



Statement of Qualifications



Interstate 77 Panther Interchange Design-Build Project

Project ID P038652

York County, South Carolina



August 21, 2020



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Introduction



3.2 INTRODUCTION

3.2.1 Contracting Entity | Sloan Construction, a Division of Reeves Construction Company (Sloan) will be the **Contracting Entity** and will be responsible for the successful delivery of this Interstate 77 Panther Interchange Design-Build project. Sloan provides a full range of heavy civil services, including grading, underground utilities, bridge construction, asphalt paving, and material supply. Sloan's headquarters is positioned in Duncan, South Carolina, with regional offices strategically located in both North and South Carolina. Sloan's January 2020 acquisition of Granite Contracting provides us with local office and plant locations in Rock Hill and Blacksburg, SC and Cornelius and Concord, NC. Sloan is a Division of Reeves Construction Company, which includes operations throughout the Southeast, covering the Carolinas, much of Georgia, and Northern Florida. Reeves Construction is owned by Colas, an international highway construction and materials business.



Contracting Entity and Project Management Office

Todd Joel Quigg
Sloan Construction Headquarters
250 Plemmons Road
Duncan, SC 29334
864.968.2250 (phone) | 864.617.2825 (mobile)
tquigg@reevescc.com

3.2.2 Points of Contact and 3.2.3 Full Legal Name of Lead Contractor & Lead Designer

Lead Contractor: Sloan Construction, a Division of Reeves Construction Company (SLOAN)



Benjamin John Bishop
250 Plemmons Rd., Duncan, SC 29334
864.968.2250 (phone) | 864.580.9263 (mobile)
bbishop@sloancc.net

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



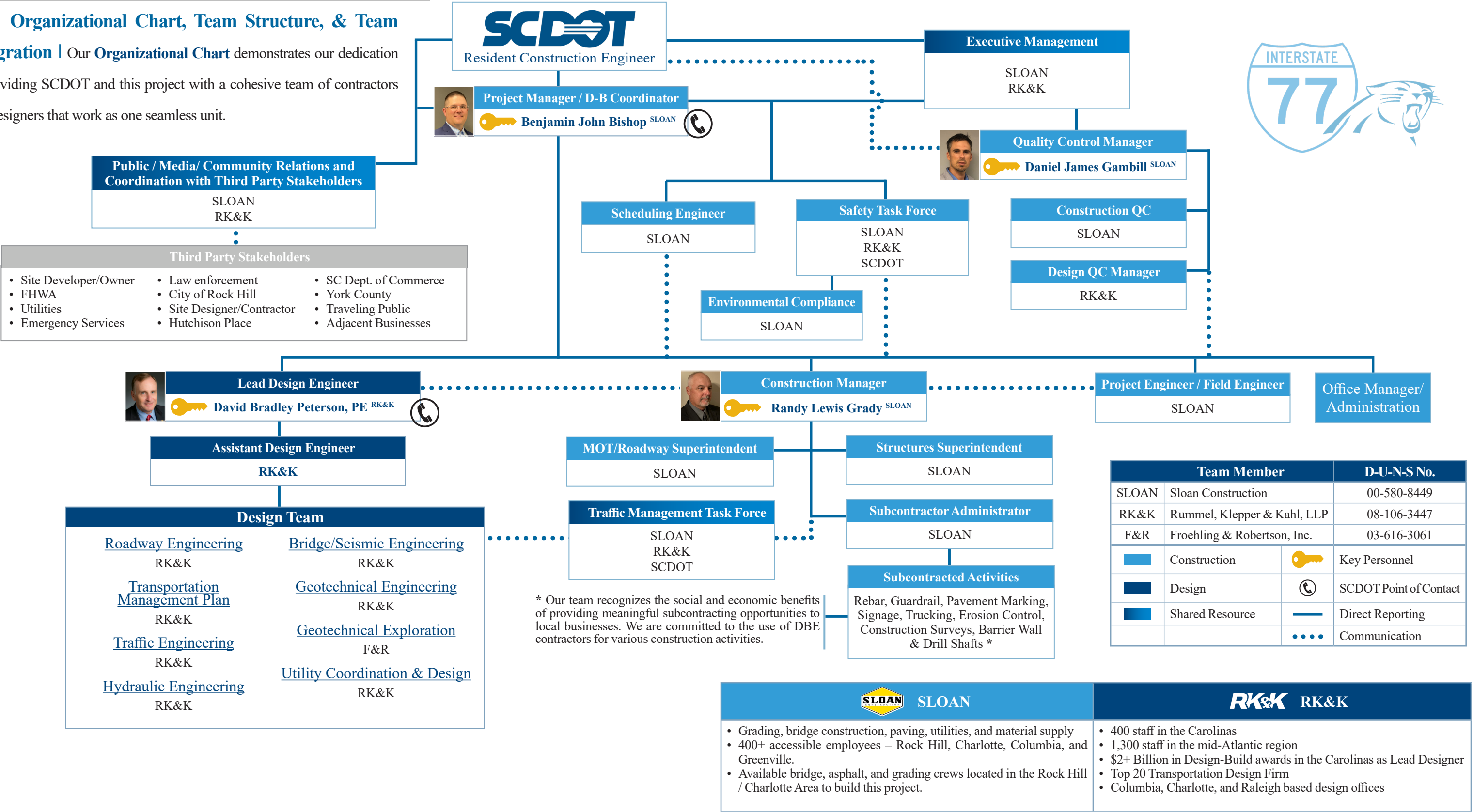
David Bradley Peterson, PE
8601 Six Forks Rd., Forum 1, Suite 700, Raleigh, NC 27615
919.878.9560 (phone) | 919.621.4149 (mobile)
dpeterson@rkk.com

3.2.4 Commitment of Key Individuals | The Design-Build team of Sloan - RK&K is committed to providing SCDOT and the SC traveling public our team's Key Individuals, personnel, and resources to provide a safe and expedited project. As a project partner with SCDOT, our DB Team will commit our Key Individuals to manage this project for the full duration of work, to ensure the project meets SCDOT's expectations for quality and the stakeholder's schedule.

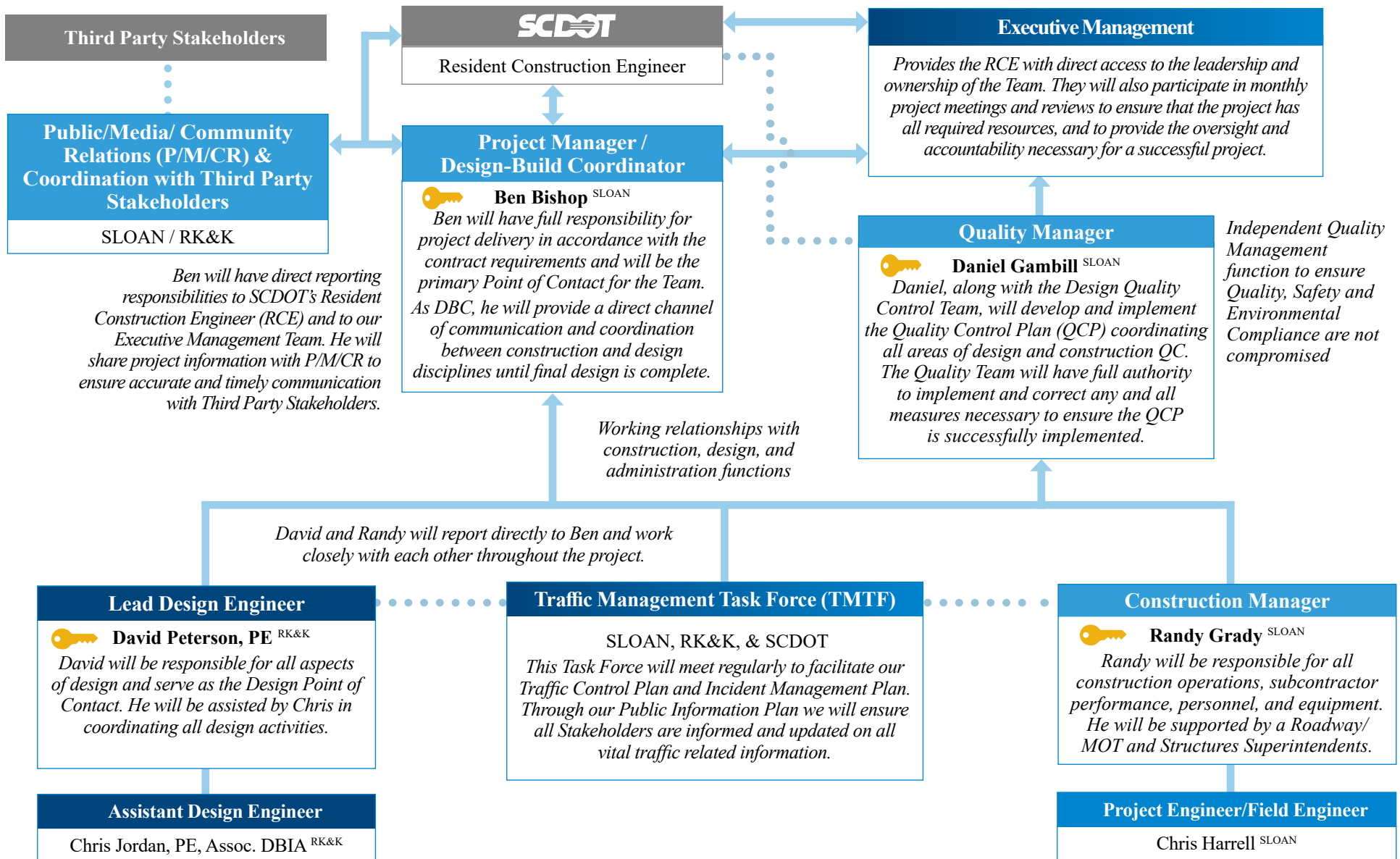
3.3 TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organizational Chart, Team Structure, & Team

Integration | Our **Organizational Chart** demonstrates our dedication to providing SCDOT and this project with a cohesive team of contractors and designers that work as one seamless unit.





Team Structure for our Integrated Team | The following outlines significant functional relationships and how we will function as an integrated team.




Working Together and Teaming Success | Sloan and RK&K know that teaming is more than simply completing a project together. Teaming is a proven partnership and working relationship, developed over time, to achieve mutual goals. Sloan and RK&K are currently working together and demonstrating our teaming success on the SCDOT District 2 Closed and Load Restricted Bridge Package. Key members of our Design-Build Team have worked together to deliver significant portions of a major design-build project in North Carolina and resolved critical issues on an interstate pavement rehabilitation project for SCDOT. *The following table illustrates these successful teaming relationships. References for these projects are included in [Appendix H](#).*

Teaming Success	
Monroe Bypass Design-Build, Union County, NC (2013 - 2019)	
Description	\$464M, 19.7 mile toll freeway on new location, including 8 interchanges and 37 bridges, (\$32M for Sloan)
Sloan Services	Segment Lead on Segment 1; Bridge Contractor on Segments 2 and 3 to construct a directional Interchange connection with existing US 74 and US 74 Bypass, 14 bridges, 2 miles of freeway mainline and frontage roads.
RK&K Services	Lead designer for the entire project
Collaboration	RK&K and Sloan collaborated during the design and construction of Segment 1 and 14 bridges.
Team Members	Sloan: Smitty Helms, Ben Bishop, Daniel Bantly RK&K: Keith Skinner, David Peterson, Tina Swiezy, Byron Holden, Gary Taylor, Stuart Samberg
References	<i>Construction:</i> NCDOT, Darin L. Waller, PE, 980.521.5176, dwaller@ncdotgov <i>Design:</i> NCDOT, Malcolm Watson, PE, 919.707.6614, mcwatson@ncdot.gov
Closed and Load Restricted Bridge Design-Build Package Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC (2020 - 2023)	
Description	\$18M, 16 individual design-build bridge replacements. Ranging from 60' to 160', the bridges are being developed under SCDOT's recently adopted Supplemental Design Criteria for Low Volume Bridge Replacement Projects. This requires compressed design and construction schedules.
Sloan Services	Prime contractor for bridge work, grading, paving, drainage and all associated work
RK&K Services	Lead designer for the project
Collaboration	Collaborating throughout pursuit, design and construction.
Team Members	Sloan: Smitty Helms, Daniel Bantly RK&K: David Peterson, Chris Jordan, Ricky Ward, Gary Taylor, Tina Swiezy, Justin Lyles, James Galgano,
References	<i>Construction:</i> SCDOT, Joey Burns, 864.227.9116, BurnsJW@scdot.org <i>Design:</i> SCDOT, Brad Reynolds, PE, 803.737.1440, ReynoldsBS@scdot.org
Cross Slope Corrections for I-385 Rehabilitation, Greenville, SC (2019)	
Description	\$25M, 6-mile interstate rehabilitation project in downtown Greenville
Sloan Services	Prime contractor for milling, rehabilitation, paving, and all associated work
RK&K Services	Resolved cross slope correction issues which existed in original design that threatened expensive reconstruction costs and extensive delays
Collaboration	Synthesized LIDAR/survey data throughout the corridor; developed solutions not requiring design exceptions or barrier rail reconstruction; addressed RFIs during construction
Team Members	RK&K: Chris Jordan, Ricky Ward, James Galgano
References	<i>Construction:</i> SCDOT, Jack Valetti, 864.420.4562, ValettiJB@scdot.org <i>Design:</i> SCDOT, Casey Lucas, 803.737.1087, LucasCB@scdot.org

