectural features</div></div> <div></div>
h. Self-Assessment. The information provided in this section should be a self-assessment of Brasfield & Gorrie’s performance on the project to identify Brasfield & Gorrie’s with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Brasfield & Gorrie’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>This project is under construction and on schedule. Brasfield &amp; Gorrie developed a scheme to resequence traffic phasing from what was proposed in the bid documents to accelerate work. This resequencing cut approximately six months off the overall project schedule and has allowed the project to stay on schedule even after subsequent design changes. B&amp;G has worked collaboratively with ALDOT to provide constructability feedback to determine the best solution to required design changes. Additionally, B&amp;G identified several value engineering options including a revised temporary retaining wall design that saved ALDOT several hundred thousand dollars. The option was presented to ALDOT and B&amp;G collaborated with the geotechnical engineer to revise the design so the savings could be returned to the project.</p>					
i. Quality Initiatives. Discuss Brasfield & Gorrie’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>The project team is utilizing a Brasfield &amp; Gorrie Quality Control Manager for this project. A project-specific quality control plan was developed for this project and details quality control procedures and responsibilities for Brasfield &amp; Gorrie forces, ALDOT, and CEI consultants. Examples include concrete pour cards which are specific for hot weather and cold weather concreting, structural steel non-destructive weld testing, and rotational capacity testing for structural bolts. B&amp;G hired a third-party traffic control specialist for a three-day training session to certify all employees including management, supervision, and craft employees on best practices and innovative solutions for maintenance of traffic. This ensured correct implementation and installation of traffic control devices, equipped all crew members with the ability to recognize and correct any traffic control devices that are out of tolerance, led to more efficient installation of traffic control devices, and ultimately increased both public and worker safety throughout the life of the project. Additionally, Brasfield &amp; Gorrie is providing monthly documentation to ALDOT that contains an updated overall project schedule, detailed description of progress since previous month, any areas that could be a potential for delay (risk register), and objectives for the upcoming month. Open and transparent communication on a regular basis have allowed Brasfield &amp; Gorrie and ALDOT to operate as a team to address project challenges.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, lead contractor shall provide a detailed explanation below.					
<p>Not applicable for this project. The answer to questions 1 through 6 is Section 3.5.2 of the RFQ is “No”.</p>					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
[Brasfield & Gorrie]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify <b>Brasfield &amp; Gorrie’s</b> 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 <b>Brasfield &amp; Gorrie</b> (in thousands)
Name: HWY 150 Widening & Bridge Replacement Location: Hoover, AL	Name: Thompson Engineering	Name of Owner: Alabama Department of Transportation Project Manager: Gary Smith Phone: 251.581.5615 Email: smithg@dot.state.al.us	11/2018	\$ 16,500	\$16,500
g. Narrative describing the work performed by <b>Brasfield &amp; Gorrie, L.L.C.</b> Lead Contractor					
<div></div> <div><p><i>“Brasfield &amp; Gorrie’s supervision and management on this project was very responsive and professional which lead to the overall success of the project. The bridge spanned Shades Creek, an environmentally sensitive creek, and two CSX rail lines. Brasfield &amp; Gorrie took care to not interrupt the rail operations or impact the creek in any manner”</i></p><p>-Roger Early, PE – Thompson Engineering</p></div>		<p>The HWY 150 Bridge Replacement project consisted of a new 10 span, 1,000-foot-long bridge that spanned the environmentally sensitive Shades Creek and two CSX rail lines. The project also widened roughly a mile of existing roadway from 2 lanes to 5 lanes and included demolition of the two existing bridges being replaced by one larger new bridge. This area of HWY 150 is between two large neighborhoods, accommodates several businesses, and is used as a major thoroughfare to two area schools (Hoover High School and Deer Valley Elementary School). Brasfield &amp; Gorrie proactively engaged and collaborated with multiple third-party stakeholders in this design-bid-build delivery. In order to minimize the impact to local residents and business, Brasfield &amp; Gorrie revised and simplified the originally proposed MOT plan to minimize the number of shifts required throughout the project and reduce motorist impacts. The MOT plan was heavily influenced by a large number of area stakeholders including the City of Hoover, both schools, businesses, an adjacent prime contractor, two major adjacent homeowner associations, and the local fire department. Brasfield &amp; Gorrie coordinated with each group to minimize project impacts and disruptions. Maintaining safe access for the fire department was critical for the department and the entire community. Although not contractually required, Brasfield &amp; Gorrie provided monthly updates detailing the upcoming schedule and any potential impacts to stakeholders, while major project events (girder erection, utility relocations, traffic changes, etc.) were scheduled around community events that impacted traffic. Brasfield &amp; Gorrie also had to coordinate with a prime contractor relocating a water line that was within the project limits. This required clear communication and frequent coordination to keep the project on schedule, ensure a safe jobsite, and prevent sequence conflicts between the two projects. <b>Key Individuals:</b> Trey Ogle, Project Manager, 2017-2018   Daniel Cleckley, Superintendent, 2017-2018</p>			
h. Self-Assessment. The information provided in this section should be a self-assessment of Brasfield & Gorrie’s performance on the project to identify Brasfield & Gorrie’s with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Brasfield & Gorrie’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Brasfield &amp; Gorrie was able to complete the project ahead of schedule despite significant delays for utility relocations outside of Brasfield &amp; Gorrie’s project scope. The schedule milestones provided in the bid documents for third-party relocation of overhead utilities (power, phone, and data) were significantly delayed. Instead of demobilizing, Brasfield &amp; Gorrie carefully studied the work plan and was able to re-sequence numerous activities to maintain productivity and ultimately complete work ahead of schedule. Additionally, B&amp;G revised the originally proposed railroad interaction and work plan. The revised plan saved ALDOT significant money due to fewer hours being required for a rail flagman and a reduction of time that work would encroach on CSX right of way. The project team proactively found multiple opportunities to revise the proposed project design and approach contained in the bid documents and was able to return savings to ALDOT. All of these proposed and ALDOT accepted revisions ultimately led to a shortened schedule and project savings. The schedule resequencing, third party coordination, and value analysis proposals on this hard-bid project are typical examples of Brasfield &amp; Gorrie’s collaborative, customer-focused company culture. <i><b>The project was completed without claims, disputes, litigation, or arbitration.</b></i></p>					
i. Quality Initiatives. Discuss Brasfield & Gorrie’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>Quality was a major focus throughout the construction of this project. In order to ensure each subcontractor and vendor was meeting the requirements of the specifications, a startup meeting, focusing solely on quality and adherence to the specifications was held prior to each subcontractor mobilizing and vendor starting fabrication. This best practice also helps avoid future claims through early collaboration. Brasfield &amp; Gorrie also enlisted the services of several engineering firms over the course of the project. This provided an independent third party to review any critical submittals or other items for conformance with the project documents. Items Brasfield &amp; Gorrie was particularly concerned with were any falsework, 10th points for the superstructure, critical lift plans, and demolition plans. Although there is an added expense to using an engineer to review submittals and assist with work plans, a more quality product with less rework was accomplished. Scheduling was performed using a detailed P6 schedule, with updates occurring weekly. Brasfield &amp; Gorrie uses an internal proprietary schedule analysis software that grades the quality of the schedule, ensures “best practice schedule logic,” and assists project teams with identifying risk points in the proposed sequence.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, lead contractor shall provide a detailed explanation below.					
Not applicable for this project. The answer to questions 1 through 6 is Section 3.5.2 of the RFQ is “No”.					





