



MAY 13, 2020

STATEMENT OF QUALIFICATIONS FOR  
PROJECT ID P039718

## Carolina Crossroads Phase 1 - Colonial Life Blvd. Design-Build Project





# SOQ NARRATIVE



### 3.2.1 CONTRACTING ENTITY



**JOINT VENTURE**



Pete Kelley, Superior



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JV Corporate Office:  
7072 Business Park Boulevard N.  
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### 3.2.2 POINTS OF CONTACT



Brantlee Milner, Superior



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Jennifer Devore Farino, PE, RS&H



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200, Charlotte, NC, 28203



(704) 940-4727



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## 3.2 Introduction

### 3.2.3 LEGAL NAMES OF LEAD CONTRACTOR & LEAD DESIGNER

Superior Construction Company Southeast, LLC (SUPERIOR) and Sloan Construction, a Division of Reeves Construction Company (SLOAN) have formed a Joint Venture, the SUPERIOR-SLOAN Joint Venture (SSJV), and are the lead contractors on the Carolina Crossroads (CCR) Phase 1 Design-Build (DB) project. RS&H, Inc. (RS&H) is the lead designer.

### 3.2.4 COMMITMENT OF KEY PERSONNEL

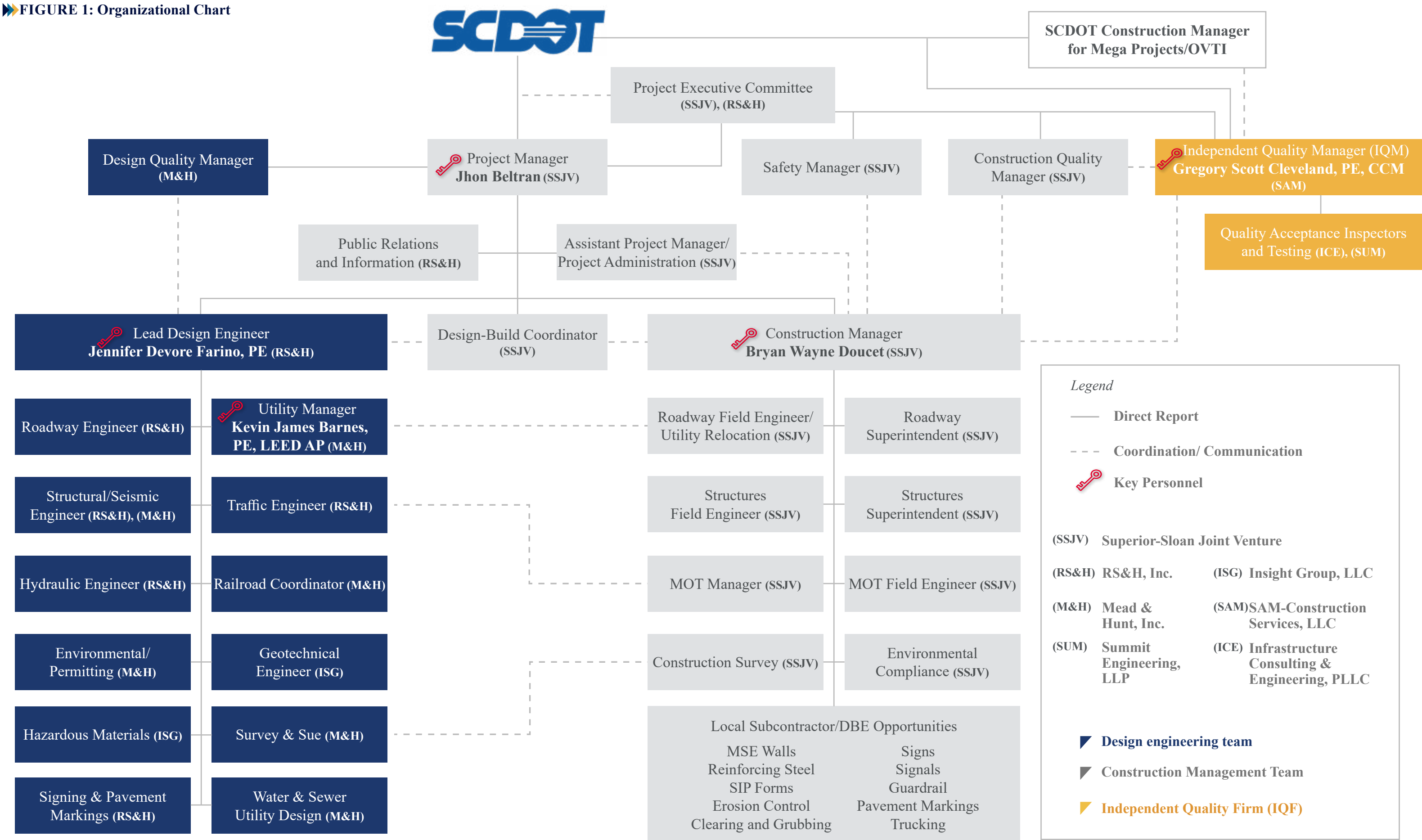
All key personnel identified will be committed to the project per requirements of the RFQ and to meeting SCDOT's quality and schedule expectations. SSJV confirms availability of key staff for the duration of the project. No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity, nor are any such actions pending against them within the past five years.

## 3.3 Team Structure & Project Execution

### 3.3.1 ORGANIZATIONAL CHART, TEAM STRUCTURE, & TEAM INTEGRATION

The CCR Phase 1 project will be led by the SSJV, which includes RS&H as lead designer and Mead & Hunt (M&H) as a major design partner. Our team will leverage its extensive experience delivering complex interstate/interchange, bridge, roadway, and asphalt projects to develop innovative solutions, address critical issues, and deliver a successful project. Our team structure includes interconnected lines of communication to facilitate effective coordination, which is key to achieving the cohesive approach that aligns with the project goals. Our organizational chart ( **Figure 1**) demonstrates clearly defined roles, functional relationships, communication lines, and reporting structure that will be implemented for CCR Phase 1.

**FIGURE 1: Organizational Chart**














►► **Table 1** below details the functional reporting, responsibilities, and qualifications of key individuals to illustrate how SSJV will function as a team on the CCR Phase 1 project. Member firms of the SSJV team were carefully assembled to provide SCDOT a deep, strong DB team with local connections capable of navigating the complexities of CCR Phase 1 with confidence. SLOAN and M&H have local offices in Columbia and Lexington, respectively, to provide immediate resources and co-location opportunities within minutes of the project area. RS&H and M&H have 132 combined design professionals in South Carolina and more than 280 throughout the Carolinas. Lead Design Engineer (LDE) Jennifer Farino, PE, is intimately familiar with the area from her days living in Columbia while attending the University of South Carolina and commuting daily through the interchange. SUPERIOR, SLOAN, RS&H, and M&H can all leverage support from offices throughout the southeast to meet schedule demand if needed.