3.3.2 Critical Risks | Critical and Additional Risks


 Schedule Risk	Mitigation / Avoidance Strategies
Right of Way Acquisition	
<ul style="list-style-type: none"> • Acquisitions and Relocations 	<ul style="list-style-type: none"> • Conduct an early evaluation of the ROW status to determine potential impacts on critical path schedule. • Establish a coordination team to meet early and often throughout the acquisition/relocation efforts to minimize schedule risks and adjust the critical path as needed.
<ul style="list-style-type: none"> • Driveway Access Requests Affecting Design 	<ul style="list-style-type: none"> • Identify properties requiring access, determine access needs, and incorporate early in the design process.
<ul style="list-style-type: none"> • Design-driven acquisitions/relocations 	<ul style="list-style-type: none"> • Early action item needed to verify that ROW acquisitions/relocations fully support the design and required construction limits.
Access to tracts 18, 19, 20 & 21	<ul style="list-style-type: none"> • Tract 18 is a deep ravine that will have access cut off based on the conceptual plans. Recommend a total take of this parcel and utilize natural topography to create needed retention basin instead of using Tract 36. Tracts to relocate outdoor advertising from Tracts 19, 20 & 21 could be created from Tract 18 and an access road provided to these tracts. Otherwise, relocations could create schedule risks.
Utility Relocations	<ul style="list-style-type: none"> • Power Transmission Line Relocation – Expected completion is February 2021. Early coordination needed to confirm the status of this relocation and assess any impacts on the schedule’s critical path. If schedule impacts exist, coordinate with the Utility Owner and SCDOT to determine the most effective options to eliminate or minimize schedule impacts. • Confirm status of all other utility relocations and assess progress/schedule against critical path. Begin early coordination with all utility owners.
Long-lead Construction Materials	<ul style="list-style-type: none"> • Materials that require long lead time for fabrication will require the Design-Builder to issue purchase orders prior to RFC plans to ensure the materials are available when required. • For example, the time needed for ordering guide signs will require early coordination with stakeholders responsible for naming new roads to understand their naming process, advise on the schedule impacts, and ensure signs are fabricated on time.
Availability of Resources	<ul style="list-style-type: none"> • Sloan has extensive crew, equipment, and material resources in the Rock Hill and Charlotte area for all scopes of the work. (See Table in 3.3.3 for Sloan Capacity and Map of Team Locations). Resource availability will not be an issue for our team.
Issue Resolution	<ul style="list-style-type: none"> • As part of the formal project partnering, a well-defined issue resolution matrix will be developed that addresses escalation issues, timing, levels, and decision makers, all designed to support an accelerated project schedule.
Municipal Agreement with City of Rock Hill	<ul style="list-style-type: none"> • Municipal Agreements can take months to execute with larger municipalities, thereby creating schedule concerns. Early coordination is critical to assess any potential critical path impacts.
<ul style="list-style-type: none"> • Sloan's success on the Brunswick County NC Hwy 133 bridge over the Intracoastal Waterway project (See Work History form) is an excellent example of Sloan’s ability to successfully complete projects on an accelerated schedule, on budget and safely when given tight timelines. These high-profile, compressed schedule projects come with the pressure of increased local visibility and interest. A main key to this success is closely working with vendors and subcontractors, including them in the planning and design of the project. Early communication provides early identification of potential issues and conflicts, and builds the relationships that are critical to maintain or exceed the project schedule. 	
 SCDOT/Other Agency Involvement • Advanced coordination with SCDOT ROW Department, beginning with design concepts, and continuing through all acquisition efforts • Regularly scheduled meetings with SCDOT (bi-weekly, adjust as needed) • Weekly progress reporting • Agreement on required advance notifications to meet schedules • Needed from SCDOT: administrative adjustments, setting just compensation, approving possible condemnations • Timely responses on issue resolution/escalation process • Support with third party stakeholders on resolving issues impacting the critical path.	

 Maintenance of Traffic Risk	Mitigation / Avoidance Strategies
Safety	<ul style="list-style-type: none"> • Initiate Safety Task Force and MOT Task Force, develop project plans to keep the traveling public moving in a safe and efficient manner, and proactively manage driver expectations. • Conduct monthly safety reviews by Executive Management team. • Heavy volume, high speed, and unpredictable traffic - Initiate a public involvement program to communicate advance construction notice of planned activity time-frames with SCDOT and stakeholders (including first responders, hospitals, employment centers, city and county agencies, schools, and local businesses) regarding lane closures, traffic pattern changes, and critical construction activities. • Continuous collaboration between Roadway, Structure and MOT Design teams to investigate BMP phasing options that minimize impacts to traffic, improve constructability and enhance safety. • Develop emergency implementation plan with stakeholders to ensure coordination of access.
Reduction in Travel Lanes / Ingress/Egress of Work Zone	<ul style="list-style-type: none"> • Conduct traffic analysis to document anticipated MOT conditions, and in-turn inform the public of MOT expectations. • Conduct a detailed analysis of daily and seasonal patterns along I-77 to maximize work during minimum travel periods. • Perform work activities requiring lane closures at night to limit interference with the traveling public. • Utilize Temporary Concrete Barrier (TCB) to establish a barrier between the traveling public and the work area along I-77, and limit the ingress/egress points for construction vehicles to reduce the impact to the traveling public.
Lane Shift During Construction	<ul style="list-style-type: none"> • The existing inside shoulder cannot support a lane shift. Consider re-striping interstate to temporarily narrow travel lanes if lane shifts are needed.
Staged construction of Interchange	<ul style="list-style-type: none"> • Implement construction sequencing that maintains all lanes of I-77 traffic during peak hours.
Interior Bent Construction along I-77	<ul style="list-style-type: none"> • Finalize a design that mitigates the amount of space needed for construction of interior bent foundations.
Setting girders over I-77	<ul style="list-style-type: none"> • Pace traffic during night operation to set new girders.

Our team's Traffic Management Task Force (TMTF) includes construction and design personnel who have successfully managed construction traffic on high volume interstates. We will have bi-weekly meetings with SCDOT representatives and required stakeholders to facilitate our Traffic Control and Incident Management Plans. These, along with our Public Information Plan will ensure that all Stakeholders are informed and updated on travel lane closures and shifts, and to allow access to the project to facilitate emergency vehicles. We will monitor accidents in the work zone to study any issues we are experiencing so all stakeholders can discuss potential MOT improvements to eliminate further accidents or incidents.



SCDOT/Other Agency Involvement | • Proactive, SCDOT to participate in both Safety and the Traffic Management Task Force • Allow D-B Team to demonstrate how MOT plans impact delays and queues • Facilitate early and ongoing communication as part of public involvement plan with the stakeholders (including first responders, schools, and local businesses)

 Third Party Coordination Risk	Mitigation / Avoidance Strategies
Coordination with Site Development project	<ul style="list-style-type: none"> • Coordination of MOT with Site Development firm on ingress/egress needs, integrate needs into construction staging and operations, and ensure the traveling public has a clear understanding of traffic patterns. • Tie-Ins on new development – early coordination with the Site Developer on elevations and alignments for the new development. Plans will be needed quickly to ensure all vertical and horizontal alignments are met and will not require changes to conceptual designs.
Coordination with Adjacent Projects	<ul style="list-style-type: none"> • I-77 corridor through York County has a variety of projects programmed that will be ongoing during this project, including interchange improvements, bridge deck repairs/rehabilitation, signing, pavement markings, signals, and safety improvements. • There are also a number of projects directly adjacent to I-77 in the SCDOT STIP and York County's Pennies for Progress 4 program that will require coordination. • Ongoing communication with District 4 Construction and York County will be required to coordinate construction scheduling and MOT.
Coordination with Regional Events	<ul style="list-style-type: none"> • York County and Rock Hill are host to a number of annual events throughout each year, from Carowinds to Rock Hill along the I-77 corridor. • The Charlotte region is host to professional sports (football, basketball, NASCAR) along with other regional events. • Public Involvement Plan will include coordination with these events and activities to both communicate construction activities, and to incorporate accommodations in the MOT plan for scheduling construction activities.

Third Party Coordination Risk *(Continued)*

Coordination with Adjacent Businesses

- Public Involvement Plan to include early coordination with businesses impacted and directly adjacent to the project on the east side of I-77 to advise of construction scheduling and activities, and accommodate business access.

Sloan's I-85 resurfacing project in Greenville and Spartanburg Counties ([See Work History Form](#)) exemplifies the extensive coordination required in a high volume freight corridor. The project was located between two large complex projects that required extensive coordination with the other construction firms, and was completed under budget and on time. Work was safely completed at night and on weekends.



Our Team will proactively communicate design and construction needs with Third Party Stakeholders to ensure that SCDOT and our D-B Team receives the information and action needed to complete this project on time.



SCDOT/Other Agency Involvement | • Facilitate early and ongoing communication with Third Party Stakeholders to ensure that the project is able to progress timely • Timely reviews and approvals to MOT plans to accommodate events and adjacent project coordination.

3.3.3 Project Resources, Strategies, and Execution | Sloan has both the financial (bonding capacity) and resource strength (manpower, equipment, and materials) to complete this Project without any limitations, by utilizing our own resources. We also recognize the social and economic benefits of providing subcontracting opportunities to local businesses and DBE contractors. Therefore, we commit to provide opportunities to local resources to assist Sloan on this project.

Team Capacity, Strategies to Implement Available Resources, and Self-performed Work

Strengths		
Capacity	<ul style="list-style-type: none"> ▪ 180+ of our 400+ employees are located within one hour of Rock Hill, SC ▪ 1,000+ employees company-wide for Reeves ▪ Asphalt plant 6 miles from new interchange will be solely dedicated to this project during asphalt operations ▪ Equipment fleet includes: 55-ton, 80-ton, 100-ton, and 200-ton cranes; D19 and D30 pile hammers; various screeds, dozers, excavators, graders, and pavers ▪ Bridge, Grading and Asphalt crews located and live in Rock Hill/Charlotte area 	<ul style="list-style-type: none"> ▪ 400 staff in the Carolinas ▪ 1,300 staff firm-wide ▪ 15-person Columbia design office- Supported by Raleigh and Charlotte ▪ Key team members in Columbia and Raleigh ▪ 46 design-build interchanges in the Carolinas ▪ \$2.4 billion in D-B awards as lead designer in North and South Carolina ▪ Top 20 Transportation Design Firm (ENR)
Strategies to Implement Available Resources	<ul style="list-style-type: none"> ▪ Utilize local plant site as lay-down and office area so that interchange site can be kept clear for construction activities and allows material to be staged close to site. ▪ With local crews and resources, Sloan can move additional crews and equipment in and out as needed. ▪ Self-performing all primary elements of work allows close control of schedule ▪ Sloan is utilizing a single PM/DBC to streamline communication and decision making. ▪ Use of local resources minimizes travel and optimizes costs ▪ Subcontract specialty items to firms that Sloan has a long standing relationship 	<ul style="list-style-type: none"> ▪ Fully dedicated Lead Design Engineer and Assistant Design Engineer ▪ Staffing resources to meet and accelerate the design schedule ▪ Fully refined design and QC process for delivering complex projects ▪ Understanding of SCDOT design submittal/review process, policies, and procedures ▪ Self-performing all design functions
Self-Performance	<ul style="list-style-type: none"> ▪ Bridge construction, except drilled shafts ▪ Grading ▪ Drainage ▪ Paving ▪ Traffic control 	<ul style="list-style-type: none"> ▪ Roadway/interchange engineering ▪ Bridge/seismic engineering ▪ Geotechnical engineering ▪ Hydrology and hydraulic engineering ▪ MOT/Work zone traffic control ▪ Signing and pavement markings

Convenient Geographical Location | The *map to the right*, identifies our team's assets and office locations in close proximity to the I-77 Panther Interchange Project. As a local contractor, Sloan has a long-term presence in the Rock Hill and Charlotte areas. Collectively, the location of these assets and offices will enhance our team's ability to:



- **Integrate, communicate, and resolve issues** as a Design-Build Team and with SCDOT through in-person meetings at our team's local offices, at SCDOT headquarters, or on site with same-day notice. For situations requiring immediate attention, we can leverage the many communication and on-line collaboration tools our team has used successfully during this pursuit and other project efforts.
- **Execute the Project** by hand delivering design submittals to SCDOT headquarters, meeting in-person for reviews, quickly responding to Requests for Information, and attending meetings during construction with same-day notice.
- **Quality Control** - Our Quality Control Manager (QM) is from our Asphalt division. He has the experience to establish and maintain the QCP for this project and manage our QC team. He will coordinate with the various RK&K, SCDOT and Sloan personnel responsible for the design, inspection and construction to ensure that the project is constructed in accordance with the Plans and Specifications. The QM shall report to the Executive Management team for any assistance with the QC Program for the project, and coordinate with the SCDOT Resident Construction Engineer.