RELEVANCIES TO I-77 PROJECT:

- ✓ Pipe culverts
- ✓ Complex Maintenance of Traffic
- ✓ Complex schedule – Level 4 CPM
- ✓ Drainage systems and erosion & sediment control
- ✓ Signing
- ✓ Traffic signal
- ✓ Utility coordination & relocations
- ✓ Public/Media/Community relations
- ✓ Third party coordination
- ✓ Quality initiatives
- ✓ Management processes to avoid delays & claims
- ✓ Aesthetic/Architectural features



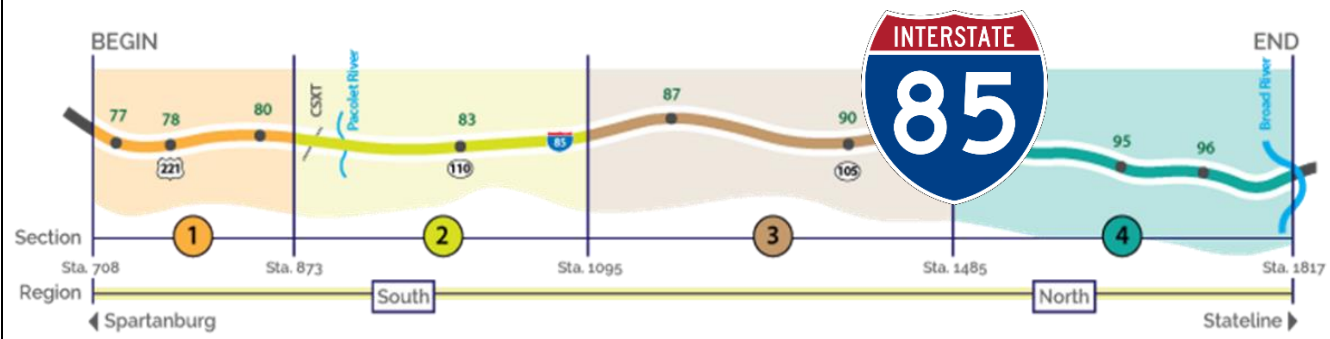
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

[Johnson, Mirmiran & Thompson, Inc]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-26/Volvo Interchange Design Build, Approximate MM 189 (Design-Build)  Location: Berkeley County, SC	Name: Conti Enterprises, Inc.	Name of Owner: South Carolina Department of Transportation Project Manager: Daniel Burton, followed by Sarah Gaffney Phone: Daniel- 843-371-0342 Sarah- 843-514-9847 Email: BurtonD@scdot.org, gaffneysh@scdot.org	Prof Services (design) substantially complete with RFC of all plan sets on 11/2017 Construction Completion Date: 08/2019	\$ 43,893	\$1,752
g. Narrative describing the work performed by JMT. Work performed in the following offices: Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD					
		<p><b>Project Description:</b> Consists of a new <b>Interstate Interchange &amp; Ramps</b> with I-26 and Volvo Car Drive in Berkeley County, SC. JMT was lead designer responsible for Project Management and all road and bridge engineering and permitting, including USACOE permit modifications. <b>JMT managed subconsultants delivering drainage design, MOT, geotechnical exploration &amp; design, and media &amp; community relations.</b></p> <p><b>Structural:</b> JMT designed 3 new bridges on horizontally curved alignments using flared prestressed concrete girders supported by multi-column bents on pile supported footings. Integral end bents with MSE walls supported embankments. A multi-modal response spectral in-depth seismic analysis was used to derive displacement demands at end bents and interior pier to optimize foundation design and meet SCDOT Specifications.</p> <p><b>Environmental:</b> JMT prepared the USACE permit modification request, coordinated with the County’s consultants and the SC Dept. of Commerce, and the USACE approved the Individual Permit modification in just 13 business days. Concurrent with USACE permitting, JMT also prepared the Environmental Compliance Plan which included all environmental commitments and permit conditions, roles, and responsibilities. <b>Drainage:</b> Hydraulic design challenges head-on to minimize piping, particularly around MSE walls, and provide on-site water quality control with temporary basins within the project limits. <b>Traffic/MOT:</b> A comprehensive TMP was developed to support the construction and necessary traffic shifts. <b>Roadway Design:</b> Ramps serving the west side (to/from Columbia) of the <b>interchange</b> are one-lane ramps, while ramps serving the east (to/from Charleston) are dual lane ramps. A 1,500’ acceleration/deceleration lane was designed at each ramp termination with I-26. Design considerations were given to accommodation of lane reversals for hurricane evacuations. Design followed all SCDOT standards. MSE walls were used and kept to a minimum for economics and the geometry of bridge crossing over I-26 was designed with a large radius to allow chorded concrete girders instead of more costly curved steel. Geometry was optimized to minimize wetlands impacts while maintaining all the required design parameters. JMT maximized roadside safety by minimizing guard rail and non-traversable slopes at bridge approaches and along I-26. <b>Geotechnical:</b> Cement stabilized earth, wick drains and geotextiles were used in the embankment design to reduce the need for more expensive ground modifications. <b>Key Individuals:</b> David Russell, P.E., Lead Roadway Engineer, 2017-2019   Thai Trinh, P.E., Structural Engineer, 2017-2019   Jim O’Connor, P.E., Lead Design Engineer, 2017-2019</p>			<div><p><b>RELEVANCE TO I-77</b></p><ul style="list-style-type: none"><li>✓ Construction of a new Interstate interchange</li><li>✓ Design for Future Interstate Widening</li><li>✓ Retaining walls and pipe culverts</li><li>✓ Drainage systems &amp; erosion control</li><li>✓ Signing</li><li>✓ Interstate Maint. of Traffic</li><li>✓ Public/Media/Community Relations</li><li>✓ Third Party Coordination</li><li>✓ ROW Acquisition</li><li>✓ Interstate bridge(s) &amp; Seismic Design</li><li>✓ Quality initiatives</li><li>✓ Management processes to avoid delays &amp; claims</li></ul></div> 
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The collaboration between Conti, JMT and SCDOT/HDR resulted in a practical design that was constructible, met SCDOT criteria, and enabled on-time completion and satisfaction of ALL stakeholders. JMT Key SC based personnel (Jim O’Connor, David Russell (Road Design) and John Collum, (Environmental Manager), Thai Trinh (Bridges)) optimized the geometric alignment to reduce project footprint and wetlands impacts. This resulted in an expeditious, 13-day, USACE permit modification approval. Coordination with Dept. of Commerce, Volvo, and their consultants was required, several previous permit modifications had to be taken into consideration, and SCDOT USACE liaisons were not part of the approval. The environmental permitting for the project was highly successful due to the proactive planning and coordination by JMT and Conti and engagement of SCDOT. There are no existing or pending claims, disputes, or litigation/arbitration on this Project and JMT/SCDOT shared a 2019 ACEC Engineering Excellence Award for the project as one of the top 6 in South Carolina.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
When subconsultant Geotech. staff proved less familiar with SCDOT GDM than expected, JMT’s Lead Design Engineer, Jim O’Connor, supplemented their staff with JMT’s in-house Geotech. Engineer to bring consensus to the geotechnical design, particularly for the embankments, during design-review with the SCDOT/HDR. Doing this at JMT’s cost unselfishly kept the project moving and showed Conti and SCDOT/HDR that “ <i>getting the design right</i> ” was our highest priority. When pile test PDA’s showed lower soil performance than expected, Conti and JMT quickly worked to add additional piles to the footing group in order to keep the project moving and minimize schedule delays, as well as modifying the pile installation plan to eliminate vibrating them in as to not disturb in-situ material and gain better strength. Conti also opted to add length to abutment H-piles at their own cost to assure early capacity gain and not risk schedule delays. JMT and SCHNABEL also placed staff on-site near completion of the project to help trouble-shoot any challenges as they arose to proactively help Conti complete on time.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