►► **TABLE 1: Functional Reporting, Responsibilities, and Qualifications of Key Individuals**

Name/Position/Firm	Reporting To	Responsibilities	Key Qualifications
Jhon Beltran, SSJV Project Manager	SCDOT Project Manager	<ul style="list-style-type: none"> <li>Partnering with SCDOT and available at SCDOT request</li> <li>Single point of contact, SSJV decision-making authority to manage design and safely deliver quality construction</li> <li>Maintaining RFP and contract conformance</li> <li>Leading weekly status meetings</li> </ul>	<ul style="list-style-type: none"> <li>20+ years of DB and P3 project management experience</li> <li>Project Manager for \$3.3B+ in DB and P3 projects</li> <li>Numerous complex interstate reconstruction projects</li> <li>Successful history delivering cost savings and ATCs</li> </ul>
Jennifer Devore Farino, PE, RS&H Lead Design Engineer	Jhon Beltran Project Manager	<ul style="list-style-type: none"> <li>Overseeing all aspects of design</li> <li>Attending all routine project meetings in-person</li> <li>Coordinating design disciplines and firms</li> <li>Being primarily dedicated to project design</li> </ul>	<ul style="list-style-type: none"> <li>20 years of progressive design management experience</li> <li>Complex interchange DB experience</li> <li>15 years serving as lead design engineer and EOR for multi-discipline, complex transportation projects</li> </ul>
Kevin James Barnes, PE, M&H Utility Manager	Jennifer Devore Farino, PE Lead Design Engineer	<ul style="list-style-type: none"> <li>Serving as primary interface with UAOs</li> <li>Developing and maintaining utility relocation matrix</li> <li>Leading routine coordination meetings with UAOs</li> <li>Coordinating utility relocation and construction schedules</li> <li>Coordinating in-contract utility relocation design</li> </ul>	<ul style="list-style-type: none"> <li>27 years of experience, including utility relocation/coordination</li> <li>Significant experience with SCDOT, local municipalities, and utility owners in SC</li> <li>Supported SCDOT in development of utility relocation policies and training</li> </ul>
Bryan Wayne Doucet, SSJV Construction Manager	Jhon Beltran Project Manager	<ul style="list-style-type: none"> <li>Overseeing all aspects of construction</li> <li>Maintaining conformance with SCDOT specifications, provisions, and standard drawings</li> <li>Coordinating subcontractors</li> <li>Managing construction team</li> </ul>	<ul style="list-style-type: none"> <li>42 years of heavy civil construction experience</li> <li>Serving in same role for I-20 Savannah River Bridge replacement DB project (GDOT w/ SCDOT oversight)</li> <li>Construction Manager for \$3.36B in complex interstate and bridge DB and P3 projects</li> </ul>
Gregory Scott Cleveland, PE, CCM, SAM Independent Quality Manager (IQM)	SCDOT Project Manager and SSJV Project Executive Committee (Jointly)	<ul style="list-style-type: none"> <li>Verifying contract compliance for workmanship and materials</li> <li>Carrying out the IQF and CE&amp;I responsibilities of the QAP</li> <li>Coordinating with the OVTI for quality acceptance activities</li> <li>Being solely dedicated to project quality acceptance</li> <li>Available for weekly meetings and at SCDOT's request</li> <li>Licensed PE in South Carolina, 25 years of experience</li> </ul>	<ul style="list-style-type: none"> <li>Nationally recognized as Quality Acceptance and OVTI expert</li> <li>Co-authored TxDOT's LGPP, Quality Assurance Program, and Pavement Design Manuals</li> <li>Diverse project management experience on both traditional and DB projects ranging from rural to \$1B urban facilities</li> </ul>

►► **Table 2** illustrates our team's experience working together, including firms and key individuals who worked on the same team.

►► **TABLE 2: Experience Working Together**

Project	Reference	Same Team	SSJV Member	RS&H	M&H	J. Beltran	J. Farino	B. Doucet
 I-295 Express DB, FDOT, \$140M, Superior (major contractor), RS&H (lead designer), 2015-Ongoing	Ryan Ausmus, PE, 386-961-7443, ryan.ausmus@dot.state.fl.us	■	■	■				
 I-20 Over Savannah River Bridge Replacement DB, GDOT, \$71.9M, Superior (lead contractor), Sloan (major subcontractor), 2018-Ongoing	Albert "Butch" Welch, PE, 404-772-6969, awelch@dot.ga.gov	■	■					■
 Mathews Bridge Emergency Repairs, FDOT, \$1.7M, Superior (lead contractor), RS&H (lead designer), 2013	Melissa Morgan, 386-961-7060, melissa.morgan@dot.state.fl.us	■	■	■				
 Wekiva Parkway Section 6 DB, FDOT, \$232M, Superior (lead contractor), RS&H (lead CEI), 2017-Ongoing	Paul Wabi, 407-670-2341, paul.wabi@dot.state.fl.us		■	■		■		
 First Coast Expressway, FDOT, \$180M, Superior (lead contractor), RS&H (owner's consultant), 2019-Ongoing	Amy Williams, PE, 386-961-7359, amy.williams@dot.state.fl.us		■	■				
 Terminal Access Roadway Improvements at BNA Progressive DB, MNAA, \$125M, Superior (lead contractor), RS&H (lead designer), 2020-Ongoing	Brian Anderson, 615-275-4438, brian.anderson@flynashville.com	■	■	■				
 On-Call Contract for CEI Services, SCDOT, \$2.5M RS&H (prime consultant), M&H (subconsultant), 2017-2020	Nick Waites, PE, 803-737-1715, waitesnt@scdot.org	■		■	■			
 U-5731 US 74 at US 17/74/431 Final Design, NCDOT, \$33.3M, RS&H (prime consultant), M&H (subconsultant), 2017-2020	Brian Harding, PE, 910-341-2000, bjharding@ncdot.gov	■		■	■		■	
 I-6065 I-77 PPSU, NCDOT, \$41.5M, RS&H (prime consultant), Mead & Hunt (subconsultant), 2020-Ongoing	Sean Epperson, PE, 704-983-4415, smepperson@ncdot.gov	■		■	■		■	

### 3.3.2 CRITICAL RISKS

Project research, project information meeting attendance, and inherent knowledge of the project area have shaped our team's approach to successful project completion. SSJV has developed a strategy to quantify and mitigate each of the risks identified in section 3.3.2 of the RFQ.



Our team's plan to deal with each risk, and the expected role of SCDOT and other agencies, is included in [Table 3](#) below.