3.4 EXPERIENCE OF KEY INDIVIDUALS

3.4.1 Licensed - All individuals and firms hold necessary licenses required to perform the work on the Project under state and local laws.



3.4.2 Roles of Key Individuals - Key individuals will perform singular roles with the exception of our Project Manager/Design-Build Coordinator.

3.4.3 Resumes of Key Individuals - Resumes of our Key Individuals are located in [Appendix A](#).





Name & Role		Firm	Resume Highlights
3.4.4 Project Management Team			
	Ben Bishop Project Manager / Design-Build Coordinator Ben's Resume		<ul style="list-style-type: none">• 14 years of progressive experience on similar projects as an engineer, estimator and project manager on bridge and roadway projects that have involved coordinating multiple crews, subcontractors, utilities and owners.• PM responsible for Sloan's portion of the construction of the Monroe Bypass DB Project, working with RK&K on the Segment 1 Directional Interchange, and 14 bridges through segments 1, 2, and 3.• Active in the industry: Member of the SCDOT/AGC Joint Bridge Committee and AGC Young Leaders.

Name & Role	Firm	Resume Highlights
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3.4.5 Design Engineering Team


	David Peterson, PE Lead Design Engineer		<ul style="list-style-type: none"> More than 38 years of design and design-build experience and is extremely familiar with the design of a wide variety of interchanges (freeway to freeway, cloverleaf, diamond, tight diamond, split diamond, diverging diamond, and trumpet). Working on projects with high traffic volumes requiring complex MOT, his experience includes serving as design-build Lead Design Engineer, Project Manager, and the design of short and medium-span steel, curved steel, concrete, and pre-stressed concrete bridges (both grade separation and water crossings) for highway and transit projects for state transportation and transit agencies.
	David's Resume		

3.4.6 Construction Management Team

	Randy Grady Construction Manager		<ul style="list-style-type: none"> More than 25 years of progressive construction experience starting as a Carpenter and working his way to Foreman and General Superintendent. Experience includes steel and concrete girder bridges, demolition, rehabilitation, MOT. During his career, he has constructed projects in high traffic density areas, including Raleigh, Winston-Salem, and Greensboro. He has constructed multiple interchange projects on or over I-85 and I-40, including Diamond, full and partial Cloverleaf, SPUI interchanges, and other structures over rivers and the Intracoastal Waterways with limited access.
	Randy's Resume		
	Daniel Gambill Quality Control Manager		<ul style="list-style-type: none"> 15 years of progressive experience from being the worker on a paving crew to now managing a Quality Control team. He brings a thorough understanding and knowledge of the issues that can arise from material production to the installation crews in the field. He will manage the QC program, to ensure that we provide SCDOT a quality product.
	Daniel's Resume		

3.5 PAST PERFORMANCE OF TEAM

3.5.1 Experience of Proposer's Team | Summary of Work History & Quality Forms

 The Sloan-RK&K Team brings this I-77 Panther Interchange Project substantial design-build expertise and extensive relevant experience.			Design-Build Delivery	Interstate / Interchanges	Accelerated Schedule	Complex MOT/ Freeway/ Interstate	Third-Party Coordination	Key Individual Participation	Staged Construction	Environmental Permitting	Right of Way Acquisition	Construction over Active Traffic	Utility Conflicts	Coordination with Adjacent Projects
Project (See Work History Forms)		Project Features												
Sloan	Monroe Bypass Design-Build (\$32M)	Freeway to freeway interchange, 14 bridges, 2 miles new freeway frontage roads	✓	✓		✓		✓	✓			✓	✓	✓
	I-85 Resurfacing (\$42M)	Interstate, high traffic, extensive coordination		✓		✓	✓							✓
	NC 133 Bridge and Paving (\$16M)	Reconstruction and compressed schedule			✓		✓	✓	✓	✓				
RK&K	Monroe Bypass Design-Build (\$464M)	19.7 miles, 8 interchanges , 37 bridges, tech. score: 93	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
	I-95 Widening Design-Build (\$404M)	16.9 miles, interstate/freeway, 7 interchanges	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	I-40 Widening Design-Build (\$360M)	12.8 miles, 6 interchanges , highest tech. score: 95	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Sloan Interchange Experience |

Sloan has completed multiple Interchange Projects. The *table to the right* illustrates projects that were not included in our Contractor Work History due to award date exceeding the last seven years.



US 176/I-585 Improvements Project, Spartanburg, SC – Sloan earned the CAGC 2007 Pinnacle Award for Best Heavy Highway Project. The project included rebuilding the **interchange** with Business I-85 and Valley Falls Road with architectural features and constructed a new **multi-bridge interchange** for the main entrance to the University of South Carolina Upstate along with the widening of US 176/I-585 to interstate standards. The project had a high level of political interest and was important for the economic development of the area around USC-Upstate. The project had several no excuse incentive/disincentive dates that we successfully met.



SC 296/I-26 Interchange, Spartanburg, SC – This project was a staged replacement of the existing interchange using a partially-exposed, pre-stressed concrete girder, **Single Point Urban Interchange (SPUI)** bridge, one of only a couple in the Southeast at the time and the first in South Carolina. The project had intermediate term ramp closures with several no excuse, incentive/disincentive dates that were met or exceeded by the project team.



I-295 Segment between NC 24 and NC 210, Fayetteville, NC – Sloan was the bridge contractor on this project, constructing multiple bridges including bridges over NC 24, a **flyover bridge** over NC 210, **ramp bridges**, and multiple bridges over a creek with wetlands including a tank bridge constructed with top-down construction on Fort Bragg. Sloan worked closely with the prime contractor, NCDOT, and Fort Bragg to successfully construct the original contract and three additional bridges.

Professional Sports Venue Design Experience | Not only is RK&K one of the region's most experienced design-build designers (**\$2.4B, 46 interchanges, 149 miles of highway, & 229 bridges in the Carolinas**), RK&K brings the value of working on numerous professional sports and special events venues.



Washington Redskins, Washington D.C. - RK&K has assisted the Redskins with several engineering projects, including: contract documents for an interchange along I-95 to serve the stadium and evaluated access improvement costs. RK&K also led a transportation planning team to evaluate transportation access improvements for a new stadium at the Laurel Raceway and prepared a comprehensive survey of all NFL Stadiums.



Baltimore Ravens, Baltimore, MD - In addition to providing the Ravens with transportation planning, civil/site design, construction services, and structural design for their 68,400-seat, state-of-the-art stadium, RK&K has assisted the Ravens with several engineering tasks, including a detailed assessment of post-event stadium traffic operations based on changing parking supply, modified transit services, and shifts in stadium travel patterns.



RK&K has also provided various engineering services for several other professional sport organizations including the Baltimore Orioles in Baltimore, MD; Washington Nationals, Washington, D.C.; and Tampa Bay Rays, Tampa, FL.

3.5.2 Quality of Past Performance |

As award winning firms with reputations for delivering quality, Sloan and RK&K are committed to being responsible partners with the Stakeholders of the I-77 Panther Interchange project, and are prepared to provide a quality product in a timely manner.

CarolinanAGC
"Best General Contractor"
"Best Heavy Highway"

92.8
Average NCDOT
D-B Technical Score

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

AGC
THE CONSTRUCTION
ASSOCIATION
**Workplace Safety
Award**

 NAPA
**Quality in
Construction Award**

ACEC
Engineering Excellence Awards
NCDOT Triangle Parkway D-B
NCDOT I-40 Widening D-B

 **Green Construction/Innovation
Pavement Award**
Paving Award
- Interstate Category -



Appendix A

Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Benjamin John Bishop Project Manager
b. Role of Key Individual for this Project:	Project Manager & Design Build Coordinator
c. Name of Firm with which you are now associated:	Sloan Construction, a div of Reeves Construction Company
d. Years of Experience: With this Firm <u>5</u> Years With Other Firms <u>9</u> Years	Sloan Construction: Project Manager – Benjamin is responsible for management of assigned construction projects, 2015 – Present Crowder Construction Company: Project Manager – Responsible for management of assigned construction projects, 2013 – 2014 Lee Construction of the Carolinas, Inc.: Project Engineer – Responsible for submittals, schedules, work plans, and estimating, 2005 – 2013
e. Education:	University of North Carolina, Charlotte/Charlotte, NC/Bachelor of Science/2006/Civil Engineering Technology Horry Georgetown Technical College/Conway, SC/Associates of Science/2004/Civil Engineering Technology
f. Active Registrations:	N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><u>Monroe Connector Bypass Design-Build, Mecklenburg & Union Counties, NC</u></p> <p>Key Personnel Role: Project Manager (Hyperlink to Work History Form) Experience with Current Firm: Yes, Sloan Construction Project/Assignment Duration: Assigned: 2015-Present, Project: 2018-Present Owner Contact Information: NCDOT, Darin Waller, PE, dwaller@ncdot.gov, (980) 521-2176 Design/Construction Value: \$32 Million Project Description: This project included a freeway to freeway interchange with two-miles of new roadway construction with 3 bridges on MSE wall approaches and elevated roadway plus another 11 bridges at 6 separate bridge sites along the 19.7-mile project length in Union County NC. Benjamin's specific responsibilities included the management of as many as 10 bridges, drainage and grading crews, coordination with the prime contractor, and other subcontractors such as clear and grub, asphalt paving, flatwork and MSE wall construction, scheduling, cost control, and design plan reviews. Project relevancy includes: Design-Build delivery and interchanges with heavy MOT demands.</p> <p><u>Cumberland County Bridges on US 301, Cumberland County, NC</u></p> <p>Key Personnel Role: Project Manager Experience with Current Firm: Yes, Sloan Construction Project/Assignment Duration: Assigned: 2015-2016, Project: 2012-2016 Owner Contact Information: NCDOT, Jason Salisbury, jsalisbury@ncdot.gov, (910) 364-0607 Design/Construction Value: \$17.1 Million Project Description: This project included construction of two bridges, a 980 lf bulb tee girder bridge over the Cape Fear River, a 330 lf bridge constructed in two phases over Cross Creek, and the associated roadway approaches on I-95 Business in Fayetteville, NC. Benjamin's specific responsibilities included management of bridge and grading crews, coordination with the owner, subcontractors, cost management, scheduling, and project closeout. Project relevancy includes: highway and intersection improvements and girder erection with limited access.</p>



Sumter County Bridge over CSX Railroad, Sumter County, SC

Key Personnel Role: Project Manager

Experience with Current Firm: No, Crowder Construction

Project/Assignment Duration: Assigned: 2014, Project: 2012-2015

Owner Contact Information: SCDOT, Jeffrey Wilkes, wilkesjt@scdot.org, (803) 775-3501

Design/Construction Value: \$13 Million

Project Description: This project consisted of reconstruction of the US 15 Bridge over CSX Railroad and Hauser street in Sumter, SC. Demolition and construction of an 856-foot long bridge and replacement with prestressed concrete girders and structural steel on drilled caisson foundations. Benjamin's specific responsibilities included subcontractor coordination, scheduling, cost management, and submittals. Benjamin was also the Manager during demolition and substructure construction on this project.

