



STATEMENT OF QUALIFICATIONS

BRIDGE PACKAGE 20 DESIGN-BUILD PROJECT

CONTRACT ID: 5462320

CHESTERFIELD, FAIRFIELD, LANCASTER & YORK COUNTIES

JULY 27, 2023



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NAVIGATION

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Bookmarks

For ease of navigation between sections, each page of this SOQ is bookmarked.

3.2 | Introduction

3.2.1: Contracting Entity and Project Management Office | Superior Construction Company Southeast, LLC

(SUPERIOR) will be the lead contracting entity responsible for all aspects of project delivery for the Bridge Package 20 Design-Build project. SUPERIOR is headquartered in Jacksonville, FL, with local offices in Lexington and Charleston, SC and a division office in Charlotte, NC. SUPERIOR has chosen WSP USA Inc. (WSP) to be the lead designer due to their design expertise and experience, as well as previous experience working together. WSP will be responsible for overall design with support from specialty subconsultants. SUPERIOR looks forward to the opportunity to serve the South Carolina Department of Transportation (SCDOT) to deliver a successful project for the local communities and traveling public.

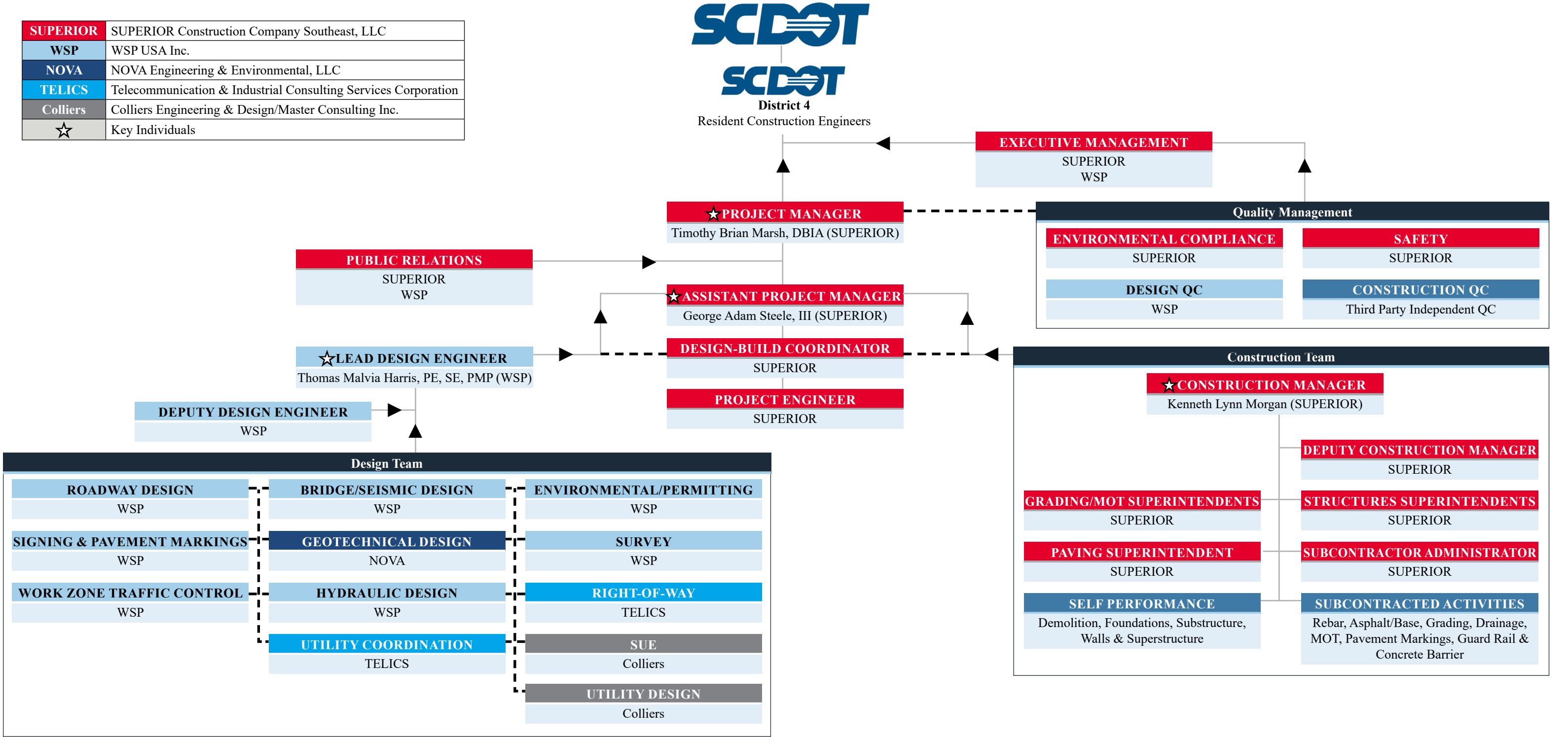
3.2.1: Authority to Execute Contract Kevin McGlinchey, President Superior Construction Company Southeast, LLC 7072 Business Park Blvd N. Jacksonville, FL 32256 kmcglinchey@superiorconstruction.com	3.2.1: Office From Which Project Will Be Managed 19109 West Catawba Ave., Suite 200 Cornelius, NC 28031
3.2.2: Proposer Point of Contact: Contractor Richard Kirkman, PE 19109 West Catawba Ave., Suite 200 Cornelius, NC 28031 (704) 816-9901 rkirkman@superiorconstruction.com	3.2.2: Proposer Point of Contact: Designer Thomas Malvia Harris, PE, SE, PMP 1001 Morehead Square Dr., Suite 610 Charlotte, NC 28203 (919) 270-1424 Thomas.Harris@wsp.com
3.2.3: Lead Contractor and Lead Designer Lead Contractor: Superior Construction Company Southeast, LLC Lead Designer: WSP USA Inc.	3.2.4: Unique Entity ID SUPERIOR: KK9KPGEGW4M9 WSP: LLWLXEU6T563

3.2.5: Commitment of Key Individuals | Our key individuals are fully committed for the duration of the project to deliver a successful outcome. The team fully understands SCDOT's expectations regarding quality, schedule, and cost. We will commit the necessary resources and personnel to meet and exceed those expectations.

3.3 | Team Structure and Project Execution

3.3.1: Organizational Chart, Team Structure, and Team Integration | **Tim Marsh, DBIA (SUPERIOR)** and **Tom Harris, PE, SE, PMP (WSP)** will represent the design-build team and have full authority to make final decisions on behalf of their firms. They will coordinate decisions between design and construction teams to ensure project team members are fully integrated into a cohesive and collaborative unit. The **org chart on the following page** illustrates the chain of command, communication lines and functional relationships of the project team. Tim Marsh will serve as the Project Manager (PM), with the support of **Adam Steele (SUPERIOR)** as Assistant Project Manager (APM). Tom Harris will serve as the Lead Design Engineer and **Kenneth Morgan (SUPERIOR)** will serve as the Construction Manager.

SUPERIOR	SUPERIOR Construction Company Southeast, LLC
WSP	WSP USA Inc.
NOVA	NOVA Engineering & Environmental, LLC
TELICS	Telecommunication & Industrial Consulting Services Corporation
Colliers	Colliers Engineering & Design/Master Consulting Inc.
★	Key Individuals



Project success starts with a dedicated team. Working closely with the design and construction leads, our APM, **Adam Steele**, will secure commitments from each team member. He will also be responsible for team integration throughout the duration of the project to allow our PM to focus on meeting project delivery expectations regarding quality, schedule and cost. The Lead Design Engineer reports to the PM and the construction manager will report directly to the APM, and together they will ensure design and construction team members integrate to establish project goals and solve problems utilizing our best management practices (BMPs) from each discipline.

Role	Integration	Responsibilities
Executive Management	<ul style="list-style-type: none"> ▶ Establishes direct access between SCDOT and team management ▶ Coordinates project issues with SCDOT ▶ Reports to SCDOT Alternative Delivery Management 	<ul style="list-style-type: none"> ▶ Participates in project meetings ▶ Schedules monthly performance reviews ▶ Responsible for oversight and accountability
QC Management	<ul style="list-style-type: none"> ▶ Coordinates Interdisciplinary Reviews (IDR) between design disciplines ▶ Reports to Executive Management 	<ul style="list-style-type: none"> ▶ Develops Quality Management Plan ▶ Performs quality audits
Project Manager	<ul style="list-style-type: none"> ▶ Coordinates issues with Executive Leadership ▶ Coordinates constructability issues with design manager ▶ Coordinates design issues with construction manager ▶ Documents and coordinates design decisions with team members ▶ Reports to Executive Management 	<ul style="list-style-type: none"> ▶ Serves as primary point of contact ▶ Responsible for project delivery and ensuring project is on schedule and under budget ▶ Has full responsibility to make final decisions
Assistant Project Manager	<ul style="list-style-type: none"> ▶ Primary focus is team integration ▶ Coordinates decisions between design and construction teams ▶ Reports to the PM 	<ul style="list-style-type: none"> ▶ Responsible for maintaining team commitments throughout the life of the project
Lead Design Engineer	<ul style="list-style-type: none"> ▶ Coordinates constructability issues with design team ▶ Coordinates design questions with DB Coordinator and APM ▶ Reports to the PM 	<ul style="list-style-type: none"> ▶ Responsible for all aspects of design ▶ Serves as design point of contact ▶ Attends all construction meetings
Design-Build Coordinator	<ul style="list-style-type: none"> ▶ Coordinates design integration with construction team ▶ Reports directly to PM & collaborates with other design and construction staff 	<ul style="list-style-type: none"> ▶ Provides design-build coordination, oversight, and technical expertise to the team ▶ Attends all design meetings
Construction Manager	<ul style="list-style-type: none"> ▶ Coordinates constructability issues with PM ▶ Reports to the APM 	<ul style="list-style-type: none"> ▶ Responsible for all construction operations ▶ Serves as construction point of contact

Team Integration: Our strategy when forming this team was to strategically bring SUPERIOR, WSP, and NOVA together to build upon our history and experience to design and construct these types of bridge replacements in an efficient and expedient manner. SUPERIOR will manage the project from our Charlotte, NC office, located less than an hour from the project site, and a mobile office will be set up at the job site. Upon NTP, we will mobilize resources to begin design coordination with WSP, who will manage the design out of their Charlotte office. Proximity of the offices to each other and SCDOT headquarters will allow for enhanced communication, planning and brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance (as needed).