**TABLE 3: Critical Risks**

Potential Issues	SSJV Mitigation/Elimination Strategy	Role of SCDOT and Other Stakeholders
Utility Relocations	Unknown utilities or inaccurate locations can lead to conflicts discovered late in design or during construction	<ul style="list-style-type: none"> <li>SCDOT to provide SUE and UC coordination performed to date</li> <li>SCDOT to evaluate Alternative Technical Concepts (ATCs) for avoidance and minimization of utility conflicts</li> <li>CSX right of entry coordination for any SUE, Survey, or geotechnical work performed on railroad right-of-way (ROW)</li> </ul>
	Lack of response from utility companies, leading to schedule delays	<ul style="list-style-type: none"> <li>SCDOT to participate in utility coordination meetings</li> <li>SCDOT to periodically review UCM and provide acceptance of proposed resolutions</li> <li>SCDOT to aid in contacting non-responsive utilities if relocations impact critical path activities and appropriate DB team coordination has occurred</li> </ul>
	Damage to utility installations and construction delays	<ul style="list-style-type: none"> <li>SCDOT encroachment permit coordination for relocations within SCDOT ROW</li> <li>Design and permit approval from City of Columbia/City of West Columbia for in-contract wet utility relocations</li> <li>Coordination with DHEC/USACE may be required based on the extent of relocations</li> <li>CSX coordination for separate utility agreements will be required for relocations within railroad ROW</li> </ul>
Skilled Labor Availability	Labor shortage throughout the industry has affected available skilled labor resources; untapped group of unemployed people in South Carolina with no clear track for recruitment and training into skilled labor workforce	<ul style="list-style-type: none"> <li>SCDOT, specifically Director of Public Relations Wendy Nicholas and Minority and Small Business Affairs leader Greg Davis, to partner with SSJV to promote construction career opportunities for individuals and minority and small businesses</li> </ul>
Rock Hardness	Weathered, fragmented rock threatens hole integrity during drilled pile/shaft installation; Extremely hard rock lenses leading to potential schedule delays	<ul style="list-style-type: none"> <li>SCDOT to provide baseline data regarding rock quality in project area</li> <li>Partner with SSJV to share issues with rock hardness on adjacent projects in the area</li> </ul>

### 3.3.3 PROJECT RESOURCES, STRATEGIES, & EXECUTION

#### Capacity, Available Resources, & Strategy for Implementation

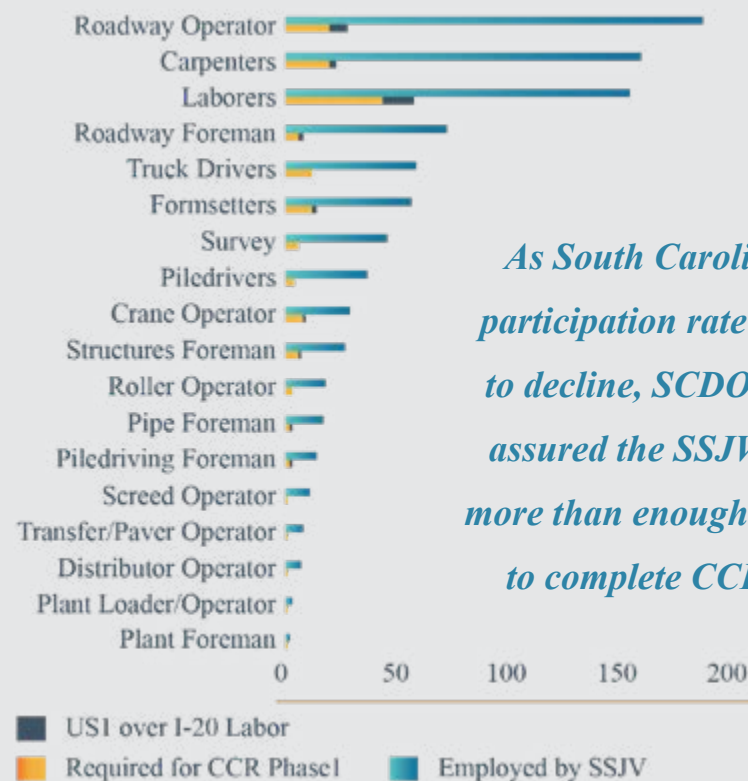
The SSJV has 1,450 staff and a history of successfully completing more than 37 DB projects during the past 18 years totaling more than \$1.2 billion in project value. Specializing in limited access major urban interstate interchange and geometrically complex bridge projects in riverine environments while maintaining traffic, SSJV will effectively control and maintain the project schedule by self-performing more than 65 percent of the work, including most major items. ►► **Table 4** illustrates the scopes of work that will be self-performed by SSJV, including all major roadway, asphalt paving, and bridge construction, as well as work to be performed by our design team members. SUPERIOR is the lead design-builder on the I-20 Bridge Reconstruction project over the Savannah River – a project administered by GDOT in partnership with SCDOT. Just one hour from CCR Phase 1, the I-20 project is expected to be complete in March 2022 allowing our team to shift resources to CCR Phase 1. Our team understands the challenges to attract, develop, and retain a skilled labor workforce in South Carolina. Shown in ►► **Figure 2**, our team understands the number and type of skilled labor resources required to complete CCR Phase 1 and has sufficient available resources to do so.

RS&H and M&H will leverage experienced designers located in Lexington, Charleston, Charlotte, and Raleigh. Our design team has reviewed available project information and participated in countless meetings with project

►► **TABLE 4: Scope of Work Description**

Firm and Scope of Work Description
SSJV (A fully integrated JV): MOT, drainage, excavation/embankment, grading, pile driving, structural concrete, asphalt paving, and bridge construction
RS&H: Design management, roadway design, hydraulics design, bridge design, traffic management plan, signalization/ITS, signing and pavement markings
M&H: Utility and railroad coordination, wet utility design, bridge design, environmental and permitting, survey and SUE, and Design Quality Control.
Insight Group: Geotechnical investigation and engineering, HAZMAT services
SAM: Construction Engineering & Inspection (CE&I) and IQF
ICE and Summit: SCDOT-certified inspectors and testing laboratories
Property Acquisitions & Negotiations: Support ROW acquisition (if required)

►► **FIGURE 2: Skilled Labor Resources**



*As South Carolina's labor participation rate continues to decline, SCDOT can rest assured the SSJV team has more than enough resources to complete CCR Phase 1.*



stakeholders to develop an in-depth understanding of the project challenges and SCDOT's goals. M&H will perform quality control reviews of all plan submittals prior to submittal to SCDOT. M&H's staff in Lexington, including Tony Steffee and Dan Moses, has an excellent understanding of SCDOT's design and plans production process and will verify that SCDOT's standards, specifications, and preferences are incorporated correctly the first time.