Cumberland County Bridges in I-295, Cumberland County, NC

Key Personnel Role: Project Engineer

Experience with Current Firm: No, Lee Construction

Project/Assignment Duration: Assigned: 2011-2013, Project: 2011-2016

Owner Contact Information: NCDOT, Jason Salisbury, jsalisbury@ncdot.gov, (910) 364-0607

Design/Construction Value: \$22 Million

Project Description: This project included the **construction of 13 bridges on new location** for I-295, from All American Boulevard to Bragg Boulevard in Fayetteville, NC. The main bridge on the project was a 1,300-foot structural steel bridge over All American Boulevard and future I-295 with post tension caps. Benjamin's specific responsibilities included daily coordination of five bridge crews, all submittals, Requests for Information, and related construction engineering for formwork and lift plans. Project relevancy includes: Construction of Curved Steel Girder Flyover STR; **heavy MOT constraints**; and **major interchange with multi levels**.

SC 41 Over US 501, Marion County, SC

Key Personnel Role: Project Engineer

Experience with Current Firm: No, Lee Construction

Project/Assignment Duration: Assigned: 2008, Project: 2008-2009

Owner Contact Information: SCDOT Ken Hayes, HayesKL@scdot.org, (843) 431-1135


Design/Construction Value: \$3 million

Project Description: This project included construction of a new overpass over US 501 at SC41. The bridge was a four-span concrete girder bridge with cast-in-place substructure and superstructure and was constructed while maintaining traffic on US 501. Lee Construction was the bridge subcontractor to RE Goodson construction. Project relevancy includes: Overpass over primary route with **MOT restrictions** and SCDOT Experience.

- 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.

Ben Bishop is currently assigned to the Bridge Area Office as a Project Manager for Cherokee/Spartanburg and Greenville County bridge projects with duties and responsibilities to be completed in March 2021.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: David Bradley Peterson, PE Director, Structures
	
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: RK&K
d.	Years of Experience: With this Firm <u>15</u> Years With Other Firms <u>23</u> Years RK&K, Director, Structures: David has more than 38 years of experience in project management, design, design-build, inspection, coordination, estimating, and personnel responsibilities for bridge and transportation projects. His positions/duties have included Southeast regional bridge manager, interim area office manager, business development, design-build project coordinator, QA/QC office coordinator and recruitment of personnel. His work has included the structural design of short, medium and long span steel, curved steel, concrete and prestressed concrete bridges (both grade separations and water crossings) for highway and transit projects for state DOTs, transit agencies and municipalities. 2005 to Present Parsons, Regional Manager: Responsible for all engineering projects within region. 1995 to 2005 URS, Inc., Structures Manager: Managed engineering projects. 1990 to 1995 HSMM, Inc., Structures Engineer: Structural design and engineering. 1986 to 1990 HNTB, Inc., Structures Engineer: Structural design and engineering. 1983 to 1986
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Virginia Polytechnic Institute and State University/Blacksburg, Virginia/Bachelor of Science/1982/Civil Engineering
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 1995/SC/Civil/16755; 1991/NC/Civil/017428; 1989/VA/Civil/040219248; 2004/MD/Civil/31103; 1995/GA/Civil/22043; 1991/FL/Civil/44547; 1994/TN/Civil/31103
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>NC 12 – Rodanthe Bridge Design-Build, Dare County, NC</u> Key Personnel Role: Project Manager/Engineer of Record Experience with Current Firm: Yes Project/Assignment Duration: 2015 to Ongoing Owner Contact Information: NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov , 919.707.6610 Design/Construction Value: \$145.3 Million Project Description: Responsible for the management, coordination, and oversight of this unique and publicly sensitive project. He is also responsible for the design and preparation of structure plans for the bridge on NC 12 over the Pamlico Sound, which included a 12,987 foot long bridge with 24" cored slabs and 45" & 72" FIB prestressed concrete girder superstructure (4 spans at 60 feet, 22 spans at 97.25 feet, 50 spans at 137 feet, 25 spans at 135.79 feet and 6 spans at 60 feet) on concrete pile bents supported by pile caps with 54" diameter cylinder prestressed concrete piles. I designed the interior bents for a vessel impact load and an extreme scour event (EL – 52). David is also responsible for overall QA/QC for the other disciplines on this project. <u>Monroe/Connector Bypass Design-Build, Mecklenburg & Union Counties, NC (8 Interchanges)</u> Key Personnel Role: Structures Design Project Manager Experience with Current Firm: Yes (Hyperlink to Work History Form) Project/Assignment Duration: 2010 to 2020 Owner Contact Information: NCDOT, Malcolm Watson, PE, mcwatson@ncdot.gov , 919.704.6614 Design/Construction Value: \$464 Million Project Description: Responsible for bridge and structure design of North Carolina's largest design-build project. This 19.7-mile new alignment toll roadway with 8 interchanges, including partial cloverleaf, diamond, tight diamond, and trumpet , extends from US 74 near I-485 in Mecklenburg County to US 74 between Wingate and Marshville in Union County. The project improves mobility and capacity by providing a facility for the US 74 corridor that allows for high-speed regional travel, while maintaining access to properties along existing US 74 and includes 37 bridges (26 sites with 11 duals), 14 culverts, and three sound barrier walls.

I-40 Widening Design-Build, Wake & Johnston Counties, NC (6 Interchanges)

Key Personnel Role: Structures Design Project Manager

[\(Hyperlink to Work History Form\)](#)

Experience with Current Firm: Yes

Project/Assignment Duration: Project Ongoing (Assigned 2018)

Owner Contact Information: NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919.707.6610

Design/Construction Value: \$360.0 Million

Project Description: Responsible for bridge and structure design for the most heavily traveled and congested transportation facilities in the Raleigh, North Carolina area. This 12.8-mile long project with **6 interchanges, including partial cloverleaf, freeway to freeway, diamond, and Diverging Diamond**, requires the design of 15 new bridges, one culvert repair, one culvert extension, 350,000+ square feet of sound barrier and railroad coordination for work under an overhead crossing. Bridge superstructures consist of reinforced concrete decks on 72" FIB girders, 72", 63" & 54" MBT girders, Type III AASHTO girders and Steel Plate Girders. Majority of bridge end bents sit behind MSE retaining walls to reduce overall bridge costs. On the east end, a new pair of dual bridges carries an updated diverging diamond interchange at the NC42 crossing to improve the traffic flow through this area.

I-95 Widening and Improvements Design-Build, Cumberland & Harnett Cos., NC (7 Interchanges)

Key Personnel Role: Structures Design Project Manager

[\(Hyperlink to Work History Form\)](#)

Experience with Current Firm: Yes

Project/Assignment Duration: Project Ongoing (Assigned 2019)

Owner Contact Information: NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919.707.6610

Design/Construction Value: \$404.3 Million

Project Description: RK&K was responsible for the design and construction support services for bridges and structures associated with a 16.9-mile long high-profile project with **7 diamond and freeway to freeway interchanges**. In addition to roadway and multi-discipline design services, the project includes the design of twelve 2- and/or 3-span pre-stressed concrete girder bridges on moderate to heavy skew with integral and/or non-integral end bents supported by multi-column bents and footings on steel H-piles (and by pile bents on steel pipe piles for a stream crossing), one bridge widening, one bridge rehabilitation, nine culverts and three sound barrier walls. With bridge lengths ranging between 180-ft. and 255-ft., girder types range from AASHTO Type IIs to 63-inch MBTs.

Macy Grove Road Design-Build, Forsyth County, NC (1 Interchange)

Key Personnel Role: Structure Design Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: 2012 to 2015

Owner Contact Information: NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919.707.6610

Design/Construction Value: \$38.8 Million

Project Description: Responsible for bridge and structure design for this design-build project that widens and extends 0.94-miles of Macy Grove Road (SR 2601) to a multi-lane roadway from south of I-40 Business/US 421 to north of East Mountain Street in Kernersville, North Carolina. This widening and **I-40 interchange** included the design of three bridges, including the 160-foot-long, one-span Macy Grove Road bridge over I-40 Business; a 120-foot Macy Grove Road bridge over NSRR; and a 115-foot-long Macy Grove Road bridge over East Mountain Street.

Triangle Parkway Design-Build, Durham and Wake County, NC (3 Interchanges)

Key Personnel Role: Structures Design Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: 2008 to 2012

Owner Contact Information: NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919.707.6610


Design/Construction Value: \$137.4 Million

Project Description: Responsible for bridge and structure design services required for this 5-mile toll road with **three interchanges, including freeway to freeway and split diamond**. As the first operating toll road in North Carolina, the Parkway is a six-lane divided, controlled access facility with a 46-foot median-divided, controlled access toll facility to meet 70-mph design speed. The project included a new bridge on Kit Creek Road over Triangle Parkway, dual bridges on Triangle Parkway over Davis Drive, a new bridge on Hopson Road over Triangle Parkway, dual bridges over Burdens Creek, replacement of bridge on NC 54, and a 1,500-foot long noise wall. The design efforts received the 2011 ACEC/NC *Grand Award for Engineering Excellence*.

- 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.

David is not required to be onsite during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Randy Lewis Grady Senior Project Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Sloan Construction, a div of Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>11</u> Years With Other Firms <u>14</u> Years Sloan Construction, a div of Reeves Construction Company:</p> <ul style="list-style-type: none"> Sr. Project Superintendent – Responsible for Supervising Highway Construction Projects as assigned, 2012 – Present. Superintendent – Responsible for Supervising Structure Projects as assigned, 2009 – 2012. <p>Blythe Construction</p> <ul style="list-style-type: none"> Superintendent – Responsible for Supervising Structure Projects as assigned, 2001 – 2009. Foreman – Responsible for Supervising Structure Crew with specific tasks as assigned, 1996 – 2001. 	
<p>e. Education: Brunswick Senior High School / Lawrenceville, VA.</p>	
<p>f. Active Registrations: N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>C204185, Oak Island Bridge #14 Rehabilitation, Brunswick County, NC</u></p> <p>Key Personnel Role: Sr. Project Superintendent Experience with Firm: Sloan Construction, a div of Reeves Construction Company Project/Assignment Duration: Project June 2018 – December 2019, Assigned June 2018 – Dec 2019 Owner Contact Information: NCDOT, Alex Stewart, adstewart2@ncdot.gov, (910) 398-9100 Design/Construction Value: \$ 15.8 Million Project Description: This project replaced 28 Spans of Cored Slabs and retrofit of 4,250 LF of Barrier Rail with additional 2-bar Aluminum Railing, resurfaced entire bridge (18,973 SF) with new PPC material, Substructure repairs including shotcrete, epoxy injection, cathodic protection system which include pile jackets and bulk anodes. Randy's responsibilities included coordination and scheduling the daily activities of Sloan's work force and subcontractors; coordinate schedules and cost control with the Project Manager, and DOT Inspection staff.</p> <p><u>US 17 (Wilmington Bypass), Brunswick County, NC</u></p> <p>Key Personnel Role: Sr. Project Superintendent Experience with Firm: Sloan Construction (formerly HRI Bridge Company) Project/Assignment Duration: Project 2014 – March 2018, Assigned Oct 2015 – Jan 2018 Owner Contact Information: NCDOT, Alex Stewart, adstewart2@ncdot.gov, (910) 251-2691 Design/Construction Value: \$ 82 Million, Sloan's Subcontract for Structures: \$ 23.0M Project Description: This project included 4.638 miles of new roadway with 9 Bridge structures in Leland, NC area. Randy's responsibilities included coordination and scheduling the daily activities of Sloan's work force and subcontractors; coordinate schedules with the Project Manager, Prime's Roadway Superintendent, and DOT Inspection staff; cost control.</p>	

US 301 over Cape Fear River and Cross Creek, Cumberland County, NC

Key Personnel Role: Sr. Project Superintendent

Experience with Firm: Sloan Construction (formerly HRI Bridge Company)

Project/Assignment Duration: Project 2012 – 2015, Assigned 2012 – Oct 2015

Owner Contact Information: NCDOT, Jason Salisbury, jsalisbury@ncdot.gov, (910) 364-0607

Design/Construction Value: \$ 16 Million

Project Description: This project replaced 2 bridge structures and adjustment of Roadway to match in Fayetteville, NC. Randy's responsibilities included coordination and scheduling the daily activities of Sloan's work force and subcontractors; coordinate schedules with the Project Manager and DOT Inspection staff; cost control.

NC Hwy 24 (Grove Street) over Cross Creek, Cumberland County, NC

Key Personnel Role: Sr. Project Superintendent

Experience with Firm: Construction (formerly HRI Bridge Company)

Project/Assignment Duration: Project 2012 – 2015, Assigned 2012 – 2015

Owner Contact Information: NCDOT, Jason Salisbury, jsalisbury@ncdot.gov, (910) 364-0607

Design/Construction Value: \$ 4 Million

Project Description: This project utilized a temporary detour bridge for traffic, demo and replace 1 Bridge structure and adjustment of Roadway to match in Fayetteville, NC. Randy's responsibilities included coordination and scheduling the daily activities of Sloan's work force and subcontractors; coordinate schedules with the Project Manager and DOT Inspection staff; cost control.