To facilitate a seamless integration, our team has been structured with a Design-Build (DB) Coordinator, **David Nardon, DBIA** (who has 46 years of experience, 21 years in DB, and is familiar with SCDOT DB practices and procedures), for efficient cross-communication and integration of design and construction staff throughout the design development. He will collaborate with our APM, **Adam Steele**, and with both WSP and NOVA as designers, and will promote integrated behaviors as he coordinates design deliverables and reviews, facilitates constructability reviews, and interfaces between design and construction teams. David will utilize discipline-specific workshops to encourage accelerated decision-making and an interdisciplinary task force with design and construction leads to resolve conflicts early.

Our team will use Bluebeam's Studio feature to track internal quality assurance and constructability reviews, including our 60% over-the-shoulder reviews. We will invite SCDOT and the CEI consultant to also participate in these over-the-shoulder reviews. Our Design QC Manager will internally review all design submittals before providing them to SUPERIOR and prior to submitting to SCDOT to ensure accuracy and completeness. Additionally, WSP's project QC Manager will review all construction-related submittals before submitting to SCDOT. Throughout construction, WSP/NOVA will be readily available for on-site meetings to ensure prompt issue resolution. We will function as a single, integrated team with all disciplines, regardless of the firm, reporting through WSP's staff and utilize ProjectWise for a collaborative work environment. WSP will exchange designs for over-the-shoulder reviews for continuity of deliverables and QC completeness. As an integrated DB team, SUPERIOR's staff will work with WSP's/NOVA's designers (pre- and post-award) to develop designs and plans collaboratively, advise designers on material choices and long lead fabrication items, and develop best practices for construction. This mitigates risks, creates accountability, and promotes partnering in project delivery. During construction, the same pursuit design team will support the construction team. Designers will assist with reviews of RFI's, NCR's and change directives to prevent field items from interfering with schedule.

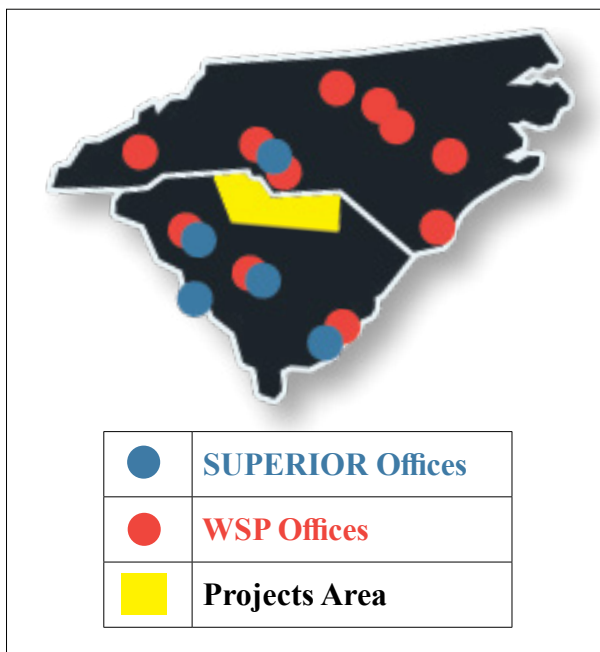


History of Working Together: Trust gained from past successes and relationships leads to cohesiveness and successful DB delivery. The firms on our [organization chart](#), and many of the local staff, have developed a cohesive working relationship and mutual trust through shared project history around this geographic area and beyond. SUPERIOR and WSP first partnered in 2002 while constructing the I-95 I-295 system-to-system flyover in Jacksonville, FL. ***SUPERIOR (as the design-builder) and WSP (as the lead designer) also have a long-***

standing teaming relationship, having teamed on 14 DB pursuits valued at over \$2.75B. We have won and are delivering four DB projects valued at \$1.493B. Prior to joining SUPERIOR, **David Nardon, DBIA** worked with WSP on two other major DB projects valued over \$400M.

To mitigate geotechnical challenges, the design team has included a trusted resource in NOVA's **Donald Anderson, PE**. Donald has a proven 30-plus-year history of solving complex soils and seismic design challenges in the region of these bridges and in the South Carolina Piedmont and Coastal Plain geologies. He has experience working on 12 DB projects in various roles, including serving as Geotechnical Engineer on the SCDOT Four Hole Swamp DB project. The table below is a sampling of DB and conventional project shared successes among our team members and individual staff:

Successful Project Delivery Team Collaboration: SUPERIOR & WSP	
FDOT Brooks Bridge Replacement Design-Build (Walton County, FL) \$171M	
Description	Replaces two high-level concrete bridges over the Santa Rosa Sound approximately 2,110' in length, and over 6,000' of roadway reconstruction.
Status	Estimated construction completion: 07/2027
Teaming & Collaboration	Superior: Prime contractor for bridge work. WSP: Lead designer that optimized designs through increased span lengths and reduced beam lines, which resulted in fewer bents in the water.
Lessons Learned	Open communication increased productivity and created trust between team members. Information was readily shared between team members in a transparent, honest, consistent, and dependable way.
FDOT Phased Progressive Westshore Design-Build (Tampa, FL) \$1.2B	
Description	Upgrades the east end of the I-275 at the Howard Frankland Bridge to Lois Avenue and north on SR 60. Replaces an existing loop ramp with a two-lane flyover. Constructs new direct connectors to and from Tampa International Airport. The sophisticated design will add capacity in the general-use and tolled express lanes.
Status	The planning phase will be complete by January 2024. Construction will begin in 2024 and will end by 2031.
Teaming & Collaboration	Superior: Joint-Venture partner with Lane Construction Corporation for bridge work. WSP: Lead designer responsible for facilitating transformative collaboration between key stakeholders to enable high-impact innovation and design optimization.
Lessons Learned	The project benefited from open collaboration and communication, which led to over \$200M innovation solutions approved by FDOT. A direct correlation between co-location and collaboration/innovation was observed.
GDOT/SCDOT I-20 Savannah River Design-Build (Richmond County, GA & Aiken County, SC) \$72M	
Description	Replaces and widens the existing I-20 bridges over the Augusta Canal and Savannah River and widens/reconstructs portions of the I-20 roadway approaches.
Status	Estimated construction completion: 01/2024
Teaming & Collaboration	Superior: Prime contractor for bridge work. WSP: Lead designer that optimized designs through increased span lengths and reduced beam lines, which resulted in fewer bents in the water.
Lessons Learned	Focused, periodic partnering sessions between the owner and contractor have helped define a clear communication hierarchy, which has enabled expedited resolution of field and design issues.
FDOT I-95 & I-295 Interchange Reconstruction Design-Bid-Build (Jacksonville, FL) \$50M	
Description	Superior partnered with FDOT and WSP to introduce the segment duct coupler used at the interface between precast segments for internal tendons. The segment duct coupler increases the protection to the prestressing strands leading to an overall improvement in durability of the bridge, providing a longer-lasting structure for maximum sustainability.
Status	Construction is complete.
Teaming & Collaboration	Superior and WSP teamed throughout this project, as it was one of the first cast-in-place segmental bridges in this District. During construction, questions were raised regarding strand drape patterns/rebar clearances, as well as the introduction of the segment duct coupler. The collaboration of the two firms kept the project on track with no delays.
Lessons Learned	A detailed document control process of construction questions created an extensive RFI log that clearly documented field changes and streamlined the As-Built process.



3.3.2: Project Resources, Strategies, and Execution |

Geographically, our team is well-positioned. The location of these seven bridge replacements falls well within our geographic footprint. They are centered within SUPERIOR's Charlotte, NC and Lexington, SC operations, with additional support from our Greenville, SC and Augusta, GA operations. SUPERIOR has 1,350 total staff (920 in the Southeast) with a history of successfully completing bridge projects on budget, within schedule, and with the highest quality for the owner. We understand the challenges to attract, develop, and retain a skilled workforce in South Carolina and our team will effectively control and maintain the project schedule by self-performing over 85% of the work.