### ***Innovative Approaches, Unique Outreach, & Marketing Concepts for Disadvantaged Business Enterprise (DBE) Participation***

SSJV intends to utilize local and DBE subcontractors in the work areas indicated on the organizational chart. SSJV promotes the development of small businesses through SUPERIOR's mentor/mentee program, which is designed to assist small businesses in overcoming barriers that inhibit success. We pair emerging DBE firms with similar, experienced, and successful firms. The goal is for mentors to provide business advice, assistance, and training to enhance the capability to grow their business.

*SUPERIOR has received the FDOT/FTBA DBE Utilization Achievement Award for 11 years running, demonstrating our commitment to DBEs.*

### ***Environmental Coordination, Utilities, Public Relations & Permitting***

SSJV developed a thoughtful approach to environmental coordination, utilities, public relations, and permitting, as shown in **Table 5**.

**TABLE 5: Approach to Environmental Coordination, Utilities, Public Relations and Permitting**

Scope of Work	SSJV Strategies and Approach
Environmental Coordination	<ul style="list-style-type: none"> <li>Minimize impacts to Three Rivers Greenway and Saluda Riverwalk Extension</li> <li>Avoid Saluda Canal (NCHRP-eligible cultural resource) with 25-foot buffer identified on construction plans</li> <li>Perform vibration monitoring within Saluda Canal 25-foot buffer</li> <li>Continue Federal Energy Regulatory Commission (FERC) coordination</li> <li>Uphold environmental commitments per Final Environmental Impact Statement (FEIS)</li> <li>Achieve FEMA floodplain "No-Rise" requirements at each cross-drainage feature</li> <li>Engage USACE and SCDHEC early and effectively regarding best management practices</li> <li>Comprehensive Environmental Management Plan (EMP) enhances SSJV's ability to advance construction by obtaining all required permits as early as possible</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>Utility Manager Kevin Barnes, PE, has established relationships and open lines of communication with nearly all utility owners in the greater Columbia area</li> <li>Early coordination with each utility owner to understand constraints, constructability concerns, relocation requirements, schedule, and ROW needs</li> <li>Routine utility owner engagement and organized documentation practices to proactively anticipate and mitigate schedule impacts</li> <li>Prepare utility conflict sheets for early conflict identification to avoid or minimize conflicts where possible by design</li> <li>Develop ATCs that avoid or minimize utility relocations</li> </ul>
Public Relations	<ul style="list-style-type: none"> <li>Close coordination with SCDOT to maintain a positive public image and messaging for CCR Phase 1</li> <li>SSJV's public relations team will develop recommendations for engagement activities and messaging strategies to keep all stakeholders and motorists informed</li> </ul>

►►TABLE 5: Approach to Environmental Coordination, Utilities, Public Relations and Permitting

Scope of Work	SSJV Strategies and Approach
Permitting	<ul style="list-style-type: none"> <li>Perform extensive review of all authorizations and permitting documents before finalizing design to verify impact limits</li> <li>Obtain USACE Section 404/401 permit modification and SCDHEC erosion control/stormwater/BMPs permits</li> <li>We understand no permits will be required from USCG, SHPO, or USFWS.</li> </ul>

*Communication, Issue Resolution & Project Execution for Right-of-Way Acquisition, OVTI Process, In-Contract Third Party Utility Relocation, & USACE Permit Modifications*

SSJV will partner with SCDOT to communicate and facilitate issue resolution throughout project execution relative to SCDOT's ROW acquisition strategy, OVTI process, in-contract third party utility relocation, and USACE permit modifications as shown in ►►Table 6.

►►TABLE 6: Approach to Communication, Issue Resolution and Project Execution Relative to ROW Acquisition, OVTI, In-Contract Third-Party Utility Relocation, and USACE Permit Modifications

Scope of Work	Communication	Issue Resolution	Project Execution
SCDOT ROW Acquisition Plan	<ul style="list-style-type: none"> <li>SCDOT acquiring ROW for RFP Concept</li> <li>Green parcels cleared prior to final RFP</li> <li>Yellow parcels cleared by final RFP addendum</li> <li>Red parcels cleared by the bid date</li> </ul>	<ul style="list-style-type: none"> <li>Identify available work areas around acquired parcels (green and yellow)</li> <li>Develop MOT plans that shift critical path work activities away from red parcels with extended acquisition durations</li> </ul>	<ul style="list-style-type: none"> <li>Property Acquisitions &amp; Negotiations, Inc. (PAN) available to provide additional assistance to SCDOT for difficult acquisitions</li> <li>PAN will provide acquisition services for any additional ROW needs</li> </ul>
Owner Verification Testing and Inspection (OVTI) Process Coordination and Execution	<ul style="list-style-type: none"> <li>First use of OVTI and IQF together on DB project for SCDOT</li> <li>OVTI with IQF increases quality control/assurance personnel, emphasizing necessity for good working relationships</li> </ul>	<ul style="list-style-type: none"> <li>IQM Gregory Cleveland's experience reinforces the strength of our Quality Acceptance Program</li> <li>Fully integrated IQF and OVTI teams improve decision-making and promote issue resolution at the lowest level possible</li> </ul>	<ul style="list-style-type: none"> <li>Utilize SCDOT experienced IQF inspectors and managers to verify decisions comply with the plans and specifications</li> <li>Adequately staffed IQF roles for appropriate jobsite coverage</li> </ul>
In-contract Third Party Utility Relocations	<ul style="list-style-type: none"> <li>Spectrum, Segra, and Quanta, likely to be in-contract utility relocations</li> <li>City pump station along the northern side of I-126 may require relocation</li> <li>Numerous municipal water and sewer line relocations</li> </ul>	<ul style="list-style-type: none"> <li>Utility Manager Kevin Barnes will utilize the same approach with these UAOs as previously described in Table 5</li> <li>Avoid relocation of pump station if feasible</li> </ul>	<ul style="list-style-type: none"> <li>M&amp;H's local relationships with City of Columbia and City of West Columbia improve open communication and provide schedule certainty for water and sewer relocations</li> </ul>
USACE Permit Modifications	<ul style="list-style-type: none"> <li>M&amp;H's local staff has extensive experience with SCDOT environmental compliance inspections and permitting and maintains outstanding relationships with the regulatory agencies</li> <li>Anticipate six months for USACE to process permit modifications</li> </ul>	<ul style="list-style-type: none"> <li>Attempt to avoid impacts to jurisdictional waters</li> <li>If avoidance is not feasible, prepare the Clean Water Act permit modifications necessary for construction</li> <li>Avoid using the Black River Mitigation Bank for credit purchase with this project</li> </ul>	<ul style="list-style-type: none"> <li>Phase 1 USACE Section 404/401 permit modification package based on SCDOT's conditional permit for entire Carolina Crossroads project</li> <li>Mitigation for unavoidable wetland and stream impacts via permittee-responsible mitigation site or another USACE-approved mitigation bank</li> </ul>