[Johnson, Mirmiran & Thompson, Inc]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 (Design-Build) Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction Estimated Date: 04/2021 Professional Services Completion Date: 12/2018	\$435,577	\$4,942
g. Narrative describing the work performed by JMT. Work performed in the following offices: Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC					
			<p><b>Project Description:</b> Includes improvements to 21-miles of I-85 designed to rehabilitate asphalt, increase capacity, and upgrade <b>interchanges</b> and overpass bridges to meet state and federal design requirements. <b>As a subconsultant, JMT provided Lead Traffic/MOT Engineer, Lead Hydraulic Engineer and Lead Environmental Manager and performed road and bridge design within our segments. Structural Design:</b> JMT designed the dual bridge rehab over Pacolet River, new <b>interchange</b> bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 &amp; 2. <b>Roadway Design:</b> JMT provided roadway design services for Sections 1 and 2 on the project including <b>interchange ramp improvements to 3 interchanges</b> in JMT’s Section. I-85 mainline design retained the existing median barrier, significantly reducing the costs, and included widening to the median to provide a new lane in each direction with barrier separated travel lanes. Project also included a CSX rail crossing by third party over the interstate. <b>Traffic Engineering &amp; Maintenance of Traffic:</b> JMT was Lead Traffic/MOT Engineer. The widening section included the reconstruction of 4 <b>interchanges</b> with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety. A transportation management plan was developed for the entire project. JMT conducted the design of signing, pavement markings, signals and ITS. Traffic signal plans included both the MOT and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro <b>Hydraulic Design:</b> JMT was Lead Hydraulic Engineer and provided in-house design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 <b>interchange</b>. JMT coordinated CCTV of existing storm drain systems including video review, repair recommendations and designed remediation work. As Lead Hydraulic Engineer JMT was responsible for responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI and Major Modifications of permits. <b>Environmental:</b> The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability. As Environmental Lead, JMT recommended the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation. <b>Key Individuals:</b> David Russell, PE, Roadway Design; 2017- Present   Jim O’Connor, P.E., Principal, 2017-Present.</p>		
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
As a major design sub-consultant, JMT was responsible for nearly half of the design effort. The management team worked closely together to ensure timely delivery and adherence to schedule. Mr. David Russel PE was a key designer and his SCDOT experience was invaluable to the effort of finalizing plans. Through several alternative/innovative design concepts, costs for retaining walls, culvert extensions and Right of Way were significantly reduced throughout the project. The environmental approval was highly successful with advanced coordination of stakeholders and decision-makers. Mr. Collum with JMT coordinated with all design managers during production of the permit application. He provided the contractor several viable mitigation options and guided the Permittee-responsible mitigation through the USACE permitting process. JMT worked with the prime consultant and contractor to identify critical design items and modifications during construction to keep the contractor on schedule and provided deliverables in a timely manner to keep work activities moving during construction.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
JMT is an ISO 9001 certified firm and each deliverable was reviewed with comments made, backchecked and verified. All major deliverables were made on schedule. To minimize conflicts, JMT held a weekly internal progress meeting with all disciplines participating to review design and schedule. This was in addition to the progress meetings and task force meetings held with the contractor team. Our goal was to minimize conflicts, ensure schedule adherence and maintain communications between the different design disciplines.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Please see Appendix C					

**RELEVANCE TO I-77**

- ✓ Reconstruction of Interstate interchanges
- ✓ Demolition of an Interstate overpass
- ✓ Design for Future Interstate Widening
- ✓ Bridge demolition
- ✓ Widening of the interstate with Maint of Traffic
- ✓ Retaining walls and pipe culverts
- ✓ Drainage systems & erosion control
- ✓ Signing & Lighting
- ✓ Public/Media/Community Relations
- ✓ Third Party Coordination
- ✓ ROW Acquisition
- ✓ Lead Paint / asbestos abatement
- ✓ Ramp bridge(s) & Seismic Design
- ✓ Interstate bridge(s) & Seismic design
- ✓ Quality initiatives
- ✓ Management processes to avoid delays & claims