The table below demonstrates our equipment resources in SUPERIOR's Southeast Region.

Our strategy for this project has already begun with brainstorming sessions between WSP and NOVA. Those ideas will be further developed into our technical approach. Upon Award, SUPERIOR will conduct a story-board planning session to finalize our approach and strategy, which will be developed into our Work Activity plans specific for each activity on each bridge. A final production schedule will be developed and submitted to SCDOT. We have reviewed our current project commitments and are confident the completion of those projects complements the construction start-up for the Bridge Package 20 project. **The SUPERIOR Team has 175 team members within 150 miles of this project.** SUPERIOR's Carolina Division office is located in Charlotte, NC, which integrates resource needs (labor and equipment) with our corporate operations group.

Equipment	Number Available
Cranes (50 Ton-300 Ton)	15
Hydros (35 Ton-90 Ton)	10
Pile & Vibratory Hammers	14
Manlifts	22
Bridge Deck Finishers	8
Off Road Haul Trucks	20
Triaxle Dump Trucks	20
Pickup Trucks	450
Concrete Pump Truck	1
Dozers	53
Excavators	62
Loaders	64
Motor Graders	10
Rollers	19
Barges	14

As a perfect transition into this project, our US-1 over I-20 project in Lexington, SC and our I-20 Savannah River Bridge project in Augusta, GA will be winding down as this project ramps up. With this project consisting of small replacement bridges, we don't anticipate needing a large amount of staff. Our approach to constructing these bridges is to have multiple sites under construction at one time with small crews, in a phased approach, taking full advantage of efficient operations, effective scheduling, cost control, and a controlled quality program. We anticipate a pile crew of four, two substructure crews of five, one beam crew of five, and one deck crew of nine. These crews will advance from

one bridge to the next upon completion of their task. Subcontractors will follow along.

A cohesive team is critical to the success of any project. Our team's experience and long-standing relationships from past projects will enhance this project with leadership that understands DB and SCDOT specifications, standards, and procedures. Our PM, **Tim Marsh, DBIA**, and our Construction Manager, **Kenny Morgan**, are currently working together on the US-1 over I-20 DB Bridge project. The experience and relationship developed there will enhance this project with two leaders that understand DB and SCDOT specifications, standards, and procedures. Tim Marsh, **Adam Steele** (our APM), and Kenny Morgan have a long history of working in South Carolina. Our DB Coordinator, **David Nardon, DBIA**, has worked in South Carolina since the I-20 Savannah River and US-1 Over I-20 projects. He has a long history of working with WSP (dating back to 2012) and knows how they function as a design firm. David also has a past relationship with Deputy Design Engineer **Jason Gorrie, PE** (WSP).

To overcome market-driven labor and equipment shortages, we have implemented project-specific plans company-wide. Every project submits a detailed CPM, resource-loaded schedule (labor and equipment), which is uploaded weekly into our company-wide master resource schedule (which allows us to know when labor and equipment is needed on each job). We have implemented a company-wide recruiting campaign, led by each Divisional office. We have strengthened our relationships with equipment rental companies to mitigate the availability and delay of purchasing new equipment.

WSP is a full service consulting engineering firm with 737 personnel in the Carolinas. Key team members will come from Charlotte and Raleigh design groups, with design being managed from WSP's Charlotte office. As a result of previous experience on multiple DB projects for NCDOT, GDOT and FDOT, these engineers fully understand the DB process and delivery of designs, plans and specifications in a DB environment.

Anticipated challenges and potential solutions for the Bridge Package 20 locations are located in the table below:

Locations	Challenge	Solution
S-292, S-998 and S-1086	Open two-lane road	Maintain traffic during construction
	Existing driveway near end of bridge	Public outreach and provide property owner with driveway access
	Overhead utility in shoulder	Early start on utility coordination; maintain frequent contact with utility owner
	Excavation required for hydraulic opening	Evaluate excavate material for possible reuse to minimize borrow
S-20 and S-531	Bridge closed	Access from both ends of bridge
	Utilities in shoulder	Ongoing communication and coordination with utility owner
	Excavation required for bridge length	Evaluate excavate material for possible reuse on site
S-130 and S-296	Existing drive nearby	Coordinate with property owner and maintain driveway access during construction
	Bridge closed	Access from both ends of bridge
	Utilities in shoulder	Ongoing communication and coordination with utility owner
	Excavation needed to establish hydraulics opening	Evaluate excavation for potential reuse



3.4 | Experience of Key Individuals

Please see [Appendix A - Key Individual Resumes](#) for all key individuals' resumes. All team members hold the current licenses required for performing work on the project under state and local laws and will perform singular roles.

ACTUAL vs. REQUIRED YEARS OF EXPERIENCE			
26 7	10 5	35 7	34 5
Assistant Project Manager George Adam Steele, III	Lead Design Engineer Thomas Malvia Harris, PE, SE, PMP	Construction Manager Kenneth Lynn Morgan	

3.5 | Past Performance of Team

3.5.1: Experience of Proposer's Team | Please see [Appendix B - Work History and Quality Form - Contractor/Designer](#). SUPERIOR and WSP bring extensive experience in the construction and design of bridge replacement projects of similar size and scope for other owners. Additional projects to further support our experience and qualifications are located in the table below:

Firm	Project Description	Method	Cored Slab/Box Beam	On Time	On Budget	Multiple Crews	Geotechnical	Hydrologic/Hydraulic	Environmental	Roadway Approach Reconstruction	Bridge Replacement	Utility Coordination
	US 17 Main Street over Broward (\$14M)	DBB		✓	✓	✓				✓	✓	✓
	SR-105 A1A Bridge Replacement (\$11.5M)	DBB	✓	✓	✓	✓				✓	✓	✓
	CR 200A Over Lofton Creek (\$4.8M)	DBB	✓	✓	✓	✓				✓	✓	✓
	SR 200 Bridge Replacement (\$3.9M)	DBB		✓	✓	✓				✓	✓	✓
	Howell Drive Full Bridge Replacement	DBB		✓	✓	✓				✓	✓	✓
	SR-687 Bridge Replacement	DBB		✓	✓	✓				✓	✓	✓
	Nassau River Crutch Bents	DBB		✓	✓	✓				✓	✓	✓
	Replace Bridge 237 on SR 1129 over Sorrells Creek	DBB	✓	✓	✓		✓	✓	✓	✓	✓	✓
	Replace Bridge 276 on SR 1104 over Burnette Creek	DBB	✓	✓	✓		✓	✓	✓	✓	✓	✓
	Replace Bridge 077 on SR 1501 over Johns Creek	DBB	✓	✓	✓			✓	✓	✓	✓	✓
	Replace Bridge 267 on SR 1103 over Catawba River	DBB	✓	✓	✓			✓	✓	✓	✓	✓
	Replace Bridge 144 on SR 1151 over Big Pine Creek	DBB	✓	✓	✓			✓	✓	✓	✓	✓
	Replace Bridge 099 on SR 1168 over Vineyard Creek	DBB	✓	✓	✓		✓	✓	✓	✓	✓	✓

WSP/Superior have been awarded three Design-Build projects valued at

\$1.443B

In the past four years, WSP Carolinas staff delivered three local Design-Build projects worth

\$1B

Since 2002, Superior has been awarded 52 DB/PDB Projects valued at

\$4.1B

3.5.2: Quality of Past Performance

Quality of Past Performance Questionnaire	Yes	No
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?		✓
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.		✓
Have any design-build projects or projects of similar scope been delayed more than 30 days such that liquidated damages were assessed?		✓
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?		✓
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?		✓
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?		✓
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?		✓

Client Feedback:

FDOT First Coast Expressway Extension project

“Superior’s performance has been excellent in all aspects. The firm conducts business with Department representatives and our CEI firms in a true partnering spirit and they bring a proactive approach to each project.”

– Greg Evans, PE, FDOT District Two Secretary

NCDOT Triangle Expressway Design-Build (R-2828)

“WSP has worked with the Department of Transportation (NCDOT) and Turnpike Authority (NCTA) to foster an atmosphere of communication and collaboration with all project stakeholders.”