Fayetteville Outer Loop, Cumberland County, NC

Key Personnel Role: Superintendent

Experience with Firm: Sloan Construction (formerly HRI Bridge Company)

Project/Assignment Duration: 2009 – 2012, Assigned 2009 – 2012

Owner Contact Information: NCDOT, Randy Wise, rwise@ncdot.gov, (910) 364-0600

Design/Construction Value: \$ 52.5 Million, Sloan's Subcontract for Structures: \$ 20.4M


Project Description: This was a new alignment roadway project with 11 Bridge structures in Fayetteville, NC. Randy's responsibilities included coordination and scheduling the daily activities of Sloan's work force and subcontractors; coordinate schedules with the Project Manager, Prime's Roadway Superintendent, and DOT Inspection staff; cost control.

- 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.

Randy Grady is currently assigned to Supervise these projects as the Project Superintendent:

- Greensboro, NC, Municipal, Horse Pen Creek Rd. Scheduled completion – Fall 2020.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Daniel James Gambill Regional Assistant Quality Control Manager</p>	
<p>b. Role of Key Individual for this Project: Quality Control Manager</p>	
<p>c. Name of Firm with which you are now associated: Sloan Construction, a div of Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>1</u> Years With Other Firms <u>14</u> Years Sloan Construction, a div of Reeves Construction Company: Regional Assistant Quality Control Manager – Responsible for managing the QC staff and testing procedures, to ensure specifications are met or exceeded, 2020 – Present.</p> <p>Granite Contracting, LLC: Assistant Quality Control Manager – Responsible for QC Technician's and QC Testing, 2018 – 2019.</p> <ul style="list-style-type: none"> Mix Design Specialist – Responsible for designing all Asphalt Mixes for all 3 asphalt plants, 2014 – 2018. QC Lab Technician – Responsible for Testing asphalt produced out of plants, 2011-2014 QC Roadway Technician – Responsible for Field Testing on Roadway, 2009-2011 Plant Mechanic – Responsible for plant repairs, 2008-2009 Paving Crew Team Member – worked on all aspects of paving operation, including Lute, Rolling, and Screed Man, 2006-2008 	
<p>e. Education: Boyd County High School/ Ashland, KY</p>	
<p>f. Active Registrations: Level 3 Certified in SCDOT QMS Quality Control Manager Level 2 Certified in NCDOT QMS Plant Technician</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>York County Airport (Rock Hill, SC)</u></p> <p>Key Personnel Role: Head QC Technician Experience with Current Firm: Yes, (Formerly Granite Contracting) Project/Assignment Duration: Assigned: 2017/ 1 Month Duration Owner Contact Information: Prime: Sealand Contractors, Vinnie DiProspero, vid@sealandcontractors.com, (704) 634-7584 Design/Construction Value: \$400K Project Description: This project was paved by Sealand Contractors, while our Team managed and oversaw the QC Program, both in the field and at the lab. This project provided major repairs to existing taxiways through crack repair, double surface treatment and asphalt overlay. Also widened taxiways to comply with FAA regulations. Daniel was the QC Manager for our team on this project to ensure the paving was completed and met the specifications per the owner's requirements.</p> <p><u>Camber Ridge Test Track (Charlotte, NC)</u></p> <p>Key Personnel Role: Designed Asphalt and Head QC Technician Experience with Current Firm: Yes, (Formerly Granite Contracting) Project/Assignment Duration: Assigned: 2015/ 2 Week Duration Owner Contact Information: Camber Ridge: Steve Dickert, SDickert4556@gmail.com, (704) 942-1582 Design/Construction Value: \$194K Project Description: Indoor Test Track used to test tires. Paved with S9.5mmC with PG70-22 liquid on top of a flat concrete floor. Daniel's responsibilities included ensuring the mix design met the project specifications and managed the Quality Control scope of the contract.</p>	

Roval Infield Road Course (Charlotte Motor Speedway)

Key Personnel Role: Head QC Technician

Experience with Current Firm: Yes, (Formerly Granite Contracting)

Project/Assignment Duration: Assigned: 2014/ 2 Month Duration

Owner Contact Information: Charlotte Motor Speedway - Roger Neale,
rneale@charlottemotorspeedway.com, (704) 309-3832

Design/Construction Value: \$1.1 Million

Project Description: This Project was a racetrack within the Charlotte Motor Speedway. Used PG 80-22 Liquid for a special racing mix. The liquid was selected due to harsh conditions such as, oil and fuel spills. Daniel's responsibilities included leading the QC team, to ensure the mix design and installation met the project specifications of the contract.

Z-Max Dragstrip (Concord, NC)

Key Personnel Role: Head QC Technician

Experience with Current Firm: Yes, (Formerly Granite Contracting)

Project/Assignment Duration: Assigned: 2008/ 2 Months Duration

Owner Contact Information: Charlotte Motor Speedway - Roger Neale,
rneale@charlottemotorspeedway.com, (704) 309-3832

Design/Construction Value: \$4.2 Million

Project Description: Dragstrip was quarter mile in length. Daniel's responsibilities included leading the QC team to ensure the transition joint from concrete to asphalt and compaction achieved met the contract requirements

- 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.
- Daniel Gambill is the Manager in Charge of the daily activities of the Quality Control staff and will be dedicated solely to this project's Quality Control for the duration of the project.





Appendix B

Work History and Quality Forms

(Section 3.5.1)




WORK HISTORY AND QUALITY FORM – CONTRACTOR
Sloan Construction, A Division of Reeves Construction Company

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 Contractor’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 Contractor (in thousands)
Monroe Bypass Design-Build Project Union Mecklenburg Counties, North Carolina	Monroe Bypass Constructors (United Infrastructure Group, Anderson Columbia and Boggs Paving)	North Carolina Department of Transportation Darin Waller, PE 980.521.5176 dwaller@ncdot.gov	Construction: July 2019 (construction began in May 2015)	\$464,000	\$32,000
g. Narrative describing the work performed by Contractor.					
<div><div></div><div><p>Sloan Construction was selected by the Monroe Bypass Constructors team to be a Major Subcontractor for portions of this 19.7 mile new alignment toll road project.</p><p>Sloan’s scope was to fulfill the Lead Segment Contractor role for Segment 1, a 2.1-mile section that includes the Directional Interchange connection of existing US 74 to the US 74 Bypass Toll Road on the west end of the project. Segment 1 of the project consisted of an elevated, six-lane, controlled-access toll road with two-lane frontage roads located along each side of the mainline and three bridge structures. Sloan completed the construction of the roadway and structures while maintaining traffic on the heavily travelled existing US 74 thoroughfare, one of the main corridors into Charlotte, NC. Sloan was also a Bridge Subcontractor on Segments 2 and 3 of the project, and responsible for completing eleven other bridge structures, including overpasses interchange bridges and multiple-span creek bridges.</p><p>The grading and drainage operations for Segment 1 included Sloan moving over 1,000,000 CY of material to and from offsite pits to construct the roadway embankment while coordinating with the project’s mechanically stabilized earth (MSE) wall and paving subcontractors. By creating and adjusting MOT to enable the delivery of this material to the project, Sloan and RK&K worked closely together to implement alternate methods to accelerate the work and allow our team to work around utility and ROW conflicts by strategically adjusting the MOT and bridge phasing.</p></div><div><p>Key Project Relevancies:</p><div><div><input checked="" type="checkbox"/> Design-Build Delivery</div><div><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</div><div><input checked="" type="checkbox"/> Interstate Interchanges</div><div><input checked="" type="checkbox"/> Staged Construction</div><div><input checked="" type="checkbox"/> Environmental Permitting</div></div><div><div><input checked="" type="checkbox"/> Right of Way Acquisition</div><div><input checked="" type="checkbox"/> Construction Over Active Traffic Patterns</div><div><input checked="" type="checkbox"/> Utility Conflicts</div><div><input checked="" type="checkbox"/> Hazardous Materials</div><div><input checked="" type="checkbox"/> Coordination with Adjacent Projects & Multiple Contractors</div></div></div></div> <div><div><p>Team Members Involved: Benjamin Bishop, Smitty Helms, Beau Kelly, Daniel Bantly</p></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Sloan has worked with Monroe Bypass Constructors and NCDOT to mitigate delays on Segment 1 with right of way acquisition and utility relocation. Work sequences were rearranged to construct portions of new roadway around parcels that had not yet been acquired and utilities that still required relocation. Sloan worked with RK&K to modify the MOT plan to adapt to the changes in work sequences. These changes led to time savings of over 5 months to the critical path of the project. Sloan reviewed bridge designs with RK&K to find ways to combine concrete pours in both the substructure and the superstructure that shortened the duration of the bridge construction by several weeks. We also used temporary wire walls to start backfill waiting periods prior to bridge completion. Each week we held a meeting between the joint venture and all team members to review the upcoming week’s schedule, the overall project schedule, and address any questions before they become major issues.</p>					
i. Quality Initiatives. Discuss the Contractor’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>Sloan is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Crews began each shift with a safety and planning meeting to discuss the work plan and safety hazards for the day, followed by a stretch and flex exercise. The project team held weekly progress meetings to review cost and schedules, plan upcoming work, and review the previous week’s near-misses or accidents. Sloan uses crew schedules that forecast three weeks and are tied to the overall P6 project schedules to plan and monitor performance on all projects. In a weekly operations meeting between region management, project managers, and superintendents, schedules and issues are discussed by our entire team to tap into the experience of our management group and promptly identify problems and solutions.</p> <p>Sloan utilizes daily and weekly cost reporting to communicate activity performance to both crews and management and allow for adjustments as work progresses.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Designer shall provide a detailed explanation below.					
N/A					




WORK HISTORY AND QUALITY FORM – DESIGNER
Sloan Construction Company a Division of Reeves Construction Company

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 Contractor’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 Contractor (in thousands)
I-85 Resurfacing Mile Marker 56-68 Greenville and Spartanburg Counties, SC	SC Department of Transportation (SCDOT) 955 Park St. PO Box 191 Columbia, SC 29201	SC Department of Transportation (SCDOT) Mr. Patrick McKenzie 864-241-1010 McKenziePK@scdot.org	Construction: Start: December 2015 Final Completion: June 2018	\$42,150	\$36,297

g. Narrative describing the work performed by Contractor.



This work effectively repaired a deteriorating freight corridor in an expedited timeframe. The contractor worked with the SCDOT to decrease construction time and reduce costs for the owner by implementing progressive ideas and utilizing their dedicated team to resolve a unique issue and complete the award winning project on time and under budget. The work included over 300,000 tons of asphalt in a two year span. All asphalt paving was completed under Modified Cross Slope guidelines. All asphalt material was produced at Sloan’s Duncan, SC asphalt plant utilizing aggregates from Sloan’s quarry. Also included in the work scope was the repainting of 10 miles of barrier wall and the adjustment of 500 drainage structures. **All the work was done utilizing internal Maintenance of Traffic resources in one of the busiest corridors in the Southeast.** This project was located between the SC # 23.038111, I-85/I-385 Gateway Project and the SC # 4208281, I-85 Concrete Rehab projects, which required extensive coordination with these adjacent project firms.



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

Sloan Construction worked with the SCDOT to perform the work when the least impact to traffic would take place. **Most shifts of work took place at night or on weekends to minimize traffic disruption.** Additionally, Sloan Construction worked with the SCDOT to pioneer the use of warm mix technology to expedite deep asphalt repairs on large portions of the project. This new process allowed deep mixes to be places faster and with less lifts to reduce the overall impact to traffic. This project was the first in the state of South Carolina to use the process that has now become part of the standard specifications for the SCDOT. All of this allowed the project to be completed under budget and on time.


i. Quality Initiatives. Discuss the Contractor’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.

Sloan is committed to quality and safety to our workers and the traveling public. **We performed the maintenance of traffic with our in-house traffic control crews working with local law enforcement to insure that our employees and the traveling public were as safe as possible.** The SCDOT allowed non-typical weekend lane closures that Sloan used to maximize production by using multiple crews working around the clock from Friday night until Monday morning. Additionally, our in-house NAPA & AASHTO certified lab and QC technicians worked hard to make sure that the work was completed with the highest level of quality. The project received the “Quality in Construction” award for projects over 50,000 tons from the National Asphalt Pavement Association, as well as the SC Asphalt Pavement Association Quality Pavement Award in 2017.