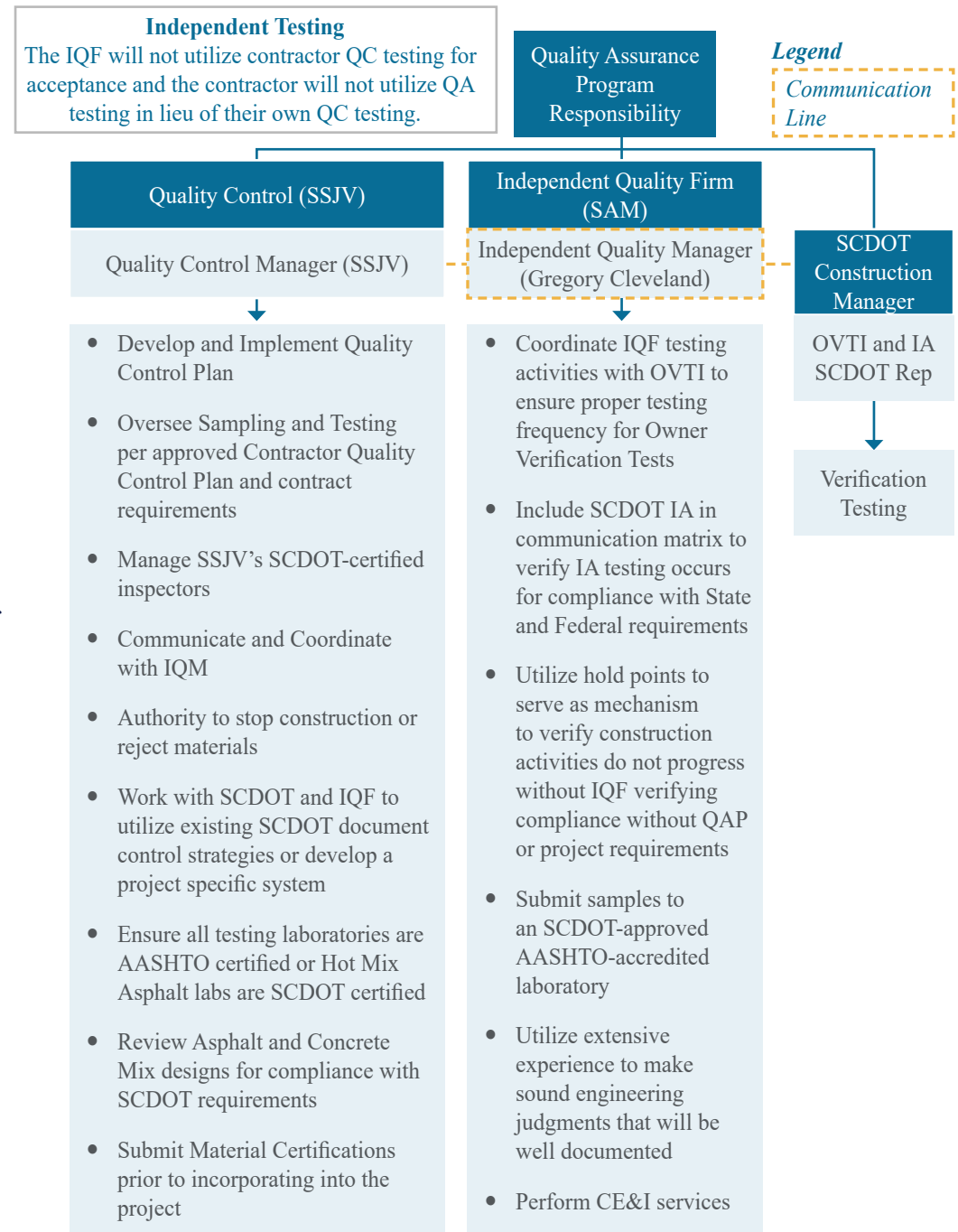
### 3.3.4 QUALITY ASSURANCE PROGRAM

The SSJV has teamed with SAM to leverage the 25 years of diverse project management experience of Gregory Cleveland, PE, CCM, and coordinate the three components of the Quality Assurance Program (QAP). Gregory will be supplemented by the local SCDOT-certified inspectors and testing laboratories of ICE and Summit. As indicated in SCDOT's QAP, CE&I is the responsibility of the IQF, and Quality Acceptance (QA) is the joint responsibility of the IQF and the OVTI Team. Quality Control is separate from CE&I, and QA and is the responsibility of the contractor. As the IQM, Mr. Cleveland will be the primary connection between the SSJV, OVTI, and SCDOT.

►► **Figure 3** demonstrates our team's knowledge and understanding of the SCDOT QAP.

The final IQF staffing plan will be dependent on the final design and construction schedule (day/night/24-hour). Staffing levels will vary depending on concurrent activities and stage of construction. As the project progresses, IQF staff will be managed to verify each activity is properly staffed with certified personnel and all IQF duties are performed in accordance with the approved Construction Quality Management Plan. ►► **Figure 4** on page 10 outlines the IQF organizational structure and anticipated staffing levels for SCDOT-certified testing and inspection.

►► **FIGURE 3: QAP Coordination**



## 3.4 Experience of Key Individuals

Appendix A includes resumes for our Key Individuals. All team members currently hold the required licenses to perform work on the project under state and local laws. SSJV key individuals are committed to fulfilling their roles for the project duration.

## 3.5 Past Performance of Team

### 3.5.1 EXPERIENCE OF PROPOSER'S TEAM

Appendix B includes required Work History and Quality Forms.

### 3.5.2 QUALITY OF PAST PERFORMANCE

Neither SUPERIOR nor SLOAN have been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity, and no such actions are pending against SUPERIOR or SLOAN. Sections H and I of the Work History and Quality Form

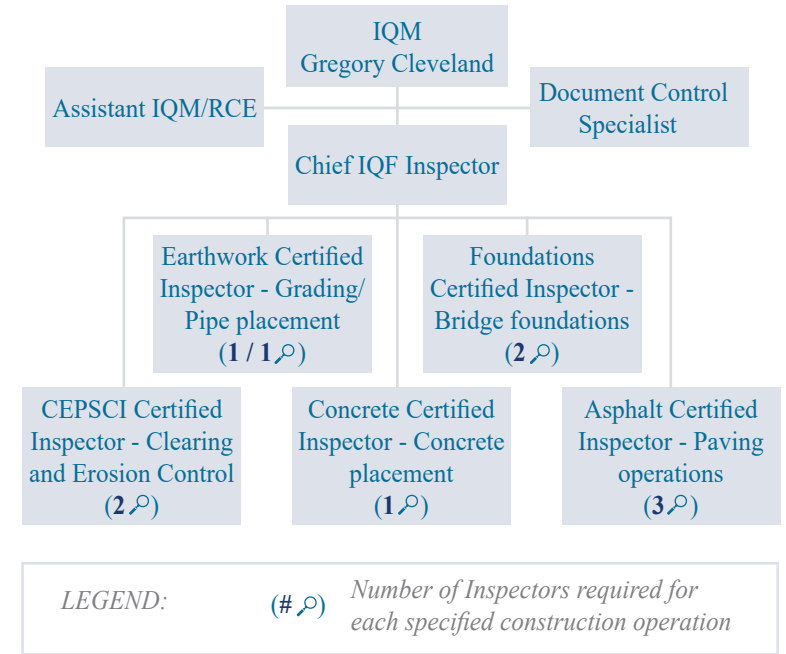
– Contractor/Designer are included in Appendix B. Additional Work History and Quality Forms required to satisfy the requirements of RFQ section 3.5.2 are included in Appendix C.