– Dennis Jernigan, NCTA Deputy Chief Engineer for Highway Operations

Awards:



SUPERIOR Awards

- 2018 - ENR’s Southeast Contractor of the Year
- Every Year Since 2012, have won FTBA FDOT Safety Award
 - 50 Safety Awards
- 2021 - National DBIA Award



WSP Awards

- I-20 Over Savannah River Project: 2023 Georgia Engineering Excellence Honors Award
- I-20 Over Savannah River Project: 2022 Georgia Partnership for Transportation Quality Award (Bridge & Structures)

APPENDIX A

KEY INDIVIDUAL RESUME FORMS

Project Manager: Timothy Brian Marsh, DBIA

Assistant Project Manager: George Adam Steele, III

Lead Design Engineer: Thomas Malvia Harris, PE, SE, PMP

Construction Manager: Kenneth Lynn Morgan

KEY INDIVIDUAL RESUME FORM

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

a. Name & Title: Timothy Brian Marsh, DBIA Project Manager
b. Role of Key Individual for this Project: Project Manager
c. Name of Firm with which you are now associated: Superior Construction Company Southeast, LLC
d. Years of Experience: With this Firm <u>3</u> Years With Other Firms <u>23</u> Years <ul style="list-style-type: none"> • Superior Construction: Senior Project Manager – Tim manages projects (including design-build projects), which includes working with owners, designers, utilities, and subcontractors to ensure the execution is completed by Superior crews and subcontractors. His responsibilities include directing the project management staff and field crews to ensure project safety, quality, cost controls, and adherence to project schedules. He is responsible for managing all bridge and road work. His other duties include scheduling, budgeting, and cost estimating. 11/2020-Present. • Flatiron Constructor: Project Manager/ Construction Manager - Managed multiple projects (including design-build projects), which included working with owners, designers, utilities, and subcontractors to ensure the project was executed in a safe, quality, and timely manner for project delivery. 08/2015-11/2020. • Blythe Construction Co.: Project Manager - Managed multiple projects (including design-build projects), which included working with owners, designers, utilities, and subcontractors to ensure the execution is completed by crews and subcontractors in a safe and quality manner within the schedule for project delivery. Once assigned to a design-build project, would manage from SOQ to project competition. 03/2002-08/2015. • J.R. Vannoy & Sons Construction Co.: Engineer – Support to Superintendent, tracking quantities, scheduling crew and subcontractors, developing work plans, and general construction survey. 04/1997-03/2002.
e. Education: Wilkes Community College/Associate's Degree/1998/Construction Management
f. Active Registrations: 2019 / OSHA / 30 Hour Construction Safety and Health/ 28655558; 2021 / CEPSCI Certified 14668 Expiration 6/30/2025; 2021 / Temporary Traffic Control Design and Supervisor, National Safety Council; 2005 / Level II Erosion & Sediment Control Supervisor NCDOT 789 (Current till 12/21/23); 2021 DBIA Certification 60-2165-409078
g. Document the extent and depth of your experience and qualifications relevant to the Project. Project #1: US 1 Over I-20 Interchange Improvements Design-Build (Lexington, SC) Key Personnel Role: Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project: 2020-2024 / Assigned: 2020-2024 Owner Contact Information: SCDOT John Burns, PE, DBIA 803-530-8798 BurnsJM@scdot.org Design/Construction Value: \$38 Million Project Description: As the Project Manager, Tim planned, directed, and coordinated day to day operations on the project to ensure that objectives of the project were accomplished within prescribed time frame and funding parameters personally or through subordinate supervisors. Tim was responsible for maintaining the project CPM schedule, change orders, and all financial aspects. This Project included construction/ replacement of existing US 1 Bridge over I-20 and construction of new Cedar Road Bridge over US 1, four new ramps and realignment of US 1, four MSE Walls and improvements to two secondary roadways. This project addressed traffic deficiencies at the interchange and bring the facility to current standards. Project #2: Bridge Replacement US 1 Over CSX Richland County (SC) Key Personnel Role: Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project: 2022-2025 / Assigned: 2022-2025 Owner Contact Information: SCDOT Michael Buck 803-687-0740 buckmr@scdot.org Design/Construction Value: \$18 Million Project Description: As the Project Manager, Tim planned, directed, and coordinated day to day operations on the project to ensure that objectives of the project were accomplished within prescribed time frame and funding parameters personally or through subordinate supervisors. Tim was responsible for maintaining

the project CPM schedule, change orders, and all financial aspects. This Project included staged construction/ replacement of existing US 1 Bridge over CSX Railroad, four MSE walls, storm drainage and improvements to secondary roadways. This project addresses structure deficiencies and bring the facility to current standards.

Project #3: Business I-40 Design-Build (Forsyth County, NC)

Key Personnel Role: Construction Manager
Experience with Current Firm: No, Flatiron Constructor
Project/Assignment Duration: Project: 2016-2020 / Assigned: 2016-2020
Owner Contact Information: NCDOT | Larry Shaver | 336-249-6255 | lbshaver@ncdot.gov
Design/Construction Value: \$110 Million

Project Description: As the Construction Project Manager, Tim planned, directed, and coordinated day to day field operations on the project to ensure that objectives of the project were accomplished within prescribed time frame and funding parameters personally or through subordinate supervisors. Tim was responsible for maintaining the project CPM schedule, and scheduling subcontractors. This Project was complex phased construction of 1.2 miles of interstate reconstruction. Scope included removal of concrete pavement, new median barrier wall, 9 vehicular bridges, 2 pedestrian bridges one of which being a Tied Arch bridge, 200,000 sf of retaining walls, interchange improvements, storm drainage, asphalt paving, traffic control, mass excavation, fine grading, stone base, and soil stabilization. This project was located in the middle of Downtown Winston-Salem, NC and required a 24-month shut down of the roadway for construction. The project was reopened in 14 months, 10 months ahead.

Project #4: I-40 Design-Build (Davie/Forsyth County, NC)

Key Personnel Role: Project Manager
Experience with Current Firm: No, Flatiron Constructor
Project/Assignment Duration: Project: 2018-2021 / Assigned: 2020-2020
Owner Contact Information: NCDOT | Jordan C Scott, PE | 336-293-9610 | jcscott1@ncdot.gov
Design/Construction Value: \$80 Million

Project Description: As the Project Manager, Tim planned, directed, and oversaw day to day field operations on the project to ensure that goals of the project were accomplished within prescribed time frame and funding parameters personally or through subordinate supervisors. Tim also maintained the project CPM schedule, budget, and all financial aspects. This project was a phased construction of 3.3 miles of interstate reconstruction. Scope included removal of concrete pavement, new median barrier wall, 1 8 span vehicular bridge over Yadkin River, 1 pedestrian bridge, storm drainage, asphalt paving, traffic control, mass excavation fine grading, stone base, and soil stabilization.

Project #5: I-85 Design Build, MM77-MM82 (Rowan County, NC)

Key Personnel Role: Project Manager
Experience with Current Firm: No, Blythe Construction Co
Project/Assignment Duration: Project 2004-2007 / Assignment 2005-2007
Owner Contact Information: NCDOT | P. Kelly Seitz, PE | 704-630-3320 | kseitz@ncdot.gov
Design/Construction Value: \$90 Million

Project Description: As the Project Manager, Tim planned, directed, and oversaw day to day field operations on the project to ensure that goals of the project were accomplished within prescribed time frame and funding parameters personally or through subordinate supervisors. He also maintained the project CPM schedule, budget, and all financial aspects. This project was a phased construction of 3.5 miles of interstate widening and reconstruction, consisting of demolition of existing roadway and construction of new concrete pavement, 2 new interchanges were constructed. The project also consisted of mass excavation, traffic control, asphalt, concrete, bridges, demolition of existing bridges, storm drainage, and box culverts. The Project was completed on time, on budget and no claims.

- 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.

Tim is currently assigned to the US-1 Over I-20 project (serving as Project Manager) and will be available to attend and lead weekly status meetings during the design and construction phases.

KEY INDIVIDUAL RESUME FORM



Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

George Adam Steele, III
Assistant Project Manager

b. Role of Key Individual for this Project:

Assistant Project Manager

c. Name of Firm with which you are now associated:

Superior Construction Company Southeast, LLC

d. Years of Experience: With this Firm 2 Years With Other Firms 8 Years

- Superior Construction Company Southeast, LLC: Assistant Project Manager – Responsible for all engineering projects within region and coordinating field operations. 2022-Present.
- Superior Construction Company Southeast, LLC: Senior Field Engineer – Responsible for coordinating and facilitating bridge projects as assigned. 2020-2022.
- Zachry Construction: Field Engineer – Responsible for roadway superintendent duties as assigned. 2020-2020.
- ST Wooten: Project Engineer – Responsible for coordinating in-house crews and subcontractors, developing cost estimates and schedules as assigned. 2018-2020.
- Sugar Creek Construction: Associate Project Manager – Responsible for managing sub-contractors, scheduling work, and coordinating delivery of roadway and bridge projects as assigned. 2015-2018.
- SCDOT York Construction: Associate Engineer – Responsible for monitoring and inspecting highway and bridge construction projects. 2012-2015.
- South Carolina National Guard: Sergeant – Responsible for managing construction projects including materials management and acquisition, cost estimates, schedules, and takeoff quantities. 2009-Present.

e. Education:

The Citadel, The Military College of South Carolina / Charleston, South Carolina / Bachelor of Science / 2012 / Civil and Environmental Engineering

f. Active Registrations:

N/A

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

Project #1: I-20 Savannah River Bridge Replacements and Roadway Widening Project (Augusta, GA)

Key Personnel Role: Assistant Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project: 2018-2023 | Assigned: 2020-Present

Owner Contact Information: GDOT | Albert Welch Jr. | 404-772-6969 | awelch@dot.ga.gov

Design/Construction Value: \$74 Million

Project Description: This project includes the replacements of the existing Savannah River Bridges and Augusta Canal Bridges along with widening the existing roadway from 4 – 6 lanes. Responsibilities include compiling and submitting monthly pay applications to project owners, forecasting and cost control, CPM updates, and drafting and submitting RFIs, change orders, and design changes.