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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-95 Southbound CD Lanes Rappahannock River Crossing (Design-Build)  Location: Stafford, Virginia	Name: Wagman Heavy Civil, Inc.	Name of Client: Virginia Department of Transportation Project Manager: Robert Ridgell, PE Phone: 540-372-3549 Email: robert.ridgell@vdot.virginia.gov	Est. construction completion 5/2022  Design services substantial completion 06/2019	Construction cost \$101,600	\$9,600
g. Narrative describing the work performed by JMT. Work performed in the following offices: Richmond, VA; Herndon, VA; Virginia Beach, VA; and Hunt Valley, MD					
		<p><b><u>Project Description:</u></b> JMT is the lead designer for this \$101.6M DB project to add six miles of three new southbound general-purpose lanes to Interstate 95 in a notoriously congested area of Northern Virginia. The lanes will be added to the existing median of I-95, and the existing southbound lanes will be converted to a collector-distributor road between Route 3 and Route 17. <b><u>Roadway &amp; Project Management:</u></b> JMT is responsible for managing a multi-discipline team consisting of roadway design, bridge design, drainage design, stormwater management design, environmental permitting, traffic and ITS design, geotechnical investigation and testing, public involvement, surveying, utility designation, and noise wall analysis and design. <b><u>Structures:</u></b> Project includes four bridges; a new 1,200-foot-long, 100-foot-high bridge over the Rappahannock River for the new general-purpose lanes in the median, a new bridge over Route 17 for the general-purpose lanes, and two replacement bridges for the existing I-95 interstate crossings of Route 17. The project will connect with the planned southern extension of the Express Toll Lanes from Northern Virginia. <b><u>Environmental:</u></b> JMT is responsible for securing all environmental permits and right of way for the project. Project has required coordination with the following agencies, FHWA, VDOT, EPA, Department of Environmental Quality, US Army Corps of Engineers, Virginia Marine Resources Commission, Virginia Department of Game and Inland Fisheries, City of Fredericksburg, Stafford County, and Spotsylvania County. During construction, JMT will provide engineering oversight, and is responsible for addressing request for information from the contractor and perform shop drawing reviews. The project also involves extensive coordination with three other major construction projects that overlap construction limits with this project. <b><u>Public Involvement:</u></b> JMT, along with VDOT, is conducting an active public involvement campaign. Public involvement includes a series of “Pardon Our Dust” public meetings to occur at each major traffic switch to inform citizens what to expect and how to navigate the construction zones. Stakeholders coordinated with to date include local emergency responders from the region, homeowners concerned about noise walls, environmental groups such as Friends of the Rappahannock, river and trail user groups and utility companies. Other activities include monthly newsletters, project website, and social media notifications.</p>			
<p><b><u>RELEVANCE TO I-77</u></b></p> <ul style="list-style-type: none"><li>✓ Reconstruction of an interstate interchange</li><li>✓ Demolition of an interstate overpass</li><li>✓ Bridge demolition</li><li>✓ Widening of the interstate with Maint of Traffic</li><li>✓ Retaining walls and pipe culverts</li><li>✓ Drainage systems &amp; erosion control</li><li>✓ Signing &amp; Lighting</li><li>✓ Public/Media/Community Relations</li><li>✓ Third Party Coordination</li><li>✓ Lead Paint / asbestos abatement</li><li>✓ Ramp bridge(s)</li><li>✓ Noise Walls</li><li>✓ Interstate bridge(s)</li><li>✓ Quality initiatives</li><li>✓ Management processes to avoid delays &amp; claims</li></ul>					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Design of the project started in February 2018, and through the development of an early work plan set, construction begin early in August 2018 while the remainder of the project continued under design. RFC plans were submitted on June 10, 2019 and construction is on or ahead of scheduled to be completed prior to May 2022. JMT has received some of the highest scores VDOT has assigned on our team’s recent Performance Evaluation. In fact, our recent CQIP score was 96.36 out of 100; the highest VDOT has ever given. We have included Bridge Engineer Tripp Phaup, and several staff from JMT team that worked on Rappahannock, on our Crossroads team to capture this expertise. The same JMT team has recently been selected by VDOT in the D-B procurement for the Northbound lanes as Phase 2 of the project.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
The project team redesigned the southern terminus of the project to achieve 1200’ longer acceleration and merge distances and set up the project for a better tie-in to a future widening project. The design team incorporated a number of details into the bridge designs to reduce the need for future inspection and maintenance including: 1) Using a continuous for live load bridge superstructure 2) Using low permeability, low shrinkage concrete in all superstructure elements; 3) Providing corrosion resistant reinforcing steel 4) Designing a jointless bridge using VDOT’s fully integral abutments; 5) Using prestressed concrete bulb-T beams without the need to paint; and 6) Using approach slabs with sleeper pads to reduce the “bump” at the end of the bridge. The D-B team is embracing VDOT’s use of PlanGrid for document control, using it for plan submittals, RFIs and tracking and addressing issues in the field.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					





# Appendix | C

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

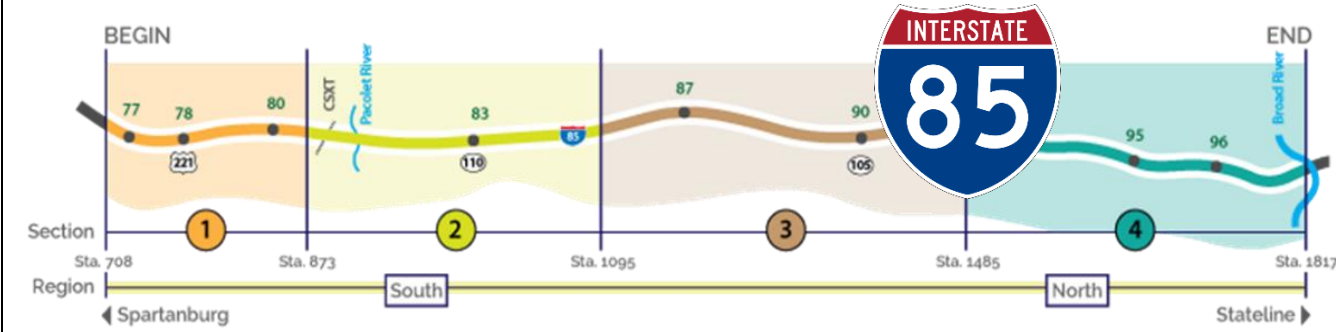
**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | Project ID P038652



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS




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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction Estimated Date: 04/2021 Professional Services Completion Date: 12/2018	\$435,577	\$4,942
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC					
			<p><b>Project Description:</b> Includes improvements to 21-miles of I-85 designed to rehabilitate asphalt, increase capacity, and upgrade <b>interchanges</b> and overpass bridges to meet state and federal design requirements. <b>As a subconsultant, JMT provided Lead <u>Traffic/MOT Engineer, Lead Hydraulic Engineer and Lead Environmental Manager</u> and performed road and bridge design within our segments. <u>Structural Design:</u></b> JMT designed the dual bridge rehab over Pacolet River, new <b>interchange</b> bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 &amp; 2. <b>Roadway Design:</b> JMT provided roadway design services for Sections 1 and 2 on the project including <b>interchange ramp improvements to 3 interchanges</b> in JMT’s Section. I-85 mainline design retained the existing median barrier, significantly reducing the costs, and included widening to the median to provide a new lane in each direction with barrier separated travel lanes. Project also included a CSX rail crossing by third party over the interstate. <b>Traffic Engineering &amp; Maintenance of Traffic:</b> JMT was Lead Traffic/MOT Engineer. The widening section included the reconstruction of 4 <b>interchanges</b> with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety.</p> <p>A transportation management plan was developed for the entire project. JMT conducted the design of signing, pavement markings, signals and ITS. Traffic signal plans included both the MOT and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro <b>Hydraulic Design:</b> JMT was Lead Hydraulic Engineer and provided in-house design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 <b>interchange</b>. JMT coordinated CCTV of existing storm drain systems including video review, repair recommendations and designed remediation work. As Lead Hydraulic Engineer JMT was responsible for responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI and Major Modifications of permits. <b>Environmental:</b> The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability. As Environmental Lead, JMT recommended the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation. <b>Key Individuals:</b> Jim O’Connor, P.E., Principal, 2017-Present</p>		
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.					
The design build contractor has submitted a claim in connection with the construction of this project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities. Contractor’s claims are based upon pricing and quantities developed using preliminary plans and increases to those quantities alleged to be due to the post-award final design development process. JMT performed services as a subconsultant design firm. The design by JMT is not alleged to be erroneous and no issues have been raised with the final RFC plans. JMT disputes all allegations and liability for the contractor’s quantity changes. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages.					