## Your Trusted Partner for CCR Phase 1

Our team understands SCDOT's commitment to providing best value solutions to all stakeholders, and we have a proven track record in

the region of developing innovative concepts, specifically from our recently won US 1 Over I-20 project. SSJV will continue with the same approach on CCR Phase 1. We are confident in our ability to deliver innovative, cost-effective solutions to SCDOT. Our team exceeds SCDOT's RFQ requirements and is ready to commit the required professional and financial resources to deliver this project with cost and schedule certainty. We look forward to participating in the next phase of procurement and working collaboratively to meet the CCR Phase 1 goals together.

► **FIGURE 4: IQF STRUCTURE & INSPECTION NEEDS**



*"Their 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."*

– FDOT District Two Secretary Greg Evans on Superior Construction

Appendix A

# KEY INDIVIDUAL RESUME FORMS





## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Jhon Beltran Senior 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>17</u> Years <b><u>Superior Construction:</u></b> Senior Project Manager – Responsible for overall project performance, contract management, development and implementation of project execution strategies, cost performance, direct value engineering, and innovative solutions. Jhon is accountable for successful project delivery, provides a single point-of-contact for owner, leads decision making, directs teams and other project leadership, handles communications to owner about project process, and leads all project meetings. 2017-Present <b><u>Odebrecht:</u></b> Senior Project Manager – Responsible for overseeing roadway projects as assigned. 2014-2017 <b><u>Dragados USA:</u></b> Project Manager – Responsible for roadway and construction duties as assigned. 2009-2014 <b><u>Kiewit:</u></b> Project Manager – Responsible for overseeing roadway projects as assigned. 1998-2009
e.	Education: University of Quindío / Quindío, Colombia / 1995 / BS, Civil Engineering
f.	Active Registrations: OSHA 30-Hour, OSHA 10-Hour
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <p><b><u>Wekiva Parkway Section 6, Orlando, FL</u></b>  <b>Key Personnel Role:</b> Senior Project Manager  <b>Experience with Current Firm:</b> Yes  <b>Project/Assignment Duration:</b> June 2017 – Ongoing  <b>Owner Contact Information:</b> FDOT, Paul Wabi, 407-670-2340, paul.wabi@dot.state.fl.us  <b>Design/Construction Value:</b> \$232.4 million  <b>Project Description:</b> Wekiva Section 6 consists of nearly six miles of limited-access toll road that will be largely elevated along the existing SR 46 corridor. This project includes 18 bridges in total – three segmental, six conventional, and nine wildlife crossings. The segmental bridges are cast-in-place segmental box bridges over the Wekiva River. This project also includes a parallel service road to accommodate local traffic, three wildlife crossing bridges (to allow animals to pass safely between the Seminole State Forest and Rock Springs Run State Reserve) and converting portions of county roads into local roadways. Superior Construction is also responsible for new pavement construction, widening, milling and resurfacing, drainage system improvements, bridge construction, intelligent transportation system (ITS), signing and pavement markings, utility coordination, tolling infrastructure, landscape concept development, and extensive stakeholder coordination. Jhon's leadership and detailed planning approach allows him to implement innovative solutions, make real-time decisions, and verify teamwork, focus, and consistency.</p> <p><b><u>SR 836 from NW 57<sup>th</sup> Avenue to NW 17<sup>th</sup> Avenue, Miami, FL</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> No  <b>Project/Assignment Duration:</b> April 2015 – June 2017  <b>Owner Contact Information:</b> Miami-Dade Expressway Authority, Sergio Besu, 954-714-2055, sbesu@eacconsult.com  <b>Design/Construction Value:</b> \$210 million  <b>Project Description:</b> This design-build project included the widening and new construction of 40 structures, MSE walls, drainage, ITS, and sign structures. This project included the construction of Diverging Diamond Interchange (DDI) intersections at two locations. Jhon was responsible for the project management for the SR 836 modernization for 4.4 miles from NW 57th Avenue to NW 17th Avenue.</p> <p><b><u>Segment F-2 (12-Mile) from SH 249 (Tomball Parkway) to I-45 N (The North Freeway), Houston, TX</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> No  <b>Project/Assignment Duration:</b> May 2014 – May 2015  <b>Owner Contact Information:</b> TxDOT, Greg Snider, 346-231-0427, gregory.snider@txdot.gov  <b>Design/Construction Value:</b> \$320M  <b>Project Description:</b> This project was a very aggressive, fast-paced design-build project, which is a portion of the overall 37-mile-long, \$1 billion Grand Parkway corridor (SH 99). Jhon served as the Segment Manager and</p>

managed over 1 million man-hours with a fleet of 125 major pieces of equipment while maintaining schedule, budget and high standards for safety, quality, and production. He was responsible for overall management of Segment F2 construction with 35 direct reports for a total of 334 team members, including engineers, superintendents, and administrative personnel. The segment included bridges, ITS and toll gantry systems, drilled shafts, concrete columns and caps, precast concrete girder beams, bridge deck, drainage RCP pipe, embankment, MSE walls, pump stations, and a depressed road intersection. The Grand Parkway is the longest beltway in the US, and the third (outer) loop around the Houston metropolitan area.