Project #2: 5th Street Bridge Rehabilitation Project (Augusta, GA)

Key Personnel Role: Assistant Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project: 2020-2022 | Assigned: 2021-2022

Owner Contact Information: Augusta, GA | Anthony Taylor | 706-836-7152 | ataylor@augustaga.gov

Design/Construction Value: \$11 Million

Project Description: This project converts the existing 5th Street Bridge into a pedestrian area linking North Augusta, SC and Augusta, GA. Responsibilities include compiling and submitting monthly pay applications, forecasting and cost control, CPM updates, and coordinating work on site.

Project #3: I-20 Widening Lexington County, SC

Key Personnel Role: Field Engineer

Experience with Current Firm: No. Zachry Construction

Project/Assignment Duration: Project: 2016-2022 | Assigned: 2020

Owner Contact Information: SCDOT | John Burns | 803-699-5068 | burnsjm@scdot.org

Design/Construction Value: \$99 Million

Project Description: Widening project to add one additional travel lane and reconstruct existing lanes along an 11-mile section of I-20 through Lexington County, SC. Roles included quantity tracking, coordination of sub-contractors, and cost control related to roadway construction activities.

Project #4: I-85 Rehab and Widening in Vance/Warren Counties (NC)

Key Personnel Role: Project Engineer
Experience with Current Firm: No. ST Wooten
Project/Assignment Duration: Project 2017-2019, Assigned 2018-2019
Owner Contact Information: NCDOT, Division 5 | Brandon Jones | 919-317-4700 | bhjones@ncdot.gov
Design/Construction Value: \$137 Million

Project Description: This project included widening and improving 20.6 miles of I-85 through Vance and Warren Counties to the Virginia state line. Specific responsibilities included cost control, quantity tracking, and sub/vendor scheduling and coordination

Project #5: I-77 HOT Lanes (Charlotte, NC)

Key Personnel Role: Associate Project Manager
Experience with Current Firm: No. Sugar Creek Construction
Project/Assignment Duration: Project 2015-2021, Assigned 2015-2018
Owner Contact Information: NCDOT, Division 10 | Brett Canipe | 704-983-4400 | bdcanipe@ncdot.gov
Design/Construction Value: \$635 Million

Project Description: I-77 Managed lanes project added 26 miles of variably priced managed lanes along I-77 and I-277 in Charlotte, NC. Roles included managing subcontractors and vendors, supervising and scheduling self-perform crews, and tracking cost and quantities.

- 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.
 Adam Steele is currently assigned to the I-20 Savannah River Bridge replacements in Augusta, GA. His assignment will be completed in March 2024 and he will be available for full-time duties on this project.

KEY INDIVIDUAL RESUME FORM



Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

Thomas Malvia Harris, PE, SE, PMP
Senior Project Manager

b. Role of Key Individual for this Project:

Lead Design Engineer

c. Name of Firm with which you are now associated:

WSP USA Inc.

d. Years of Experience: With this Firm 6 Years With Other Firms 29.5 Years

- WSP USA Inc.: Southern States Bridge Group Manager - Senior Project Manager and senior engineer providing oversight and leadership for the other bridge groups in the Southern States District along with being a technical resource and providing quality control review for projects throughout the District. 01/2021-Present.
- WSP USA Inc.: Raleigh Bridge Group Manager - Project manager and senior structural engineer responsible for supervision of designs, drawings, specifications, budgets and quality control for local structures staff. 05/2017-12/2020.
- Parsons Transportation Group Inc.: Bridge Project Manager - Project manager and lead bridge engineer responsible for designs, plans, specifications, schedules, budget, and quality. 01/2013-05/2017.
- CDM Smith (formerly Wilbur Smith Associates): Structures Manager - Lead engineer for the Raleigh structures group. In addition to being technical lead, he was responsible for project schedules, budgets and quality and supervision of staff. 2003-12/2012.
- T.Y. Lin International: Senior Bridge Engineer - Senior bridge engineer and lead design engineer responsible for production of design calculations, plans, quantities, estimates and specifications, 2001-2003.
- Earth Tech: Bridge Project Engineer - Prepared and checked bridge design calculations and plans for projects in the southeast states including SCDOT projects. 1996-2001.
- HNTB: Bridge Engineer - Produced and checked design calculations and checked plans on large and complex bridge projects along with directed and coordinated junior staff. 1994-1996.
- Rust Environment and Infrastructure: Bridge Engineer - Produced and checked design calculations and checked plans for highway bridges, box culverts and retaining walls. 1993-1994.
- North Carolina State University: Teaching Assistant - Full-time graduate student and a teaching assistant in the Department of Civil Engineering. 1991-1993.
- NCDOT Structure Design Unit: Engineer - Developed design calculations for highway bridges, concrete box culverts and retaining walls. 1988-1991.
- NCDOT Training Program: Engineering Associate - Worked in various units of the Division of Highways as part of NCDOT's 18-month program for college graduates. 1987-1988.

e. Education:

- North Carolina State University/ Raleigh, NC / Master of Civil Engineering / 1993 / Structures
- North Carolina State University / Raleigh, NC / Bachelor of Science / 1987 / Civil Engineering

f. Active Registrations:

2021/MS/Civil/32239; 2021/TN/Civil/124719; 2017/LA/Civil/42081; 2016/GA/Civil/PE41057; 2000/SC/Civil/20305; 1999/AL/Civil / 23025; 1993/FL/Civil/47335; 1993/NC/Civil/19299; 2021/GA/Structural/SE000389; Project Management Professional (2020 / #2868918)

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

Project #1: Replace Bridge 401 on SR 1236 over Little East Fork Pigeon River (Haywood County, NC)

Key Personnel Role: Lead Design Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: Project: 2016-2021 | Assigned: 2017-2021

Owner Contact Information: NCDOT | Zach Shuler | 828-488-0902 | ztshuler@ncdot.gov

Design/Construction Value: \$140,000/\$1.033 Million

Project Description: Shortly after joining WSP, Tom was assigned as lead design engineer. He was design project manager responsible for client coordination, monitor and updated schedules and budgets, and supervised discipline leads. Bridge is a rural, two-lane bridge replacements with required design services including roadway, hydraulics, structures, and geotechnical along with maintenance of traffic, utility coordination, right of way and environmental permitting services. This is one of the 10 bridge replacement projects in the Group H bundle which WSP provided design services and Tom was lead design engineer.

Project #2: Replace Bridge 590 on SR 1729 over Somey Creek (Rutherford County, NC)

Key Personnel Role: Lead Design Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project: 2018-2021 | Assigned: 2018-2021
Owner Contact Information: NCDOT Division 13 | Joel Davis | 828-250-3360 | jmdavis@ncdot.gov
Design/Construction Value: \$150,000/\$1.24 Million

Project Description: Lead structural engineer for single span bridge replacement. Superstructure for the 102 foot span is 39" concrete box beams. Substructure is reinforced concrete end bents with steel H pile foundations. Skew angle is 120 degrees and staged construction was used for maintenance of traffic.

Project #3: Express Design-Build, Division 14 Year 3 Contract B (Haywood and Jackson Counties, NC)

Key Personnel Role: Lead Design Engineer
Experience with Current Firm: No, Parsons Transportation Group, Inc.
Project/Assignment Duration: Project: 2014-2017 | Assigned: 2014-2017
Owner Contact Information: NCDOT | Tim McFadden | 919-707-6615 | tmcfadden@ncdot.gov
Design/Construction Value: \$1 Million/\$5.5 Million (Design-Build Contract)

Project Description: Lead structural engineer responsible for bridge design and plans for six single span bundled bridge replacements. One site is a 50 foot prestressed concrete girder superstructure utilizing AASHTO Type I (28" girders). The remaining sites are cored slab superstructures. At four of the six sites staged construction was used for maintenance of traffic with off-site detours utilized for the remaining two sites.

Project #4: I-485 Charlotte Outer Loop Design-Build (R-2248E) (Mecklenburg County, NC)

Key Personnel Role: Lead Design Engineer (Design Manager, 2012)
 Assistant Design Manager and Lead Structural Engineer (2010-2011)
Experience with Current Firm: No, CDM Smith (formerly Wilbur Smith Associates)
Project/Assignment Duration: Project: 2009-2015 | Assigned: 2009-2012
Owner Contact Information: NCDOT | Tim McFadden | 919-707-6615 | tmcfadden@ncdot.gov
Design/Construction Value: \$10 Million/\$140 Million (Design-Build Project)

Project Description: Lead structural engineer and Assistant Design Manager at the inception of this project and became Design Manager in 2012. The project included design and construction of 20 prestressed concrete girder bridges, retaining walls and sound barrier walls. As Assistant Design Manager and lead structural engineer coordinated design for structures, geotechnical and hydraulics services and monitored submittal schedules, progress and budgets for structures and associated disciplines. As Design Manager responsible for schedule and budget of remaining design deliverables; negotiated design fee and prepared schedule for Owner added scope post-award.