**RELEVANCE TO I-77**

- ✓ Reconstruction of Interstate interchanges
- ✓ Demolition of an Interstate overpass
- ✓ Design for Future Interstate Widening
- ✓ Bridge demolition
- ✓ Widening of the interstate with Maint of Traffic
- ✓ Retaining walls and pipe culverts
- ✓ Drainage systems & erosion control
- ✓ Signing & Lighting
- ✓ Public/Media/Community Relations
- ✓ Third Party Coordination
- ✓ ROW Acquisition
- ✓ Lead Paint / asbestos abatement
- ✓ Ramp bridge(s) & Seismic Design
- ✓ Interstate bridge(s) & Seismic design
- ✓ Quality initiatives
- ✓ Management processes to avoid delays & claims





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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)																								
Name: Port Access Road from I-26 - Exit 218 to New Port Terminal  Location: North Charleston, South Carolina	Name: Fluor-Lane South Carolina, LLC	Name of Client: South Carolina Department of Transportation Project Manager: Jae H. Mattox, III, PE Phone: 803-737-1805 Email: mattoxjh@scdot.org	Original Est. Construction completion 12/2019 New Est. construction completion 012/2021 Design services substantial completion 12/2018	Construction cost \$220,700	\$5,844																								
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, Hunt Valley, MD,																													
<div><div></div><div><p><b>Project Description:</b> JMT is Lead Designer for the D-B Team for the Port Access Road Project in Charleston County, SC. Project provides direct access between the Hugh Leatherman Terminal and I-26 while maintaining local access for commuter and commercial traffic. Project safely integrates container terminal traffic with existing traffic; supports local and regional planning policies and strategies; and minimize adverse impacts on communities and the environment. <b>Structures: Project included 8 new bridges over I-26, CSX and NS railroads, and local roadways.</b> These complex bridges had long spans &amp; horizontal curves. RR’s, roads, and utilities drove some substructure locations. Superstructures were curved steel girders, chorded &amp; flared prestressed concrete beams, and flat slabs. Substructures were drilled shafts, pipe pile footings, and pile bents. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine seismic demand and meet SCDOT Specifications. Complex geometry in a high seismic zone made this project challenging. <b>Roadway:</b> Project involves about 1,000 ft. along I-26. The new road crosses North Meeting Street, King Street Extension, Spruill Avenue &amp; RRs as well as Shipyard Creek to reach the Terminal. A local access road connects Bainbridge Ave. to the main alignment and parallels Shipyard Creek. <b>Interchange:</b> Project consists of a new fully directional interchange on I-26 and associated ramp tie-in improvements. <b>Right of Way:</b> Some right of way was purchased by SCDOT and some the D-B team’s responsibility. Geometric optimization and retaining walls were implemented to stay within the right of way. 3D modeling in OpenRoads helped accurately define cuts, fills and vertical clearances. <b>Environmental:</b> Project utilized an elevated viaduct to reduce impacts to tidal creeks and hazardous material sites. Commitments from the environmental process are provided on the project webpage to ensure transparency in the NEPA process. <b>Utilities:</b> Design was tailored to avoid utility conflicts when feasible. Early coordination was held with utility owners to expedite relocation. <b>Public Involvement:</b> The D-B Team worked with SCDOT throughout design/construction to provide public relations support. The team has held job fairs and promoted DBE involvement as well as providing monthly project updates to the surrounding community. The project also has a webpage and a Facebook page to keep the public current on project status. <b>Key Individuals:</b> Jim O’Connor, P.E., Asst. Lead Design Engineer, 2015-Present</p></div><div><div>RELEVANCE TO I-77</div><div><div><div>✓ Reconstruction of an interchange</div><div>✓ Demolition of an overpass</div><div>✓ Bridge demolition</div><div>✓ Widening of the interstate</div><div>✓ Retaining walls and culverts</div><div>✓ Drainage systems &amp; erosion control</div><div>✓ Signing</div><div>✓ Demolition of residential or commercial properties</div><div>✓ Lead Paint / asbestos abatement</div><div>✓ Sanitary sewer work / pump station</div><div>✓ Potable water</div><div>✓ Ramp bridge(s)</div><div>✓ Interstate bridge(s)</div><div>✓ Quality initiatives</div><div>✓ Management processes to avoid delays &amp; claims</div></div><div></div></div></div></div> <tr><td colspan="6">h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</td></tr> <tr><td colspan="6">i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</td></tr> <tr><td colspan="6">j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.</td></tr> <tr><td colspan="6"><p>Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.</p><p>The design build contractor JV has submitted a claim for arbitration against the design team for costs associated with the construction of the project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities.</p><p>Contractor’s pricing was based on preliminary plans, and certain components increased in the post-award design development process. JMT disputes all allegations and liability. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages and arbitration has been initiated.</p></td></tr>						h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.						i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.						j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.						<p>Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.</p> <p>The design build contractor JV has submitted a claim for arbitration against the design team for costs associated with the construction of the project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities.</p> <p>Contractor’s pricing was based on preliminary plans, and certain components increased in the post-award design development process. JMT disputes all allegations and liability. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages and arbitration has been initiated.</p>					
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# Appendix | **D**

## Legal and Financial

**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | [Project ID P038652](#)

**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS





### **Brasfield & Gorrie, L.L.C. Financial Capacity**

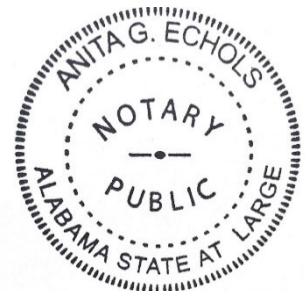
With \$3.8 billion in revenue in 2019, Brasfield & Gorrie has an exceptionally strong financial position and a track record of consistent and sustained growth. Our substantial backlog and large bonding capacity demonstrate our stability for the immediate future and our viability for the long term.

The strength of our business translates directly to resources – in-house industry experts, solid subcontractor and vendor relationships, and innovative technology and best practices – that will promote the success of your project.

Brasfield & Gorrie has the financial capacity and the resources necessary to complete the SCDOT Interstate 77 Panther Interchange Design-Build Project (ID P038652).

Kevin White, Regional Vice President  
Brasfield & Gorrie, L.L.C.

Witnessed by Notary: Anita G. Echols  
Notary Expiration: 4/12/2023







August 12, 2020

Ms. Carman Wright  
South Carolina Department of Transportation  
955 Park Street, Room 101 (302,421)  
Columbia, SC 29201

**Re: Brasfield & Gorrie, L.L.C.  
Birmingham, AL**

**Subject: Request for Qualifications for Interstate 77 Panther Interchange Design-Build  
Project - Project ID P038652 in York County, SC**

Dear Ms. Wright:

Brasfield & Gorrie, L.L.C. is a highly regarded and valued client to Federal Insurance Company and Travelers Casualty and Surety Company of America, who, as co-sureties, make available a combined surety facility supporting an aggregate work program in excess of \$4 Billion. The undersigned Sureties currently provide support for single projects in the \$400 Million range and have always responded favorably to any bond request made by Brasfield & Gorrie, L.L.C.. Approximately \$1 Billion of the program is unencumbered as of the date of this letter.