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

N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Sloan Construction, a Division of Reeves Construction Company

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 Contractor’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 Contractor (in thousands)
NC 133 over Intracoastal Waterway Brunswick County, North Carolina	North Carolina Department of Transportation	North Carolina Department of Transportation Alex Stewart, PE, Resident Engineer (910) 398-9100 adstewart2@ncdot.gov	Construction: December 2019 (construction began in October 2018)	\$ 15,835	\$ 15,835
g. Narrative describing the work performed by Contractor.					
<p>Sloan Construction, a division of Reeves Construction was awarded the contract to Rehabilitate Bridge # 14 on NC Hwy 133 over the Intracoastal Waterway, located in Brunswick County, NC. The Hwy 133 Bridge is one of only two access routes to Oak Island, NC, so an aggressive schedule was required to meet the contract requirements, which only allowed closure of the bridge during the winter months. The work required Sloan crews and subcontractors to schedule the work so as not to interfere with each other’s progress.</p> <p>The project scope was bridge rehabilitation and roadway asphalt resurfacing. The scope included:</p> <ul style="list-style-type: none">• Cathodic protection system of pile jackets and bulk anodes to reduce corrosion of the reinforcement steel in the concrete substructure• Concrete repairs for the substructure bridge foundations and girders• Complete replacement of 1,120 LF of the bridge deck, which included removing the existing precast slabs and replace with new precast cored slabs, utilizing top down construction to not affect the environmentally sensitive areas.• Safety improvements to the barrier rail by removing the existing rail and installing a new concrete parapet and aluminum rail for pedestrian traffic through the entire length of this 4,250 LF bridge structure• A new deck overlay utilizing a polyester concrete overlay for the entire length of the bridge deck.• Roadway Asphalt patching and resurfacing of approximately 8 miles of roadways in the Southport and Oak Island, NC area.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Sloan Construction views three main aspects in a project, and they are Safety, Quality, and Productivity. Sloan focuses on our internal team and subcontractors to ensure that we are accountable for our Safety Culture, Quality Control, and Performance of the project for Schedule and Budget. Sloan’s priority is delivering a successful, safe project on time. Sloan as the Prime was responsible to ensure the work by our own forces and subcontractors were meeting the schedule of the project. The project had an overall completion date for all work, but also included an ICT for 6 months to close the bridge from traffic, in the winter, and complete all the work on the deck and re-open to traffic. The performance of our team on this project met the deadline for the ICT, and re-opened a few days early.</p>					
i. Quality Initiatives. Discuss Contractor’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>Sloan Construction perceives Quality as the 2nd most important factor of a project behind Safety. Quality Control is the most effective tool in managing cost and schedule. By ensuring that we complete the work correctly the first time, we can ensure that we can stay on schedule and under budget. Sloan looks at each project with a team of experienced managers and supervisors to ensure that we are recognizing complications that might arise during the construction, and develop a plan on how to mitigate these risks to ensure that we can perform to the needs of the Owner. The Quality Control on this project also included the Owner to ensure the effective use of resources on the project, while Sloan’s Project Manager and Superintendent continually monitored the schedule of our own forces and our subcontractors.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
N/A					

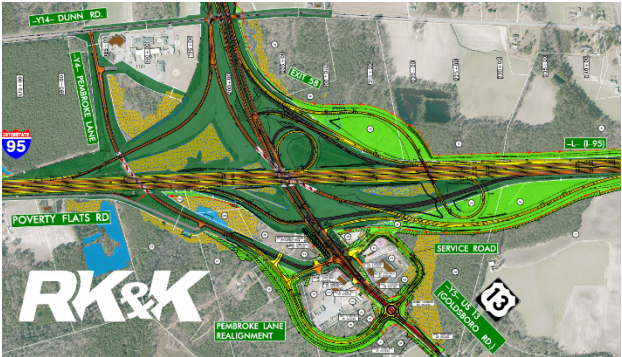
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by RK&K (in thousands)												
Monroe Bypass Design-Build Project Union Mecklenburg Counties, North Carolina	Monroe Bypass Constructors (United Infrastructure Group, Boggs Paving, & Anderson Columbia JV)	North Carolina Department of Transportation Malcolm Watson, PE, Phone: 919.707.6614 mcwatson@ncdot.gov	Design Completed: 2017 Construction: 2019	\$464,000	\$19,000												
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.																	
<div></div> <p>As Lead Designer for one of North Carolina’s largest design-build projects, RK&K and the Monroe Bypass Constructors team designed and constructed this \$464M, 19.7-mile new alignment toll road with 8 interchanges (partial cloverleaf, diamond, tight diamond, and trumpet), 37 bridges (26 sites with 11 duals), 14 culverts, and three sound barriers. The Monroe Bypass improves mobility and capacity by providing a facility for the US 74 corridor that allows for high-speed regional travel while maintaining access to properties along existing US 74. The design was prepared and managed by RK&K’s Raleigh, North Carolina office. The project consists of providing all design, construction, and quality functions for this toll facility extending from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County. For the one-mile section of mainline along existing US 74 on the west end, the project is an elevated six-lane divided, controlled access toll road with two-lane frontage roads located along each side of the mainline. The remaining portion of the project consists of a four-lane divided, controlled access toll road with a 46-foot median. The western and eastern ends of the project are designed to meet 60-mph design speeds while the remaining section meets a 70-mph design speed for a rolling urban freeway. The project provides a major interchange at its western end with existing US 74 and full movement interchanges with Indian Trail-Fairview Road, Unionville-Indian Trail Road, Rocky River Road, US 601, NC 200, and Austin Chaney Road. The interchange at existing US 74 on the eastern end of the project accommodates the Forest Hills School Road traffic movements with the addition of a “Superstreet U-turn” located on US 74. Aesthetics were a significant consideration in the design. As part of the design, RK&K was responsible for all utility coordination for private utilities, as well as utility design for public water and sewer throughout the project.</p> <div><p>Key Project Relevancies:</p><table><tr><td><input checked="" type="checkbox"/> Design-Build Delivery</td><td><input checked="" type="checkbox"/> Right of Way Acquisition</td></tr><tr><td><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</td><td><input checked="" type="checkbox"/> Construction over Active Traffic</td></tr><tr><td><input checked="" type="checkbox"/> Interstate Interchanges</td><td><input checked="" type="checkbox"/> Utility Conflicts</td></tr><tr><td><input checked="" type="checkbox"/> Staged Construction</td><td><input checked="" type="checkbox"/> Hazardous Materials</td></tr><tr><td><input checked="" type="checkbox"/> Demolition</td><td><input checked="" type="checkbox"/> Coordination with Adjacent Projects</td></tr><tr><td><input checked="" type="checkbox"/> Environmental Permitting</td><td></td></tr></table></div>						<input checked="" type="checkbox"/> Design-Build Delivery	<input checked="" type="checkbox"/> Right of Way Acquisition	<input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT	<input checked="" type="checkbox"/> Construction over Active Traffic	<input checked="" type="checkbox"/> Interstate Interchanges	<input checked="" type="checkbox"/> Utility Conflicts	<input checked="" type="checkbox"/> Staged Construction	<input checked="" type="checkbox"/> Hazardous Materials	<input checked="" type="checkbox"/> Demolition	<input checked="" type="checkbox"/> Coordination with Adjacent Projects	<input checked="" type="checkbox"/> Environmental Permitting	
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h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																	
<p>Exceptional performance on this project began with RK&K’s impressive technical score of 93 during the design-build selection process. The RK&K design team remained committed to the project through two delays that stopped design work for a total of three years. Throughout the delays, which were due to an environmental lawsuit, our team remained engaged in the project. RK&K worked as a partner with NCDOT/NCTA to resolve all issues that resulted from the delays. These issues included changes in existing conditions; new policies, standards and specifications; and significant changes to NCDOT and NCTA leadership. From the initial stages, RK&K identified alternative designs to reduce cost and save time. During the proposal process, the Team proposed 24 innovative Alternative Technical Concepts (ATCs). With approval by NCTA, many of these ATCs were implemented into our final design. These ATCs assisted in the reduction of cost and time, as well as helped secure the award of the project. As final design progressed, the design was optimized to minimize cost by balancing earthwork on the job in sections, reducing bridge lengths, minimizing noise walls, etc.</p>																	
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.																	
<p>A key aspect of maintaining schedules and budgets on all projects is the preparation of an effective initial design in order to avoid the delays and additional costs created by redesign. RK&K prepared a Design Quality Management Plan (DQMP) specifically for the project. A major element of this plan was that all design submittals (including those from subconsultants) would go through an Interdisciplinary Review process. This process minimized the likelihood of conflicts between the different design disciplines, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. Another major element of the DQMP was the use of “check prints,” requiring every sheet to be checked, revised, back-checked, and approved prior to being submitted for review. In addition, internal audits were performed to ensure the plan was followed. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updated it regularly to include actual submittal dates versus projected. This allowed our team to see if an activity was becoming critical well in advance of it becoming an emergency. Also, when the project was delayed due to an environmental lawsuit, a document was developed to memorialize the status of the project. During the delay, the Team met with NCTA to check on the status of the project and also to discuss items that have changed that could impact the project. Once the delay was over, the document was a valuable tool to help the design get restarted and gave a good summary to all new personnel for the project including staff at NCTA.</p>																	
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.																	
N / A																	