Project #5: I-26 and NC 146 Interchange Improvements Design-Build (R-2813B) (Buncombe County, NC)

Key Personnel Role: Lead Design Engineer (Design Manager, 2009-2011)
 Lead Structural Engineer (2007-2011)
Experience with Current Firm: No, CDM Smith (formerly Wilbur Smith Associates)
Project/Assignment Duration: Project: 2007-2011 | Assigned: 2007-2011
Owner Contact Information: NCDOT | Tim McFadden | 919-707-6615 | tmcfadden@ncdot.gov
Design/Construction Value: \$54 Million (Design-Build Contract)

Project Description: Lead structural engineer on this project since inception and took on Design Manager responsibilities in 2009. Structures lead for replacing the existing bridge over the French Broad River with a 400 foot, four span, prestressed concrete girder bridge and replacing the existing dual bridges on I-26 over NC 146 with a stage constructed 257-foot single span curved steel plate girder bridge. As Design Manager responsible for schedule and budget for delivery of the remaining design deliverables, design support during construction, submittal of as-built plans and project closeout.

- 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.
 N/A

KEY INDIVIDUAL RESUME FORM



Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Kenneth Lynn Morgan
Construction Manager

b. Role of Key Individual for this Project:
Construction Manager

c. Name of Firm with which you are now associated:
Superior Construction Company Southeast, LLC

d. Years of Experience: With this Firm 5 Years With Other Firms 29 Years

- Blythe Development Co.: Superintendent/Construction Manager - Responsible for overseeing bridge construction projects including managing crews, subcontractors, safety, supply deliveries, and schedules. 2017-Present.
- Carolina Bridge Company: Superintendent - Oversaw day-to-day operations of construction at bridges sites and directly managed construction crews, equipment, subcontractors, and safety. 2012-2014.
- Flatiron Construction:
 - Assistant Superintendent - Helped superintendent oversee the construction of roads and bridges and assisted with scheduling, supervising laborers, and managing the crews and safety. 2003-2012.
 - Foreman - Ensured productivity of daily operations and worked closely with the management team with schedules, equipment and safety. 1993-2006.
 - Laborer - Performed construction activities including asphalt and concrete work, earthwork, demolition, clean up, and structure placement while following safety protocol. 1986-1993.

e. Education:
High School Diploma

f. Active Registrations:
N/A

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

Project #1: US 321 over Big Allison Creek (York County, SC)

Key Personnel Role: Superintendent

Experience with Current Firm: No, Blythe Development Co.

Project/Assignment Duration: Project: 2020-2021 | Assigned: 2020-2021

Owner Contact Information: SCDOT | Jared Bragg | 803-448-5876 | braggjk@scdot.org

Design/Construction Value: \$5.6 Million

Project Description: This bridge replacement project required multi-phase construction to maintain traffic on two lanes at all times. Kenny was responsible for overseeing the construction activities and ensuring quality work while enforcing safety and compliance with the specifications. He managed the construction crews, supplier schedules and equipment. The new 200' steel girder bridge was completed on-time and within budget.

**Project #2: Charlotte Water Stowe Bridge Project (Charlotte, NC)**

Key Personnel Role: Superintendent

Experience with Current Firm: No, Blythe Development Co.

Project/Assignment Duration: Project: 2021-2022 | Assigned: 2021-Present

Owner Contact Information: Charlotte Water | Nicole Bartlett | 704-497-8801 | Nicole.Bartlett@charlottenc.gov

Design/Construction Value: \$3.8 Million

Project Description: Charlotte Water is building two access roads to provide dedicated access to the new Stowe Facility and the Long Creek Pump Station. The Northern Access Road alignment and a Southern Access Road which will be constructed to link the Long Creek Pump Station and the Stowe Facility. The Southern Access Road will include a bridge over Long Creek that will include a multi-use path for bicycles and pedestrians to improve public access to the River. The scope involves new location bridge construction of a three-span box girder bridge and associated roadway work over Long Creek for access to Charlotte Water's new Stowe Regional Facility. Kenny is overseeing day-to-day operations and safety including direct management of constructions crews, equipment and subcontractors on-site.



Project #3: Washington Bypass (Washington, NC)

Key Personnel Role: Assistant Superintendent
Experience with Current Firm: No, Flatiron Construction
Project/Assignment Duration: Project: 2006-2010 | Assigned: 2009-2010
Owner Contact Information: NCDOT | Tim McFadden | 919-707-6615 | tmcfadden@ncdot.gov
Design/Construction Value: \$192 Million

Project Description: This project was a Design-Build 6.8-mile highway bypass around Washington and Chocowinity, NC. This job at the time was the largest construction contract ever awarded by the NCDOT. Kenny's job was to build from the north side of a 3-mile bridge along highway 17. This was built in a span-by-span method, working from the top-down method.


**Project #4: Hwy NC 175 Bridge over Lake Chatuge (Hayesville, NC)**

Key Personnel Role: Superintendent
Experience with Current Firm: No, Carolina Bridge Company
Project/Assignment Duration: Project: 2006-2010 | Assigned: 2009-2010
Owner Contact Information: NCDOT | Greg Wallace, Asst. Resident Engineer (former) and Ronald Woods, Asst. Resident Engineer | 828-321-5061 | rwoods@ncdot.gov
Design/Construction Value: \$2 Million

Project Description: This structure was considered structurally deficient due to a substructure condition appraisal of 4 out of 9 and structural evaluation of 2 of 9 according to FHWA standards. The existing bridge was a seven-span structure that consisted of reinforced concrete deck girders. The end bents consisted of concrete abutments. The interior bents consisted of reinforced concrete post and beam. It was constructed in 1941 and was 331 feet long with a traffic volume of 4600 VPD. The replacement structure consisted of a 350' long with two 11-foot lanes with 4-foot offsets on each side. The roadway grade remained the same. The existing roadway was widening to 22' pavement wide to provide two 11' lanes. Kenny oversaw the day-to-day operations, bridge crews, and safety including direct management of construction crews, equipment and subcontractors on-site.



- 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.
 Kenny is currently completing the US-1 Over I-20 project that will be complete in March 2024, allowing him to be assigned to this project as required by the RFQ.

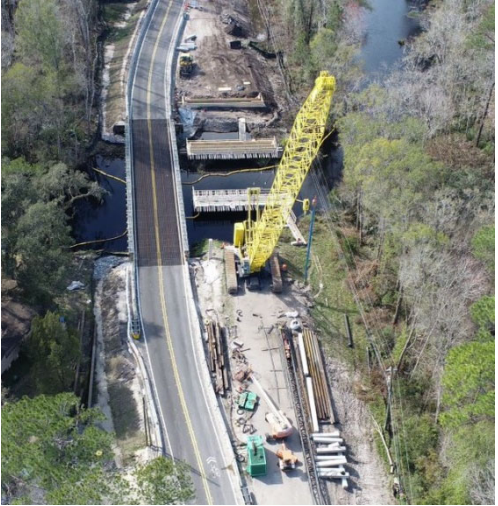


APPENDIX B


WORK HISTORY AND
QUALITY FORM -
CONTRACTOR/DESIGNER

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Contractor: Superior Construction

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Superior Construction Southeast, LLC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Superior (in thousands)
Name: CR-200A (Pages Dairy Rd) over Lofton Creek Location: Yulee, FL	Name: Superior Construction Company	Name of Owner: FDOT Project Manager: Jessica Tippet Phone: (904)360-5504 Email: Jessica.Tippet@dot.state.fl.us	12/2022	\$ 4,200	\$ 4,200
g. Narrative describing the work performed by Superior					
<div><div><p>Work performed on this contract consisted of replacement of the CR-200A bridge over Lofton Creek, reconstruction of the approaches and new 16” water main installed on the utility shelf of the new bridge. A Temporary ACROW Bridge was installed and used while all the permanent construction occurred to not disturb any existing traffic.</p><p>The substructure of the temporary bridge consisted of temporary 24” steel pipe piles and beam & lagging for the abutment walls. For the superstructure of the bridge, FDOT provided the ACROW bridge which we built onsite and mounted onto the substructure. All this was connected with a temporary roadway section to tie-in traffic into the existing road outside of the full reconstruction.</p><p>The permanent construction of the bridge consisted of 24” concrete square piles and four bents for the substructure and Florida Slab Beams (FSB’s) with an 8.5” concrete deck topping for the superstructure. Also 36” single slope barrier walls were constructed and as mentioned above a 16” watermain was mounted on top of the bridge.</p><p>The roadway portion tie-in to the bridge and the existing road reconstruction consisted asphalt base with asphalt paving with shoulder gutter for drainage, guardrail at each of the connections to the bridge and slope protection with rip rap.</p></div><div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Superior’s performance on the project to identify Superior with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Superior has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Superior Construction was able to complete the project within the allowable contract time and under budget. Superior Construction was able to work in partnership with FDOT/CEI to avoid delays or claims and even though the project went through a redesign process for one of the abutments the project did not incur on any delays thanks to the good communication between all parties involved.</p>					
i. Quality Initiatives. Discuss Superior’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Superior Construction was able to work in partnership with FDOT/CEI in the redesign process of one of the bridge abutments to create a better product without further impacting or disturbing the creek channel.</p> <p>Another initiative that saved time in procuring materials, was to change the location of test piles and drive them at the same time with permanent piles for the temporary bridge combining both phases which saved time with production piles procurement.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Superior shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor: Superior Construction