Federal Insurance Company, 202B Hall's Mill Road, Whitehouse Station, NJ 08889, has had the privilege of providing bonds since 1981. Federal Insurance Company of Whitehouse Station, New Jersey is rated A++ (Superior) by A. M. Best with a financial size of XV and, as of July 2020, is listed as an acceptable surety by The United States Department of the Treasury with combined underwriting limitation of Chubb Limited Companies of \$1,802,289,000.00. They are licensed to do business in all fifty states.

The Travelers Casualty and Surety Company of America, One Tower Square, Hartford, CT 06183, was engaged as a 50% co-surety partner in September of 2003. Travelers Casualty and Surety Company of America is rated A++ (Superior) by A. M. Best with a financial size of XV. As of July 2020, they are listed as an acceptable surety The United States Department of the Treasury with combined underwriting limitation of The Travelers Companies of \$2,606,389,000.00. They are licensed to do business in all fifty states.

Should the captioned project be awarded to and accepted by Brasfield & Gorrie, L.L.C., the sureties are prepared to provide the required bonds on their behalf. If necessary, we are prepared to provide a performance and payment bond on a sole surety basis, if required by the Owner. The support is conditioned upon completion of the underwriting process, including satisfactory review of contract documents and confirmation of financing.

We are pleased to share with you our favorable experience and high regard for Brasfield & Gorrie, L.L.C. This letter is not an assumption of liability and is issued only as a prequalification reference request from our client. It should be understood that any arrangement for bonds is strictly a matter between Brasfield & Gorrie, L.L.C. and the Sureties.

Sincerely,

Federal Insurance Company

  
Chris Muscolino  
Attorney-In-Fact

Travelers Casualty and Surety Company of America

  
Chris Muscolino  
Attorney-In-Fact



Power of Attorney

Federal Insurance Company | Vigilant Insurance Company | Pacific Indemnity Company  
Westchester Fire Insurance Company | ACE American Insurance Company

Know All by These Presents, that **FEDERAL INSURANCE COMPANY**, an Indiana corporation, **VIGILANT INSURANCE COMPANY**, a New York corporation, **PACIFIC INDEMNITY COMPANY**, a Wisconsin corporation, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** corporations of the Commonwealth of Pennsylvania, do each hereby constitute and appoint Mary Isbell, Thomas G. Moorer and Chris Muscolino of Birmingham, Alabama -----

each as their true and lawful Attorney-in-Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

In Witness Whereof, said **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** have each executed and attested these presents and affixed their corporate seals on this 12<sup>th</sup> day of June, 2020.

*Dawn M. Chloros*

Dawn M. Chloros, Assistant Secretary

*Stephen M. Haney*

Stephen M. Haney, Vice President



STATE OF NEW JERSEY

County of Hunterdon

ss.

On this 12<sup>th</sup> day of June, 2020 before me, a Notary Public of New Jersey, personally came Dawn M. Chloros and Stephen M. Haney, to me known to be Assistant Secretary and Vice President, respectively, of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY**, the companies which executed the foregoing Power of Attorney, and the said Dawn M. Chloros and Stephen M. Haney, being by me duly sworn, severally and each for herself and himself did depose and say that they are Assistant Secretary and Vice President, respectively, of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** and know the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of said Companies; and that their signatures as such officers were duly affixed and subscribed by like authority.

Notarial Seal



KATHERINE J. ADELAAR  
NOTARY PUBLIC OF NEW JERSEY  
No. 2316685  
Commission Expires July 16, 2024

*Katherine J. Adelaar*  
Notary Public

CERTIFICATION

Resolutions adopted by the Boards of Directors of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, and **PACIFIC INDEMNITY COMPANY** on August 30, 2016; **WESTCHESTER FIRE INSURANCE COMPANY** on December 11, 2006; and **ACE AMERICAN INSURANCE COMPANY** on March 20, 2009:

"RESOLVED, that the following authorizations relate to the execution, for and on behalf of the Company, of bonds, undertakings, recognizances, contracts and other written commitments of the Company entered into in the ordinary course of business (each a "Written Commitment"):

- (1) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized to execute any Written Commitment for and on behalf of the Company, under the seal of the Company or otherwise.
- (2) Each duly appointed attorney-in-fact of the Company is hereby authorized to execute any Written Commitment for and on behalf of the Company, under the seal of the Company or otherwise, to the extent that such action is authorized by the grant of powers provided for in such person's written appointment as such attorney-in-fact.
- (3) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized, for and on behalf of the Company, to appoint in writing any person the attorney-in-fact of the Company with full power and authority to execute, for and on behalf of the Company, under the seal of the Company or otherwise, such Written Commitments of the Company as may be specified in such written appointment, which specification may be by general type or class of Written Commitments or by specification of one or more particular Written Commitments.
- (4) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized, for and on behalf of the Company, to delegate in writing to any other officer of the Company the authority to execute, for and on behalf of the Company, under the Company's seal or otherwise, such Written Commitments of the Company as are specified in such written delegation, which specification may be by general type or class of Written Commitments or by specification of one or more particular Written Commitments.
- (5) The signature of any officer or other person executing any Written Commitment or appointment or delegation pursuant to this Resolution, and the seal of the Company, may be affixed by facsimile on such Written Commitment or written appointment or delegation.

FURTHER RESOLVED, that the foregoing Resolution shall not be deemed to be an exclusive statement of the powers and authority of officers, employees and other persons to act for and on behalf of the Company, and such Resolution shall not limit or otherwise affect the exercise of any such power or authority otherwise validly granted or vested."

I, Dawn M. Chloros, Assistant Secretary of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** (the "Companies") do hereby certify that

- (i) the foregoing Resolutions adopted by the Board of Directors of the Companies are true, correct and in full force and effect,
- (ii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Whitehouse Station, NJ, this 12th day of August, 2020.



*Dawn M. Chloros*

Dawn M. Chloros, Assistant Secretary

IN THE EVENT YOU WISH TO VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT:

Telephone (908) 903-3493 Fax (908) 903-3656 e-mail: surety@chubb.com





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

**POWER OF ATTORNEY**

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

**IN WITNESS WHEREOF**, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **17th** day of **January**, **2019**.



State of Connecticut

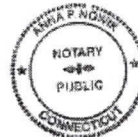
City of Hartford ss.