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by RK&K (in thousands)
I-40 Widening and Improvements Design-Build Wake and Johnston Counties, NC	S.T. Wooten Corporation	North Carolina Department of Transportation Teresa Bruton, PE 919.707.6610 tbruton@ncdot.gov	Design Completed: Ongoing Estimated Completion: July 2020 Construction: Ongoing Anticipated Completion June 2022	\$360,175	\$22,514
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company Lane, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
<div><div></div><div><p>Operating from our Raleigh, North Carolina location, RK&K is serving as the Lead Designer for the widening and improvements of I-40 from the I-40 / I-440 / US 64 interchange in Wake County to just north of SR 1525 (Cornwallis Road) in Johnston County. As one of the most heavily traveled and congested transportation facilities in the Raleigh, North Carolina area, this project provides a higher level of service on I-40 and relieves present and future congestion. The 12.8-mile long project consists of ten-lane, eight-lane, and six-lane sections and is designed to meet 70 and 75 mph for freeway interstate standards. In addition to widening, this much-needed project includes 6 interchanges (partial cloverleaf, freeway to freeway, diamond, and diverging diamond), 15 bridges, replacement and extensions of numerous box culverts, and sound barrier and retaining walls.</p><p>To ensure the initial design is effective all design submittals (including those from subconsultants) go through an Interdisciplinary Review process where all disciplines review the submittal and give comments. At the same time the plans are sent to the contractor for a constructability review. This process minimized the likelihood of conflicts between the different design disciplines and gives the contractor a chance to assess constructability, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updates it regularly to include actual submittal dates versus projected.</p></div><div><div><p>Key Project Relevancies:</p><div><div><input checked="" type="checkbox"/> Design-Build Delivery</div><div><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</div><div><input checked="" type="checkbox"/> Interstate Interchanges</div><div><input checked="" type="checkbox"/> Diverging Diamond Interchange</div><div><input checked="" type="checkbox"/> Staged Construction</div><div><input checked="" type="checkbox"/> Demolition</div></div><div><div><input checked="" type="checkbox"/> Environmental Permitting</div><div><input checked="" type="checkbox"/> Right of Way Acquisition</div><div><input checked="" type="checkbox"/> Construction over Active Traffic</div><div><input checked="" type="checkbox"/> Utility Conflicts</div><div><input checked="" type="checkbox"/> Hazardous Materials</div><div><input checked="" type="checkbox"/> Coordination with Adjacent Projects</div></div></div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>With an innovative design concept and aggressive construction schedule, RK&K and the design-build team received the highest technical score of 95 during the design-build selection process. One of the most unique innovations includes the utilization of an overhead conveyor system to deliver Asphalt, Type I Stone, and ABC to the median from the contractor’s local Asphalt Plant site on Cleveland Road. The use of this system greatly minimizes traffic impacts by eliminating approximately 7,600 truckloads of materials from entering / exiting the roadway median.</p> <p>The design-build team also utilizes the NCDOT-owned Smart Workzone System to monitor traffic flow and provide advanced notice to motorists to utilize alternate routes when there are delays. The team is modifying the existing system specifically for this project. The CPM schedule is a valuable tool and is used to identify the critical path for the project. This allows the design team to allocate resources to the critical tasks to ensure they are completed on time. This tool has been especially important as the final design and right-of-way acquisition ramped down for this project as COVID-19 occurred and impacted the project. This includes the design team working remotely and unable to meet in person. Right-of-way has been impacted due to revised court procedures that hinder meeting with owners face to face, etc. The Team has been able to identify problem areas using the CPM to track parcels, and adjust design and construction work areas to accommodate where the right-of-way is obtained.</p>					
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Quality improvements from interdisciplinary reviews: 1) During the review process at the bridges, the contractor noted areas where construction may be difficult. A separate meeting was held to discuss these areas and specific design changes were made to ensure constructability. 2) The Team also worked closely with NCDOT and the Agencies to determine if large retaining walls adjacent to streams/wetlands were needed because of the possibility of scour and maintenance issues. After coordination the walls were removed with the Agencies blessing which reduces possible maintenance issues in the future. 3) For all submittals, existing and proposed utilities, as well as storm drainage are checked for conflicts. It is important to check that there are not conflicts for any type of foundations (sign, bridge, lighting, etc.).</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.					
N / A					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by RK&K (in thousands)
I-95 Widening Design-Build Cumberland & Harnett Counties, NC	S.T. Wooten Corporation	North Carolina Department of Transportation Teresa Bruton, PE 919.707.6610 tbruton@ncdot.gov	Design Completed: Ongoing Estimated Completion: May 2021 Construction: Ongoing Anticipated Completion: Dec. 2024	\$404,255	\$19.096 (\$24,623 with subs)
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company Lane, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
<div></div> <p>RK&K is serving as the Lead Designer for this 18.3 mile long design-build project that improves safety, increases reliability, adds capacity, and brings one the most heavily traveled segments of I-95 up to current design standards. This much needed project widens I-95 from four lanes to eight lanes, redesigns/reconstructs 7 interchanges (diamond and freeway to freeway) and improves all side roads and service roads from south of I-95 Business/US 301 (Exit 56) to north of SR 1002 (Long Branch Road - Exit 71). This major transportation project also replaces and upgrades 12 bridges and adds roundabouts at interchanges, 20 retaining walls, and 3,400 LF of sound barriers.</p> <p>One of the most complex design and engineering challenges is the traffic. With more than 60,000 vehicles per day, the Team cannot reduce lanes during daytime hours, as it would cause major backups. To circumvent this challenge, the Team is implementing a Smart Work Zone (SMZ) along the corridor. The SMZ includes digital speed limit signs; additional cameras to monitor traffic; and message signs warning motorists as they approach the work zone. Within the designated Smart SMZ, sensors and message boards detect potential travel delays and alert drives of alternate routes. This information is also routed to the NCDOT's Statewide Transportation Operations Center where it is shared with the public.</p> <div><div>Key Project Relevancies:<ul style="list-style-type: none"><input checked="" type="checkbox"/> Design-Build Delivery<input checked="" type="checkbox"/> High Traffic Volumes<input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT<input checked="" type="checkbox"/> Interstate Interchanges<input checked="" type="checkbox"/> Bridges and Sound Barriers<input checked="" type="checkbox"/> Staged Construction</div><div><ul style="list-style-type: none"><input checked="" type="checkbox"/> Right of Way Acquisition<input checked="" type="checkbox"/> Construction over Active Traffic<input checked="" type="checkbox"/> Utility Conflicts<input checked="" type="checkbox"/> Hazardous Materials<input checked="" type="checkbox"/> Coordination with Adjacent Projects<input checked="" type="checkbox"/> Demolition</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>To effectively and efficiently design the project, the Team divided the project into four Sections which coincide with the four construction areas. Synchronizing design and construction areas provides seamless coordination between design and construction. This also allows for the prioritization of work areas and the ability to stagger areas and maximize the availability of resources. We also developed a detailed CPM schedule that assists in determining the most effective sequence of construction. The Team also identified early start dates within the schedule to ensure efficient traffic management, minimize environmental impacts, and provide a long-term quality facility. RK&K’s Utility Coordination staff coordinated early with owners and NCDOT to provide bridge attachment justification documentation and also coordinated right-of-way and construction schedules to utilize utility crews efficiently to provide continuous work areas without interruption. The Team utilized Level A SUE when necessary and close coordination with roadway and hydraulics designers and owner to minimize or completely avoid impacts to existing underground utilities. The Team utilized its traffic noise analysis and abatement design expertise to refine the information provided in procurement to complete the Final Design Noise Analysis. The Design Noise Report was completed under budget, complete public preference noise wall balloting 60+ days ahead of schedule, and obtained NCDOT approval of the three noise wall envelope drawings between 30 to 90 days ahead of schedule.</p>					
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>RK&K updated the firm’s Quality Assurance/Quality Control Plan in 2019 and was implemented on this project. All design submittals are required to undergo a detailed independent Quality Control (QC) review. Once the QC review is completed, two additional reviews occur, an Interdisciplinary Review (IR) and a Discipline Quality Control Review (DQC). The IR’s purpose is to review the submittal for potential or actual conflicts with other discipline’s designs and to resolve any found issues to minimize field construction changes/delays. The Contractor also performs a constructability review as part of the IR. A DQC is performed concurrently with the IR and is a higher-level review that is performed by an independent senior level engineer. This includes the compliance check which confirms the design meets all of the goals of the project and that the design elements are in conformance with the guidelines developed in the scope. The Quality Assurance (QA) portion of the QAQC Plan is on-going during the QC process. A QA Manager is assigned to this project and is responsible for ensuring that all of the appropriate reviews have been performed and final documentation (formal signoff forms for each review) is included in the project folders. All of these reviews and subsequent verification by the QA Manager occurs prior to submitting to NCDOT. Once all RFC plans are accepted, regular meetings are held to ensure proper implementation in the field. All of these combined efforts serve to mitigate constructability issues, reduce field changes, enhance maintenance of traffic and project safety, optimize schedules, minimize environmental impacts, and enables increased construction quality.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.					
N / A					



Appendix C

Work History and Quality Forms

(Section 3.5.2)



Quality of Past Performance (Section 3.5.2)

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

In response to 3.5.2 (c) above, we offer the following response to the question and as requested within the RFQ. Over the past five years, Reeves Construction has performed work on more than 1,000 construction projects, with a value of work in place in excess of \$1.2 Billion. Included in this performance period are many award winning projects, recognized by NAPA, SCAPA, and GHCA. Work History Forms detailing the following are provided in this section.

Project Information	Type of Work	Days Late	Completed	Source of Delay
SC File #2315180 Greenville County Contract (5 roads), Greenville, SC	Shoulder widening, full-depth patching, milling and resurfacing	66	01/2020	Pavement marking subcontractor was over-extended and delayed the completion of the permanent pavement markings.
NCDOT #C204064 Union County US601 over Clear Creek Union County, NC	Grading, drainage, paving and Bridge replacement	87	07/2020	Design changes were needed for the asphalt wedging to tie in the new alignment with existing. Time extension request is under review.
SC File #0287540 Bridge Rehab on Bettis Academy Road Over I-20, Aiken County, SC	Interchange improvements and bridge rehabilitation	196	05/2020	Overrun of bearing replacement delayed the beginning of LMC overlay scope. Signal subcontractor delays on install and power.
SC File #5114410 Fernandina Contract (58 roads) Lexington & Richland Counties, SC	Shoulder widening, full-depth patching, milling and resurfacing	40	09/2019	Pavement marking subcontractor was over-extended and delayed the completion of the permanent pavement markings.
SC File #5125690 Garners Ferry Contract (11 roads) Lexington & Richland Counties, SC	Full-depth patching, milling and resurfacing	126	07/2020	Pavement marking subcontractor was over-extended and delayed the completion of the permanent pavement markings.
SC File #2913540 RCUT Intersection Improvement at US 521 and S-755, Lancaster County, SC	Grading and paving	213	08/2020	Utility Relocation delays to the project. Revised final completion date and time extension request are under review.
SC File #4648800 Bridge Preservation York County (Multiple Maps), York, SC	Full-depth patching, surface treatment, pavement markings	61	02/2019	Pavement marking subcontractor was over-extended and delayed the completion of the permanent pavement markings.
SC File #4650230 York CMRB, York County, SC	CMRB, resurfacing, pavement markings	74	08/2020	Additional work added to the contract. Revised final completion date and time extension request are under review.

In response to 3.5.2 (f) above, we offer the following response to the question and as requested within the RFQ.

RK&K, Delaware River & Bay Authority (DRBA), Bridge 6 -	The Owner and RK&K have engaged in the dispute resolution process of the contract regarding the alleged design errors and omissions. The parties participated in preliminary settlement conference but were unable to resolve the matter. The owner has sent notice of its intent to proceed with arbitration, but there is currently no timeline for if or when arbitration will occur. RK&K is hopeful that additional settlement discussion will occur between the parties in advance of any formal proceedings
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WORK HISTORY AND QUALITY FORM – CONTRACTOR

Sloan Construction, A Division of Reeves Construction Company					
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 Contractor’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 Contractor (in thousands)
SC File #2315180 Greenville County Contract (5 roads) Greenville, SC	SCDOT	South Carolina Department of Transportation Ari Leinoen, Resident Construction Engineer (864) 241-1030 LeinonenAW@scdot.org	Construction: 01/2020 Professional Services: N/A	\$10,354	\$8,069
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: This Bid-Build project consisted of shoulder widening, Full-Depth Patching, milling and resurfacing 5 roads throughout Greenville County, 11.43 miles.</p> <p>No proposed Key Individuals for Interstate 77 Panther Interchange were involved in this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
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i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
Pavement markings subcontractor was overextended and unable to complete the project on time. Sixty-six (66) days of Liquidated Damages were assessed on this project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Sloan Construction, A Division of Reeves Construction Company					
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 Contractor’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 Contractor (in thousands)
NCDOT # C204064 Union County US601 over Clear Creek Union County, NC	NCDOT	North Carolina Department of Transportation Brady McKenzie, Resident Construction Engineer (704) 218-5125 bmckenzie@ncdot.gov	Construction: 07/2020 Professional Services: N/A	\$2,297	\$1,445
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: This Bid-Build project consisted of grading, draining, paving and replacing Bridge #71 over Clear Creek on US-601 in Union County, 0.369 miles. It entailed constructing bridge and approaches for a new parallel alignment and demolish existing bridge.</p> <p>Projected included 43’3” wide x 150’ long, 2 span, AASHTO Type IV girder bridge on H-pile and drilled shaft foundations and integral end bents.</p> <p>Benjamin Bishop, one of our Key Individuals for Interstate 77 Panther Interchange, was the Project Manager for the full duration of this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
<p>Sloan Construction has been assessed Liquidated Damages on this project. Final completion timing is still begin negotiated, however at this time, Sloan is considered approximately 87 days past the contract completion date. The project was impacted by wet weather and waiting on decisions for extensive asphalt wedging that was necessary for switching traffic not originally anticipated in the plans. A time extension request is being submitted for 115 calendar days additional contract time.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Sloan Construction, A Division of Reeves Construction Company					
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 Contractor’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 Contractor (in thousands)
SC File #0287540 Bridge Rehab on Bettis Academy Road Over I-20 Aiken County, SC	SCDOT	South Carolina Department of Transportation Rick Ward, Project Manager 803-641-7660 wardar@scdot.org	Construction: 05/2020 Professional Services: N/A	\$3,241	\$3,241
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: This Bid-Build project consisted of interchange improvements and bridge rehabilitation including bridge jacking, bearing replacement, latex overlay, substructure repairs, bridge painting, widening, paving, signing, and signalization. Bearing replacements overran by 1280% and beam seat replacements overran by 100%. Sloan performed a change order for a latex overlay of a section of concrete pavement damaged by truck fire in District 7 as a part of this contract.</p> <p>Benjamin Bishop, one of our Key Individuals for Interstate 77 Panther Interchange, was the Project Manager for the full duration of this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
<p>Sloan Construction has been assessed Liquidated Damages on this project for 196 days. Sloan began the project later than desired as a result of other schedule conflicts. Subsequently, challenges arose during the project, including overruns of anchor bolt and bearing replacements.</p> <p>Some of these materials had long lead times, and their need resulted from unknown conditions. Though we received direct time for these overruns, the schedule pushed the latex overlay later than planned and changed the latex supplier’s schedule. Once committed to other projects, our supplier was not able to meet the revised schedule. These delays compounded scheduling issues with other subcontractors. Later, a subcontractor experienced difficulties staffing the project to complete the remaining signal work.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Sloan Construction, A Division of Reeves Construction Company					
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 Contractor’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 Contractor (in thousands)
SC File #5114410 Fernandina Contract (58 roads) Lexington & Richland Counties, SC	SCDOT	South Carolina Department of Transportation Jeremy Yuhas, Resident Construction Engineer (803) 796-9540 yuhasjd@scdot.org	Construction: 09/2019 Professional Services: N/A	\$8,520	\$6,853
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: This Bid-Build project consisted of shoulder widening, Full-Depth Patching, Milling and Resurfacing fifty-eight (58) roads through Lexington and Richland counties, 24.97 miles</p> <p>No proposed Key Individuals for Interstate 77 Panther Interchange were involved in this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
Pavement markings subcontractor was overextended and unable to complete the project on time. Forty (40) days of Liquidated Damages were assessed on this project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Sloan Construction, A Division of Reeves Construction Company					
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 Contractor’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 Contractor (in thousands)
SC File #5125690 Garners Ferry Contract (11 roads) Lexington & Richland Counties, SC	SCDOT	South Carolina Department of Transportation Jeremy Yuhas, Resident Construction Engineer (803) 796-9540 yuhasjd@scdot.org	Construction: 07/2020 Professional Services: N/A	\$6,984	\$5,388
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: This Bid-Build project consisted of Full-Depth Patching, milling and resurfacing 11 roads throughout Lexington and Richland Counties, 15.82 miles.</p> <p>No proposed Key Individuals for Interstate 77 Panther Interchange were involved in this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
Pavement markings subcontractor was overextended and unable to complete the project on time. One Hundred twenty-six (126) days of Liquidated Damages were assessed on this project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Sloan Construction, A Division of Reeves Construction Company