a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Superior Construction Southeast, LLC’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Superior (in thousands)
Name: SR 200 (A1A) West of Rubin Rd to East of CR 107 (Scott Rd) Location: Yulee, FL	Name: Contractor: Superior Construction Designer: Arcadis	Name of Owner: Florida Department of Transportation Project Manager: Jessica Tippet Phone: 904-360-5504 Email: Jessica.tippet@dot.state.fl.us	NTP = 12/3015 Start Date = 1/24/16 Original Completion = 5/8/19 Final Completion = 5/7/21	Original Contract Value = \$59,962,436.00 Final Contract Value = \$66,018,856.58	Original Estimated Value = \$35,098,537.13
g. Narrative describing the work performed by Superior					
<div><div><p>Project Description: The improvements under this contract consist of milling and resurfacing, base work, shoulder treatment, drainage improvements, curb and gutter, traffic signals, highway signing, guardrail, bridges, sidewalks, JEA water and sewer, and other incidental construction on SR 200 in Nassau County from West of Rubin Road to East of CR 107/Scott Road. Total length of project - 4.878 miles. Total bridge length - 0.041 miles.</p><p>Included complete reconstruction to a 6-lane roadway with new turning lanes and new bridge over Lofton Creek. 165,203 LF of temporary concrete barrier wall install & reset. 35,261 lf on new water and force mains with 27,446 lf of removal / abandonment (this work by sub), roadway demolition (85,000 tons of millings), 52,361 lf of pipe with 514 each drainage structures, 90,445 lf of concrete curb and traffic separators (this work by sub), 32,801 sy of sidewalks (this work by sub), 213,796 tons of limerock placed, 134, 799 tons of asphalt placed (this work by sub), 8 signalized intersections (this work by sub), new 3- span bridge over Lofton Creek, removal of 38,008 sy of existing concrete pavement, 7 stormwater management ponds, 258,410 cy of roadway excavation, 12,970 cy of subsoil excavation, and 259,742 cy of placed embankment.</p></div><div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Superior’s performance on the project to identify Superior with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Superior has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The project was finished within the allowable time. We worked diligently to avoid costs and time increase or to mitigate the effects of changed conditions. All of our requests for additional money or time were in good faith, accurate, timely, and well documented as requested. This can be seen as shown on the Contractor Performance Report provided by the owner in regards to the Contractor. The Contractor rating was 96 out of a maximum value of 98.</p> <p>The increase in Contract value was related to quantity modifications, unforeseen conditions, and added work. Examples include ... 1) Several change orders were related to Hurricane Impacts (State Declared Emergency Situations) that occurred over the course of the project. The change orders are related requests made by the Owner during these impacts. 2) An unforeseen condition included the delamination of the existing roadway. In order to maintain traffic during construction, the existing roadway had to be resurfaced in various locations. This was a request by the Owner. 3) An unforeseen condition included the removal of existing concrete pavement that was underneath the existing roadway. This concrete pavement was unknown to the Owner at the time of Bid and was directed by the Owner to be removed. 4) Several changes related to the installation of a new water and force main in order to accommodate field conditions and utility agency requests. 5) Changes related to utility conflicts that were not identified or able to be anticipated at the time of Bid. As noted above, these items, along with others, were all coordinated with the Owner to quickly arrive at a resolution. There was never a need to escalate for a ruling by the DRB, or further to legal resolution, on this Contract. The Contractor, Owner, and CEI had a great working relationship that allowed for resolution to occur at its lowest levels.</p>					
i. Quality Initiatives. Discuss Superior’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>The key to a successful project is communication between the Owner and the Contractor. On this project, there was a great working relationship between the Owner, the Owners rep (CEI), and the Contractor. Regular progress meetings were held bi-weekly (weekly if there was a need) to discuss the project. The status of time and money was discussed. A 3-week look ahead schedule was distributed. The monthly Contract CPM schedule was reviewed and discussed. Any upcoming needs, upcoming submittals, RFIs, etc. were discussed. Any issues that arose or are on-going were discussed and status updates provided. In addition to regular progress meeting, periodic DRB (Dispute Review Board) meetings are held. The DRB board are members that would assist in settling any disputes that may come between the Owner and Contractor. On this project, there was not a need for any DRB rulings on any issues. Any issues that were found, were able to be worked through directly between the Owner, the CEI, and the Contractor. As seen by the Contractor Performance Rating provided by the Owner, the scores in the categories of Pursuit of Work, Proper MOT & Impact to Traveling Public, Timely Submittals, Timely completion, Coordination, Mitigation of Cost & Time Overruns, Environmental Compliance, and Conformance with Contract were all near the Maximum Value Achievable. The Contractor received a 96 Rated Value out of a Maximum Value of 98.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Superior shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Name of Lead Designer – WSP USA Inc.]

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify WSP USA Inc.’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 WSP USA Inc. (in thousands)
Name: Replace Bridge 401 on SR 1236 over Little East Fork Pigeon River Delivery Method: DBB Location: Haywood County, NC	Name: WSP USA Inc. (Lead Designer) 434 Fayetteville Street Raleigh, NC 27601	Name of Owner: NCDOT Division 14 Project Manager: Zach Shuler, PE Phone: (828) 488-0902 Email: ztshuler@ncdot.gov	12/2021 (Design Completion) 10/2023 (Construction Completion – estimated)	\$1,033	\$140,000
g. Narrative describing the work performed by WSP USA Inc.					
<div><div><p>WSP was lead designer to NCDOT Division 14 for this rural, two lane bridge replacement project over Little East Fork Pigeon River. WSP provided roadway design, hydraulic design, and structure design services in addition to preparing maintenance of traffic plans, erosion control plans and the environmental permit drawings. Subconsultants were utilized for bridge foundation recommendations, utility coordination and right of way services. The existing load restricted timber bridge was replaced with a new single span structure with a span length of 57 feet. The new superstructure is 21” concrete cored slab units with transverse post-tensioning and an asphalt wearing surface topping. Substructure is two reinforced concrete abutments on footings supported by steel H piles. The proposed bridge was constructed in stages with traffic remaining on the existing bridge during stage 1 construction. Transportation management plan included provided access to driveway for nearby private residence. WSP prepared design, plans and special provisions along with developing the pay item list and estimating probable construction cost.</p><p>Relevance to Bridge Package 20: Bridge Replacement of similar size; design management, roadway design, hydraulic design, structure design, cored slab superstructure, transportation management plans, existing driveway access, erosion control plans, utility coordination and right of way; key person Thomas Malvia Harris, PE, SE, PMP as lead design engineer and structures lead.</p></div><div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of WSP USA Inc.’s performance on the project to identify WSP USA Inc. with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that WSP USA Inc. has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The team optimized design by establishing a proposed profile which closely matched existing grade while providing the structure depth and minimum low chord elevation required. Cored slab superstructure was placed on a constant 2% transverse slope to minimize the asphalt wearing surface thickness and to facilitate tie-in of SR 1236 to SR 1129 at the intersection approximately 60 feet east of the end bent. Coordinated with nearby property owners regarding maintenance of driveway access during construction.					
i. Quality Initiatives. Discuss WSP USA Inc.’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.					
WSP’s quality initiatives included technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews to ensure NCDOT project design criteria requirements were met and that all WSP quality procedures were followed. WSP utilized tracking spreadsheets to monitor design costs on a weekly basis. Deliverable progress was recorded, and updates provided to the Owner as part of the monthly coordination process.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, WSP USA Inc. shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Name of Lead Designer – WSP USA Inc.]

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify WSP USA Inc.’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 WSP USA Inc. (in thousands)
Name: Replace Bridge 590 on SR 1729 over Somey Creek Delivery Method: DBB Location: Rutherford County, NC	Name: WSP USA Inc. (Lead Designer) 434 Fayetteville Street Raleigh, NC 27601	Name of Owner: NCDOT Division 13 Project Manager: Joel Davis, Engineering Specialist I Phone: (828) 250-3360 Email: jmdavis@ncdot.gov	12/2021 (Design Completion) 11/2023 (Construction Completion – estimated)	\$1,242	\$150,000
g. Narrative describing the work performed by WSP USA Inc.					
<div><div><p>WSP was lead designer to NCDOT Division 13 for this rural, two lane bridge replacement project over Somey Creek. WSP provided roadway design, hydraulic design, and structure design services in addition to preparing maintenance of traffic plans, erosion control plans and the environmental permit application (including impact drawings). Subconsultants were utilized for utility coordination and right of way services with NCDOT providing the bridge foundation recommendations. The existing bridge was replaced with a new single span structure with a span length of 102 feet. Superstructure is 39” concrete box beam units with transverse post-tensioning and asphalt wearing surface. Bridge skew angle is 120 degrees and substructure is reinforced concrete abutments on concrete spread footings. Traffic was maintained by stage constructing the new bridge. WSP prepared design, plans and special provisions along with developing the pay item list and estimating probable construction cost.</p><p>Relevance to Bridge Package 20: Bridge Replacement of similar size; box beam superstructure, roadway design, hydraulic design, structure design, traffic control plans, erosion control plans, maintain driveway access, staged construction, superelevation on the bridge services; key person Thomas Malvia Harris, PE, SE, PMP as lead structural engineer.</p></div><div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of WSP USA Inc.’s performance on the project to identify WSP USA Inc. with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that WSP USA Inc. has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The team optimized design by establishing placing the alignment for the proposed roadway in a tangent and keeping the horizontal curves (one at each end of the bridge) off the proposed bridge. A constant 3% superelevation was used in the approach curves and on the bridge. A retaining wall was utilized at the southeast corner of the bridge to keep the toe of slope out of the jurisdictional stream, maintain minimum top of bank setback and establish a bridge length which allowed for use of a single span box beam structure.					
i. Quality Initiatives. Discuss WSP USA Inc.’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.					
WSP’s quality initiatives included technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews to ensure design criteria requirements are met and that all WSP quality procedures are followed. WSP utilized tracking spreadsheets to monitor design costs on a weekly basis. Deliverable progress was recorded and updates provided to the Owner on a monthly basis.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, WSP USA Inc. shall provide a detailed explanation below.					
N/A					