By:   
 Robert L. Raney, Senior Vice President

On this the **17th** day of **January**, **2019**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

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

My Commission expires the **30th** day of **June**, **2021**



  
 Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

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

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

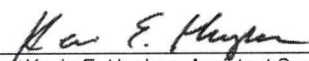
**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **12th** day of **August**, **2020**



  
 Kevin E. Hughes, Assistant Secretary

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





# Appendix | **E**

## Organizational Conflict of Interest

**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | [Project ID P038652](#)



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS





## APPENDIX E- CONFLICT OF INTEREST

No members of the B&G-JMT Team has a potential Conflict of Interest related to the Interstate 77

Panther Interchange Project Design-Build project



# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

August 20, 2020

Date

Kevin White, Regional Vice President

Print Name

Brasfield & Gorrie, L.L.C.

Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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


X  Determined that no potential organizational conflict of interest exists.

Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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

  
\_\_\_\_\_  
Signature

8/5/2020

\_\_\_\_\_  
Date

James Kevin O'Connor  
\_\_\_\_\_  
Print Name

Johnson, Mirmiran & Thompson, Inc.  
\_\_\_\_\_  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company



# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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


  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Brian\_F.\_Welch  
Director  
2020.07.06 08:53:13-04'00'

Signature

Brian F. Welch

Print Name

ESP Associates, Inc.

Company

7/6/2020

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):

N/A

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

N/A



Signature

6/24/2020

Date

Paul A. Holt

Print Name

Holt Consulting Company, LLC

Company

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

Name

Phone

Company

# 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):

**Tim VanGelder**

Digitally signed by Tim VanGelder  
DN: cn=Tim VanGelder, o, ou,  
email=tvangelder@mckimcreed.com, c=US  
Date: 2020.07.20 10:18:52 -04'00'

07/20/2020

Signature

Date

Tim VanGelder

Print Name

McKim & Creed, Inc.

Company

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

Name

Phone

Company



# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

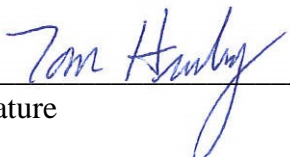
PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

  
\_\_\_\_\_  
Signature

August 3, 2020  
Date

Thomas Joseph Hruby, Jr., PE  
Print Name

NOVA Engineering and Environmental, Inc.  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

Company

# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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

  
\_\_\_\_\_  
Signature

8/5/2020  
Date

Joe Alan Carroll, President  
Print Name

THC, Inc.  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

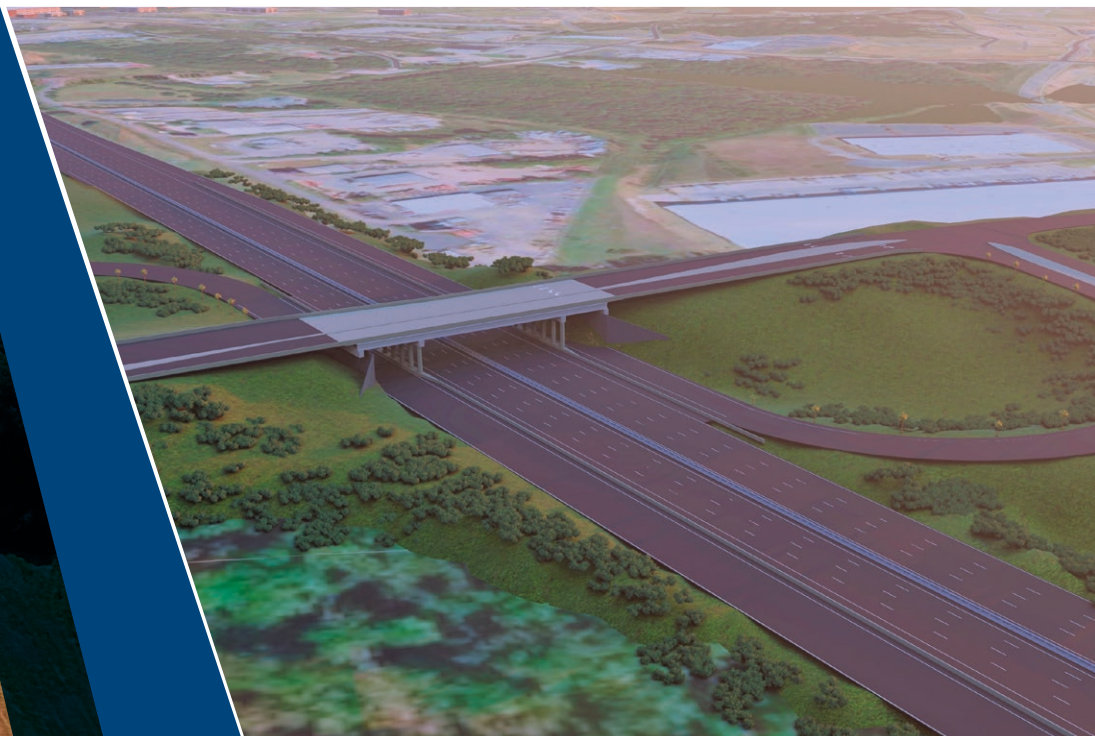




# Appendix | **F**

## Confidential or Proprietary Information Summary List

**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | [Project ID P038652](#)



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS



## APPENDIX F- CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

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







# Appendix | **G**

## Addendum Receipt Form(s)

**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | [Project ID P038652](#)



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS





**NOTICE OF RECEIPT**  
**Interstate 77 Panther Interchange**  
**Design-Build – Project ID P038652**  
**York County**

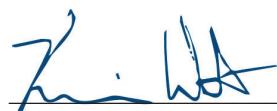
**Addendum 1**

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

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

**Confirmation Statement:**

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



PROPOSER's Signature

August 14, 2020


Date

Kevin White, Regional Vice President

Printed Name

For: Brasfield & Gorrie, L.L.C. / Johnson, Mirmiran & Thompson, Inc  
Design-Build Team Name





# Appendix | **H**

## Key Individual and Contractor/ Designer Reference Form(s)

**Statement for Qualifications**  
Design-Build Services for Interstate 77 Panther  
Interchange Project | [Project ID P038652](#)