**I-595 Reversible Express Lanes Segments A&B, Ft. Lauderdale, FL**

**Key Personnel Role:** Project Manager

**Experience with Current Firm:** No

**Project/Assignment Duration:** March 2007 – April 2014

**Owner Contact Information:** FDOT, Paul Lampley, 954-777-4302, paul.lampley@dot.state.fl.us

**Design/Construction Value:** \$1.8 billion

**Project Description:** This was the largest in the nation and first P3 contract awarded by the Florida Department of Transportation consisting of the reconstruction, widening, and resurfacing of the 10.5-mile I-595 mainline from the I-75 to the I-595/I-95 interchange; the addition of two auxiliary lanes in each direction; the construction of three reversible express lanes along the I-595 median and the addition of two frontage lanes along SR 84. This project was a 20-year procurement program constructed in four years. The program included 63 bridges, ITS & Toll gantry system including warning gates and cameras, 0.7M CY of excavation, 2.0M CY of embankment, 1M SF of MSE walls, 0.6M SF of sheet pile, 130,000 CY of concrete, 13M pounds of rebar, 108,000 SY of bridge deck and 41M pounds of structural steel girders. Jhon's responsibilities included managing the construction of 4.5 of the 10.5 miles of this \$1.8 billion project along the I-595 corridor while maintaining schedule and remaining within budget retaining high standards of quality and safety. He was also responsible for managing the technical proposal and design upon project award with a project staff of close to 200 engineers distributed among seven major design firms.

- 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.

Jhon is currently assigned the Wekiva Parkway Section 6 project in Orlando, FL. This project is expected to be complete in early 2021, at which time he will transition to being fully dedicated to the CCR Phase 1.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Jennifer Devore Farino, PE Charlotte Office Leader
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: RS&H, Inc.
d.	Years of Experience: With this Firm <u>6</u> Years with Other Firms <u>14</u> Years <b><u>RS&amp;H, Inc.:</u></b> Charlotte Office Leader – Responsible for all Transportation Infrastructure services and financials for the Charlotte, NC Office. Providing oversight and senior level support, QAQC and Senior Project Management. April 2020-Present <b><u>RS&amp;H, Inc.:</u></b> Senior Highway Group Leader – Responsible for overseeing employees carrying out many diverse projects, including interstate rehabilitation, interstate widening, bridge replacements, new alignment, and intersection improvement projects. As Project Manager, Ms. Farino led teams responsible for roadway configuration, project drainage, erosion control, structure design, utility coordination, permitting and traffic control design, and is adept at coordinating technical personnel. She has experience with several contract types, including design-build, 3R, and P3 for several municipalities and state departments of transportation. 2013-April 2020 <b><u>STV:</u></b> Project Manager – Responsible for managing projects overseeing all discipline deliverables including traffic analysis, signals, roadway, hydrologic and hydraulics design, structures design, MOT, signing, ITS, lighting design, pavement marking, noise wall design, construction revisions, RFI management. Also responsible for DB Pursuits as DB Roadway Lead including ATC preparation and incorporation. Engineer of Record for the construction revisions on R-2123CE (turbine interchange), Roadway Design Engineer on the R-4902 (I-485) design-build project, and Deputy Project Manager on the U-2925 (Salem Creek Connector) design-build pursuit. 2012-2013 <b><u>The LPA Group (Currently Michael Baker):</u></b> Project Manager – Responsible for managing projects overseeing all discipline deliverables including traffic analysis, signals, roadway, hydrologic and hydraulics design, structures design, MOT, signing, ITS, lighting design, pavement marking, noise wall design, construction revisions, RFI management. Also responsible for design-build Pursuits as Design-Build Roadway Lead including ATC preparation and incorporation. Roadway Design Engineer on the following DB projects Knightdale Bypass (R-2547), I-85 DB project (I-3803A), Roadway Engineer On Record for the I-85 DB project (I-2511CB), Roadway Engineer for the following DB pursuits: R-2616 (US 601), R-2635 (Western Wake Bypass), U-3321 (Garden Parkway), Devore Interchange CalTrans. 2005-2012 <b><u>The LPA Group (Currently Michael Baker):</u></b> Design Engineer. 2000-2005 <b><u>The LPA Group (Currently Michael Baker):</u></b> Roadway Intern. 1999-2000 <b><u>SCDOT:</u></b> Roadway Intern – Summer intern assisting the Chester, SC office associates with miscellaneous transportation tasks including a speed study and compiling traffic counts. 1998-1999
e.	Education: University of South Carolina / Columbia, SC / Bachelor of Science / 2000 / Civil Engineering
f.	Active Registrations: 2017 / SC / PE / 35019; 2005 / NC / PE / 030952
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <b><u>I-485 Express Lanes Design-Build (I-5507), Charlotte, NC</u></b> <b>Key Personnel Role:</b> Lead Roadway Engineer <b>Experience with Current Firm:</b> Yes <b>Project/Assignment Duration:</b> 2013 – 2020 <b>Owner Contact Information:</b> NCDOT, Malcom Watson, PE, mcwatson@ncdot.gov, 919-707-6614 <b>Design/Construction Value:</b> \$346 million <b>Project Description:</b> As part of a Statewide Planning and Design On-Call Services contract, RS&H provided environmental, planning, and design services for the \$300 million addition of express lanes to I-485. The project extends approximately 17 miles in south Charlotte from I-77 to US 74 and adds one express lane in each direction. RS&H's services included NEPA planning, roadway design, toll operations analysis/design support, public involvement, traffic forecasting, and traffic analysis. Jennifer led the roadway engineering effort on this project. Her responsibilities included roadway design plans and public hearing maps, express lane direct connector and access point configurations, and review of Alternative Technical Concepts prepared by the design-build team.  <b><u>Topsail Island Bridge Replacement, Surf City, NC</u></b> <b>Key Personnel Role:</b> Project Manager <b>Experience with Current Firm:</b> Yes



**Project/Assignment Duration:** 2014 – 2017

**Owner Contact Information:** NCDOT, Chad Kimes, PE, 910-341-2000, ckimes@ncdot.gov

**Design/Construction Value:** \$58 million

**Project Description:** RS&H provided planning and design services for the replacement of the Topsail Island Bridge over the Intercoastal Waterway on NC 50-210. RS&H replaced the historic Warren truss swing bridge with a non-movable, high-span structure that required less maintenance than other alternatives. RS&H developed 20 alternative alignments for the replacement and analyzed constraining physical, environmental, and traffic operations factors to select the preferred alternative. Jennifer's responsibilities included overseeing the roadway plan development for this high-visibility bridge replacement project, overseeing roadway and hydraulic design, which included two roundabout designs, as well as coordinating with all disciplines.

#### **Maple Cypress Road Bridge Replacements, Craven County, NC**

**Key Personnel Role:** Project Manager

**Experience with Current Firm:** Yes

**Project/Assignment Duration:** 2017 – 2020

**Owner Contact Information:** NCDOT, Hon Yeung, PE, hfyung@ncdot.gov, 252-439-2827

**Design/Construction Value:** \$13.5 million

**Project Description:** This project involved replacement of two structurally deficient bridges – Bridges No. 138 and 139 – carrying SR 1470 (Maple Cypress Road) over the Neuse River and overflow in Craven County to improve safety and functionality. RS&H provided final roadway design, hydraulic analysis, hydrologic design, erosion control plans, permitting, structural design, and maintenance of traffic plans. Jennifer's responsibilities as the project manager included overseeing the roadway, hydraulic, structures, MOT, signing, and pavement marking designs. Coordination of the retaining wall construction was extremely challenging due to the quality of the soils, wall heights, and need to maintain traffic on-site. Jennifer also oversaw the coordination of the permitting, which included the USCG, USACEA, DWQ, NMFS, DWR, and NOAA. Additional coordination was required with NOAA due to the presence of the Atlantic Sturgeon in order to meet the Section 7 requirements.