APPENDIX C

WORK HISTORY AND
QUALITY FORM -
CONTRACTOR/DESIGNER

Appendix C:
Not Applicable



APPENDIX D

LEGAL AND FINANCIAL

SUPERIOR

July 24, 2023

Carmen Wright
South Carolina Department of Transportation
955 Park Street
Columbia, SC 29201

Re: Design-Build Project, Bridge Package 20, Chesterfield, Fairfield, Lancaster, and York Counties,
South Carolina

Dear Ms. Wright:

I, Kevin McGlinchey, in my capacity as President of Superior Construction Company Southeast, LLC (the "Company"), and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued July 6, 2023, by the South Carolina Department of Transportation for the Design-Build Project, Bridge Package 20 ("the Project") in Chesterfield, Fairfield, Lancaster, and York Counties.

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


Respectfully Submitted,



Kevin McGlinchey
President

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

Sworn to and subscribed before me this 24th day of July, 2023, by Kevin McGlinchey
(name of person signing affidavit)



Catherine Gearing
Notary Public

July 21, 2026
Commission Expires

Personally Known X Or Produced Identification _____



July 11, 2023

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

RE: Superior Construction Company Southeast, LLC
Project: Bridge Package 20 - Contract ID# 5462320

To Whom It May Concern:

Superior Construction Company Southeast, LLC is a highly regarded and valued client of American Global and Continental Casualty Company ("the CNA Companies"). Superior Construction Company Southeast, LLC is capable of providing Bid, Performance and Payment bonds in excess of \$400,000,000 for any single contract and in excess of \$1,250,000,000 in the aggregate. Continental Casualty Company is rated by AM Best as A, Class XV and is licensed to do business in all 50 States.

The CNA companies anticipate no difficulty in providing final bonds on behalf of Superior Construction Company Southeast, LLC. Naturally, we would expect that the execution of any final bonds would be subject to our normal underwriting review of the final contract terms and conditions by our client and ourselves.

This letter does not constitute an assumption of liability, and we assume no liability to you or to any third parties by the issuance of this letter. If we can provide any further assurances or assistance, please do not hesitate to call upon us.

Sincerely,
Continental Casualty Company

A handwritten signature in blue ink, appearing to read "W. Griffin".

William G. Griffin
Attorney-in-Fact

American Global, LLC
900 South Pine Island Road, Suite 210
Plantation, FL 33324
(305) 351-9153



APPENDIX E

ORGANIZATIONAL CONFLICT

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

Attach additional sheets as necessary.

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

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



 Signature

7/27/23

 Date

Kevin McGlinchey

 Print Name

Superior Construction Company Southeast, LLC

 Company

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

 Name

 Phone

 Company

APPENDIX F

CONFIDENTIAL OR
PROPRIETARY
INFORMATION
SUMMARY LIST

Appendix F:
Not Applicable

APPENDIX G

ADDENDUM RECEIPT FORM(S)



NOTICE TO PROPOSERS

Bridge Package 20

Design-Build – Contract ID 5462320

Chesterfield, Fairfield, Lancaster, and York Counties

Addendum 1

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

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

Confirmation Statement:

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


 PROPOSER's Signature

7/27/23
 Date

Kevin McGlinchey
 Printed Name

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



Post Office Box 191
 Columbia, South Carolina 29202-0191

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

AN EQUAL OPPORTUNITY
 AFFIRMATIVE ACTION EMPLOYER

APPENDIX H

KEY INDIVIDUAL AND CONTRACTOR/ DESIGNER REFERENCE FORM(S)



APPENDIX H - KEY INDIVIDUAL REFERENCES FORM

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
BurnsJM@scdot.org	John	Burns	Timothy Brian Marsh, DBIA	US 1 Over I-20 Interchange Improvements Design-Build	Project Manager	SUPERIOR
buckmr@scdot.org	Michael	Buck	Timothy Brian Marsh, DBIA	Bridge Replacement US 1 Over CSX Richland County	Project Manager	SUPERIOR
lbshaver@ncdot.gov	Larry	Shaver	Timothy Brian Marsh, DBIA	Business I-40 Design-Build (Forsyth County, NC)	Construction Manager	SUPERIOR
jscott1@ncdot.gov	Jordan	Scott	Timothy Brian Marsh, DBIA	I-40 Design-Build (Davie/Forsyth County, NC)	Project Manager	SUPERIOR
kseitz@ncdot.gov	Kelly	Seitz	Timothy Brian Marsh, DBIA	I-85 Design Build, MM77-MM82 (Rowan County, NC)	Project Manager	SUPERIOR
awelch@dot.ga.gov	Albert	Welch	George Adam Steele, III	I-20 Savannah River Bridge Replacements and Roadway Widening Project	Assistant Project Manager	SUPERIOR
ataylor@augustaga.gov	Anthony	Taylor	George Adam Steele, III	5th Street Bridge Rehabilitation Project	Assistant Project Manager	SUPERIOR
BurnsJM@scdot.org	John	Burns	George Adam Steele, III	I-20 Widening Lexington County, SC	Field Engineer	SUPERIOR
bhjones@ncdot.gov	Brandon	Jones	George Adam Steele, III	I-85 Rehab and Widening in Vance/Warren Counties	Project Engineer	SUPERIOR
bdcanipe@ncdot.gov	Brett	Canipe	George Adam Steele, III	I-77 HOT Lanes	Associate Project Manager	SUPERIOR
ztshuler@ncdot.gov	Zach	Shuler	Thomas Malvia Harris, PE, SE, PMP	Replace Bridge 401 on SR 1236 over Little East Fork Pigeon River (Haywood County, NC)	Lead Design Engineer	WSP
jmdavis@ncdot.gov	Joel	Davis	Thomas Malvia Harris, PE, SE, PMP	Replace Bridge 590 on SR 1729 over Somey Creek (Rutherford County, NC)	Lead Design Engineer	WSP
tmcfadden@ncdot.gov	Tim	McFadden	Thomas Malvia Harris, PE, SE, PMP	Express Design-Build, Division 14 Year 3 Contract B (Haywood and Jackson Counties, NC)	Lead Design Engineer	WSP
tmcfadden@ncdot.gov	Tim	McFadden	Thomas Malvia Harris, PE, SE, PMP	I-485 Charlotte Outer Loop Design-Build (R-2248E) (Mecklenburg County, NC)	Lead Design Engineer	WSP
tmcfadden@ncdot.gov	Tim	McFadden	Thomas Malvia Harris, PE, SE, PMP	I-26 and NC 146 Interchange Improvements Design-Build (R-2813B) (Buncombe County, NC)	Lead Design Engineer	WSP
braggjk@scdot.org	Jared	Bragg	Kenneth Lynn Morgan	US 321 over Big Allison Creek (York County, SC)	Superintendent	SUPERIOR
Nicole.Bartlett@charlottenc.gov	Nicole	Bartlett	Kenneth Lynn Morgan	Charlotte Water Stowe Bridge Project (Charlotte, NC)	Superintendent	SUPERIOR
tmcfadden@ncdot.gov	Tim	McFadden	Kenneth Lynn Morgan	Washington Bypass (Washington, NC)	Assistant Superintendent	SUPERIOR
rwoods@ncdot.gov	Ronald	Woods	Kenneth Lynn Morgan	Hwy NC 175 Bridge over Lake Chatuge (Hayesville, NC)	Superintendent	SUPERIOR



APPENDIX H - WORK HISTORY REFERENCES					
Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1 (Not shown on Work History form)					
kerrie.harrell@dot.state.fl.us	Kerrie	Harrell	Florida Department of Transportation	Brooks Bridge Replacement Design-Build	SUPERIOR & WSP
richard.moss@dot.state.fl.us	Richard	Moss	Florida Department of Transportation	Phased Progressive Westshore Design-Build	SUPERIOR & WSP
scott.lent@dot.state.fl.us	Scott	Lent	Florida Department of Transportation	I-95 & I-295 Interchange Reconstruction Design-Bid-Build	SUPERIOR & WSP