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 Contractor’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 Contractor (in thousands)
SC File #2913540 RCUT Intersection Improvement at US 521 and S-755 Lancaster County, SC	SCDOT	South Carolina Department of Transportation Ken Wilson, Resident Construction Engineer 803-286-4607 wilsonka@scdot.org	Construction: 08/2020 Professional Services: N/A	\$1,491	\$1,232
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: The project consisted of grading and paving the intersection improvement at US 521 and S-755 in Lancaster County.</p> <p>Daniel Gambill, one of our Key Individuals for Interstate 77 Panther Interchange, was the Quality Control Manager for Plant mixes for this project and only managed the mix design and QC Team.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
Sloan Construction has not been assessed Liquidated Damages on this project. Final completion timing and time extension request is being reviewed, due to Utility delays to the project. Sloan is considered approximately 213 days past the contract completion date.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Sloan Construction, A Division of Reeves Construction Company

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 Contractor’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 Contractor (in thousands)
SC File #4648800 Bridge Preservation York County (Multiple Maps) York, SC	SCDOT	South Carolina Department of Transportation Jared Bragg, Resident Construction Engineer 803-324-3545 braggjk@scdot.org	Construction: 02/2019 Professional Services: N/A	\$2,282	\$2,282
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: Full-depth patching, preventative maintenance surface treatment, pavement markings – four roads, 12.54 miles.</p> <p>No proposed Key Individuals for Interstate 77 Panther Interchange were involved in this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
Pavement markings subcontractor was overextended and unable to complete the project on time. Sixty-one (61) days of Liquidated Damages were assessed on this project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Sloan Construction, A Division of Reeves Construction Company

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 Contractor’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 Contractor (in thousands)
SC File #4650230 York CMRB York County, SC	SCDOT	South Carolina Department of Transportation Jared Bragg, Resident Construction Engineer 803-324-3545 braggjk@scdot.org	Construction: 08/2020 Professional Services: N/A	\$3,880	\$1,144
g. Narrative describing the work performed by Contractor.					
<p>Firm Role: Sloan was the lead contractor on this project.</p> <p>Project Narrative: Cement Modified Recycled Base (CMRB), resurfacing, and pavement markings – twelve roads, 18.63 miles.</p> <p>Daniel Gambill, one of our Key Individuals for Interstate 77 Panther Interchange, was the Quality Control Manager for Plant mixes for this project and only managed the mix design and QC Team.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
.					
i. Quality Initiatives. Discuss the Contractor’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, Contractor shall provide a detailed explanation below.					
Sloan Construction has been assessed Liquidated Damages on this project. Sloan is considered approximately 74 days past the contract completion date. Final completion date and a time extension request is pending review to eliminate the Liquidated Damages, due to additional work that was added to the project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
RK&K, LLP

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 Lead Contractor’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 Lead Contractor (in thousands)
Name: DRBA Bridge 6 Location: New Castle County, DE	Mumford & Miller Concrete, Inc., Lead Contractor	Name of Owner: Delaware River & Bay Authority Project Manager: David Hoppenjans Phone: 302-571-6300 Email: david.hoppenjans@drba.net	2/2020 12/2019	\$35,000	\$2,600
g. Narrative describing the work performed by Lead Contractor.					
RK&K was the Lead Designer. The overall project intent was to add another lane to SB I-295. The design of Bridge 6 was a replacement and widening of the steel superstructure and concrete deck of the bridge with strengthening and widening of the existing concrete piers. The design was performed in RK&K’s Baltimore office.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
3.5.2 (f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions? The Owner and RK&K have engaged in the dispute resolution process of the contract regarding the alleged design errors and omissions. The parties participated in preliminary settlement conference but were unable to resolve the matter. The owner has sent notice of its intent to proceed with arbitration, but there is currently no timeline for if or when arbitration will occur. RK&K is hopeful that additional settlement discussion will occur between the parties in advance of any formal proceedings.					



Appendix D

Legal and Financial





SLOAN CONSTRUCTION
A Division of Reeves Construction Company



August 13, 2020

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

RE: Interstate 77 Panther Interchange
Project ID P038652, York County

Dear Ms. Wright:

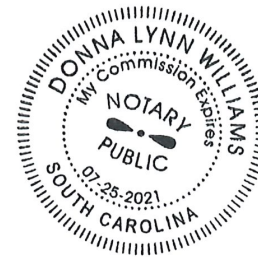
I, Lee Rushbrooke, in my capacity as President of Sloan Construction a Division of Reeves Construction Company (the "Company"), and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued July 28, 2020 by the South Carolina Department of Transportation ("SCDOT") to construct the Interstate 77 Panther Interchange ("the Project") in York County.

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

Respectfully Submitted,

Lee Rushbrooke
President

State of **South Carolina**
County of **Spartanburg**



Sworn to and subscribed before me this 13th day of August, 2020, by Donna Lynn Williams
(Print name of person signing Affidavit)

Donna Lynn Williams
Notary Public

7/25/2021 Commission Expires Personally Known ☒ Or Produced Identification ☐



Liberty Mutual Surety

August 14, 2020

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

Proposer: Sloan Construction, a division of Reeves Construction Company
Re: Interstate 77 Panther Interchange Design Build Project ID P038652 York County

To Whom It May Concern:

We are providing this information at the request of our valued client Sloan Construction, a division of Reeves Construction Company. We have handled their surety needs for over 15 years. Their bonds are placed with Liberty Mutual Insurance Company rated A, FSC "XV" by A.M. Best and is listed in the Federal Register.

Sloan's financial strength and management capabilities have qualified them for bonding on any project which they have chosen to undertake. As such, Liberty Mutual Insurance Company highly recommends them for your favorable consideration on your project. Sloan has been extended a bonding facility which will support individual projects in excess of \$500,000,000.00 and an aggregate work program in the \$1,800,000,000.00 range.

We consider them to be properly equipped, capably staffed and adequately financed. Our dealings with the principals of this company have always been excellent. Should you desire any additional information on this fine company, please do not hesitate to call. We recommend Sloan Construction, a division of Reeves Construction Company without reservation.

Sincerely,

Rebecca E. Cano
Attorney-in-Fact

Liberty Mutual Surety

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 7468190

American Fire and Casualty Company
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Brad Lorenzetti; Cynthia M. Partin; Heidi K. Harrell; James M. Maloney; Pamela Brandt; Rebecca E. Cano

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 25th day of August, 2016.



STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

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

By: David M. Carey
David M. Carey, Assistant Secretary

On this 25th day of August, 2016, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Plymouth Twp., Montgomery County
My Commission Expires March 28, 2017
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

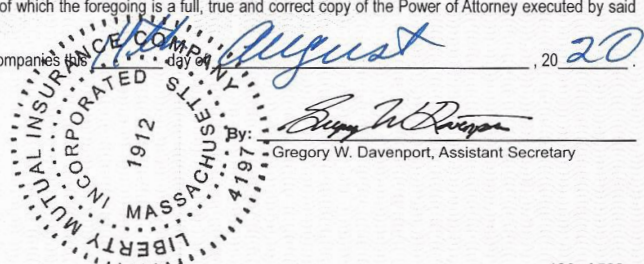
ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

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

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

I, Gregory W. Davenport, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 25th day of August, 2016.



By: Gregory W. Davenport
Gregory W. Davenport, Assistant Secretary

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

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

3.6.3 - Organizational Agreements

Not applicable - Our Team is not a partnership, limited partnership, joint venture, or other association.



Appendix E

Organizational Conflict of Interest





Signed Conflict of Interest Form - Contractor
Sloan Construction, A Division of Reeves Construction Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

- ☒ Determined that no potential organizational conflict of interest exists.
☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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


Signature

8-18-2020
Date

Todd J. Quigg
Print Name

Sloan Construction - A Division of Reeves Construction
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



Signed Conflict of Interest Form - Designer
Rummel, Klepper & Kahl, LLP (RK&K)

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

- ☒ Determined that no potential organizational conflict of interest exists.
☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

B. Keith Skinner
Signature

8/18/2020
Date

B. Keith Skinner
Print Name

Rummel Klepper & Kahl, LLP (RK&K)
Company

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

Name

Phone

Company



Appendix F
Confidential or Proprietary
Information Summary List



Appendix F - Confidential or Proprietary Information Summary List

Sloan Construction, a Division of Reeves Construction Company (Contractor) and Rummel, Klepper & Kahl, LLP (RK&K) (Lead Designer) do not hold any of the information in this submittal as confidential or proprietary.



Appendix G

Addendum Receipt Forms





NOTICE TO PROPOSERS

Interstate 77 Panther Interchange Design-Build – Project ID P038652 York County

August 13, 2020

NOTICE TO PROPOSERS - **Addendum 1** to the Request for Qualifications (RFQ) for the Interstate 77 Panther Interchange design-build project was provided on August 4, 2020. The information provided in this notice and the addendum shall be made part of the contract documents.

The **yellow** highlights identify the revisions associated with Addendum 1.

This addendum is being issued in order to provide clarification and additional information for the project. The following sections of the RFQ contain revisions:

- Section 2.5
- Section 2.6
- Section 2.7



Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314
TTY: (803) 737-3870

AN EQUAL OPPORTUNITY
AFFIRMATIVE ACTION EMPLOYER



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.

Todd J. Quigg
PROPOSER's Signature

8-18-2020
Date

TODD J. Quigg
Printed Name

For: Sloan Construction - A Division of Reeves Construction
Design-Build Team Name





Appendix H

Key Individual and Contractor/Designer Reference Forms



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
References from Key Individual Resume Forms						
dwaller@ncdot.gov	Darin	Waller	Ben Bishop	Monroe Connector Bypass Design-Build	Project Manager	SLOAN
jsalisbury@ncdot.gov	Jason	Salisbury	Ben Bishop	Cumberland County Bridges on US 301	Project Manager	SLOAN
wilkesjt@scdot.org	Jeffrey	Wilkes	Ben Bishop	Sumter County Bridge over CSX Railroad	Project Manager	SLOAN
jsalisbury@ncdot.gov	Jason	Salisbury	Ben Bishop	Cumberland County Bridges in I-295	Project Manager	SLOAN
HayesKL@scdot.org	Ken	Hayes	Ben Bishop	SC 41 Over US 501, Marion County	Project Engineer	SLOAN
tbruton@ncdot.gov	Teresa	Bruton	David Peterson	Triangle Parkway Design-Build	Structures Design PM	RK&K
mcwatson@ncdot.gov	Malcolm	Watson	David Peterson	Monroe Connector Bypass Design-Build	Structures Design PM	RK&K
tbruton@ncdot.gov	Teresa	Bruton	David Peterson	I-40 Widening Design-Build	Structures Design PM	RK&K
tbruton@ncdot.gov	Teresa	Bruton	David Peterson	I-95 Widening and Improvements Design-Build	Structures Design PM	RK&K
tbruton@ncdot.gov	Teresa	Bruton	David Peterson	Macy Grove Road Design-Build	Structures Design PM	RK&K
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