**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
wade.kelly@cobbcounty.org	Wade	Kelly	Thomas "Trey" Lawrence Ogle III, PE	Windy Ridge Parkway Bridge over I-75/I-285 at Braves Stadium	Project Manager	Brasfield & Gorrie
cantrellb@dot.state.al.us	Benji	Cantrell	Thomas "Trey" Lawrence Ogle III, PE	I-59/20 Widening and Interchange Reconstructions	Project Manager	Brasfield & Gorrie
smithg@dot.state.al.us	Gary	Smith	Thomas "Trey" Lawrence Ogle III, PE	HWY 150 Widening & Bridge Replacement	Project Manager	Brasfield & Gorrie
vincentc@dot.state.al.us	Curtis	Vincent	Thomas "Trey" Lawrence Ogle III, PE	Hwy 231 Emergency Bridge Replacement	Operations Manager	Brasfield & Gorrie
adam.patterson@volkert.com	Adam	Patterson	Thomas "Trey" Lawrence Ogle III, PE	Hwy 231 Emergency Bridge Replacement	Operations Manager	Brasfield & Gorrie
jgreen@greenfuelsenergy.com	Jeff	Green	Thomas "Trey" Lawrence Ogle III, PE	CERT - Coal Emission Reduction Technologies – DESIGN BUILD	Project Manager	Brasfield & Gorrie
cantrellb@dot.state.al.us	Benji	Cantrell	Bryan Leslie Reese	I-59/20 Widening and Interchange Reconstructions	Project Engineer	Brasfield & Gorrie
norma.click@atlanta-airport.com	Norma	Click	Bryan Leslie Reese	CONRAC Entrance Road, Intersection and Bridge over I-85 – DESIGN BUILD PROJECT	Design Build Project Manager	Kiewit Corporation
aabon@atlantaga.gov	Abe	Abon	Bryan Leslie Reese	RM Clayton Headworks – DESIGN BUILD PROJECT	Design Build Project Manager	Kiewit Corporation
dan.donnelly@vale.com	Dan	Donnelly	Bryan Leslie Reese	Long Harbor Nickel Processing Plant – DESIGN BUILD PROJECT	Design Build Project Manager	Kiewit Corporation
vincentc@dot.state.al.us	Curtis	Vincent	Bryan Leslie Reese	Hwy 231 Emergency Bridge Replacement	Project Manager	Brasfield & Gorrie
adam.patterson@volkert.com	Adam	Patterson	Bryan Leslie Reese	Hwy 231 Emergency Bridge Replacement	Project Manager	Brasfield & Gorrie
Reynoldsbs@scdot.org	Bradley	Reynolds	David Ryan Russell, PE	I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Co's., SC	Senior Roadway Engineer	JMT
BurtonD@scdot.org	Daniel	Burton	David Ryan Russell, PE	I-26/Volvo Interchange (D-B) – Approx. MM 189 – Berkeley County, SC	Lead Roadway Design Engineer and Engineer-of-Record	JMT
SandelITP@SCDOT.org	Phillip	Sandel	David Ryan Russell, PE	I 85/385 Interchange Improvements (D-B), Greenville County, SC	Lead Roadway Engineer	Civil Engineering Consulting Services, Inc.
HoodML@SCDOT.org	Michael	Hood	David Ryan Russell, PE	I-85 Design-Build Preparation, MP 98-MP 106, Cherokee County, SC	Lead Roadway Engineer	Civil Engineering Consulting Services, Inc.
BedenbauGR@scdot.org	Rob	Bedenbaugh	David Ryan Russell, PE	I-85/S-12 BMW Interchange Design-Build, Spartanburg County, SC	Roadway Engineer	Wilbur Smith Associates, Inc.
smithg@dot.state.al.us	Gary	Smith	Daniel Smith Cleckley	HWY 150 Widening & Bridge Replacement	Construction Manager	Brasfield & Gorrie
vincentc@dot.state.al.us	Curtis	Vincent	Daniel Smith Cleckley	Hwy 231 Emergency Bridge Replacement	Construction Manager	Brasfield & Gorrie
adam.patterson@volkert.com	Adam	Patterson	Daniel Smith Cleckley	Hwy 231 Emergency Bridge Replacement	Construction Manager	Brasfield & Gorrie
frank.weise@airbus.com	Frank	Weise	Daniel Smith Cleckley	Airbus A220 Assembly Line and Logistics Center Expansion (DESIGN-BUILD Project)	Construction Manager	Brasfield & Gorrie
cantrellb@dot.state.al.us	Benji	Cantrell	Daniel Smith Cleckley	I-59/20 Widening and Interchange Reconstructions	Construction Manager	Brasfield & Gorrie
smithg@dot.state.al.us	Gary	Smith	Daniel Smith Cleckley	I-65 Bridge Jacking and Widening	Construction Manager	Brasfield & Gorrie
gmartin@thompsonarthur.com	Garry	Martin	Stancil Terry Callahan, III	US Highway 29 Design-Build, NCDOT Div. 7, Greensboro, NC	QC Manager	PBS&J
M3Carolina@m3eng.com	Larry	Harper	Stancil Terry Callahan, III	Haile Gold Mine: Hwy 601 Haul Road Crossing, Kershaw, SC	QC Manager / CEI Manager	Terracon Consultants Inc.
jrcook@ncdot.gov	John	Cook	Stancil Terry Callahan, III	I-40/I-77 Interchange Improvements, Iredell County, NC	QC Manager / CEI Manager	DRMP
chris.sweat@summitde.net	Chris	Sweat	Stancil Terry Callahan, III	Monroe Bypass, Union County, NC	CEI Manager	ESP Associates, Inc.
bdcanipe@ncdot.gov	Brett	Canipe	Stancil Terry Callahan, III	I-77 HOT Lanes (P3), Charlotte, NC	CEI Manager \ QA Manager	ESP Associates, Inc. and Amec Foster Wheeler





Email	First Name	Last Name	Company Name	Project Name	Team
mattoxjh@scdot.org	Jae	Mattox, III, PE	SCDOT	US 1 over I-20 Interchange Improvement, Design Build	JMT- Design Lead (Holt-Subconsultant)
reynoldsbs@scdot.org	Brad	Reynolds, PE	SCDOT	I-26 Widening MM 85-101 Design Build Pursuit	JMT- Major Subconsultant (NOVA- subconsultant)
reynoldsbs@scdot.org	Brad	Reynolds, PE	SCDOT	Carolina Crossroads Phase 2, Design Build Pursuit	JMT- Design Lead (NOVA and PCE-Subconsultant)
joseph.dorsey@dc.gov	Joseph	Dorsey, PE	DDOT	I-295/I-695 Interchange Design Build, 11th Street Corridor, Washington DC	JMT- Design Lead (Stephen Davis while with Skanska)
BoylstonJD@scdot.org	John	Boylston	SCDOT	Interstate 85-385 Interchange Improvements Design-Build Pursuit,	JMT- Design Lead (Stephen Davis while with Skanska)
wade.kelley@cobbcounty.org	Wade	Kelly	Cobb County, GA	Windy Ridge Parkway Bridge over I-75/I-285 at Braves Stadium	Brasfield & Gorrie, L.L.C.
cantrellb@dot.state.al.us	Benji	Cantrell, PE	Alabama Department of Transportation	I-59/20 Widening and Interchange Reconstructions	Brasfield & Gorrie, L.L.C.
smithg@dot.state.al.us	Gary	Smith	Alabama Department of Transportation	HWY 150 Widening & Bridge Replacement	Brasfield & Gorrie, L.L.C.
BurtonD@scdot.org	Daniel	Burton	South Carolina Department of Transportation	I-26/Volvo Interchange Design Build, Approximate MM 189	JMT
gaffneysh@scdot.org	Sarah	Gaffney	South Carolina Department of Transportation	I-26/Volvo Interchange Design Build, Approximate MM 189	JMT
reynoldsbs@scdot.org	Bradley	Reynolds	South Carolina Department of Transportation	I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 (Design-Build)	JMT
robert.ridgell@vdot.virginia.gov	Robert	Ridgell	Virginia Department of Transportation	I-95 Southbound CD Lanes Rappahannock River Crossing (Design-Build)	JMT