#### **Harkers Island Bridge Replacements, Harkers Island, NC**

**Key Personnel Role:** Project Manager

**Experience with Current Firm:** Yes

**Project/Assignment Duration:** 2017 – 2020

**Owner Contact Information:** NCDOT, Hon Yeung, PE, 252-439-2827, hfyung@ncdot.gov

**Design/Construction Value:** \$34 million

**Project Description:** This project proposed to replace the Earl C. Davis Memorial Bridge and Bridge No. 96 carrying SR 1332/1335 (Harkers Island Road) over The Straits waterway. RS&H's services include project management; preparation of a Community Impact Assessment, vessel survey, Navigational Impact Report; environmental analysis; public involvement and outreach; coordination of NEPA/404 Merger team meetings and preparation of the Categorical Exclusion in compliance with NEPA; conceptual, preliminary, and final roadway designs; hydraulic analysis, including scour analysis and hydrologic design; erosion control plans; permit drawings; utility coordination; and obtaining construction permits. Design challenges included the overhead power lines that run parallel to the roadway and cross the roadway on a fishing island between the two bridges. Jennifer's responsibilities included overseeing the roadway development and collaborating with NCDOT and Harkers Island to meet multiple conflicting desires of the Island, public, agencies, and NCDOT.

#### **NCDOT R-2123CE, I-485/I-85 Interchange, Mecklenburg and Cabarrus Counties, NC**

**Key Personnel Role:** Lead Design Engineer

**Experience with Current Firm:** No

**Project/Assignment Duration:** 2012 – 2013

**Owner Contact Information:** NCDOT, Teresa Bruton, tbruton@ncdot.gov, 919-707-6610

**Design/Construction Value:** \$92.1 million

**Project Description:** This design-build project is the modification of the I-485/I-85 interchange into a turbine-style interchange. The improvements consist of modifying the existing interchange to a fully directional freeway-to-freeway interchange at the intersection of I-485 and I-85. Scope of services included design, construction, permitting, right of way, and financing. Jennifer served as the Lead Design Engineer during the project's construction phase and responded to multiple requests for information (RFI's) from the contractor in a time-sensitive environment, revising designs and resubmitting/gaining NCDOT approval when required for this six-lane divided facility on new location from east of I-85 and on existing I-485 to west of I-85 tying into the R-2248E project.

- 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

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Kevin James Barnes, PE, LEED AP, ENV-SP Senior Project Manager, Infrastructure Services
b.	Role of Key Individual for this Project: Utility Manager
c.	Name of Firm with which you are now associated: Mead & Hunt, Inc.
d.	Years of Experience: With this Firm <u>13</u> Years      With Other Firms <u>14</u> Years <b>Mead &amp; Hunt/RPM Engineers: Senior Project Manager – June 2007 to Present:</b> Kevin joined RPM Engineers in 2007 and became a key team member of Mead & Hunt after RPM was acquired by Mead & Hunt in 2011. Kevin has more than 27 years of progressive engineering design and project management experience on infrastructure projects. His experience includes roadway design; site design; stormwater, sanitary sewer, and water distribution design, intersection improvements, utility coordination, permitting, construction observation and construction administration. Kevin's experience in utility management includes a wide range of projects like interstate widenings and interchanges, bridge replacements, intersection improvements, streetscapes, and municipal capital improvement projects. <b>City of Springfield, Missouri: Professional Engineer – 2005 to 2007:</b> Kevin served as a professional engineer in the Public Works Department. He reviewed public and private improvement projects, including stormwater modeling, studies, plans, construction documents, permits, zoning amendments, and preliminary and final plats. He also provided project management for projects such as capital improvement programs, land development, storm drainage construction, engineering studies and stormwater management improvement programs. Kevin assisted other Public Works and City inspectors, technicians and designers regarding plan design relating to City standards, policies and requirements. <b>Ozark Mountain Consultants, Engineers &amp; Surveyors, Inc.: Vice President 2003-2005:</b> Kevin served as the Engineer of Record and project manager for multiple residential subdivision and commercial site designs. His responsibilities included stormwater analysis and design, storm detention analysis and design, roadway design, sanitary sewer design, water distribution design, site grading, permitting, preparation of construction level drawings, cost estimation, coordination with state and local government agencies and representation at public hearings. <b>Chatman &amp; Associates, Inc: Project Engineer – 2000 to 2003:</b> Kevin was responsible for overseeing environmental remediation studies, engineering design and management projects. <b>URS: Project Engineer – 1998-2000:</b> Kevin was responsible for overseeing site/civil and solid waste engineering design and projects. <b>SCS Engineers: Staff Engineer – 1993-1998:</b> Kevin was responsible for overseeing site/civil and solid waste engineering design and projects.
e.	Education: Virginia Military Institute / Lexington, Virginia / Bachelor of Science / 1993 / Civil Engineering
f.	Active Registrations: 2007 / SC / Civil / 25920; 2007 / NC / Civil / 033618; 2012 / GA / Civil / 037155; 2001 / MO / Civil / 004554; 2005 / AR / Civil / 10560; 2011 / VA / Civil / 0402049574 2012 / NCEES Record Certification / 49527 2009 / LEED AP / 10441341 2012 / ISI ENV-SP
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <b><u>I-26 (MM 187 – 193) Widening</u></b> <b>Key Personnel Role:</b> Utility Manager <b>Experience with Current Firm:</b> Mead & Hunt <b>Project/Assignment Duration:</b> April 2018 – early 2024 (estimated) <b>Owner Contact Information:</b> SCDOT; Craig Winn, PE; winncl@scdot.org; 803-737-6376 <b>Design/Construction Value:</b> Construction: \$125 Million (estimated) <b>Description:</b> SCDOT is widening approximately six miles of I-26 from SC 27 (Exit 187) to one mile west of Jedburg Road (Exit 194). The project also includes interchange improvements and SC 27 widening at Exits 187. Kevin is leading utility coordination between SCDOT and nine utility providers. He is responsible for determining potential utility conflicts analysis and estimated relocation costs for three alternatives for the proposed Exit 187 intersection improvements. He also participated in public input meetings to discuss utility-related concerns regarding these alternatives. As the Utility Manager, Kevin is overseeing the coordination between design staff and affected utilities to identify, avoid and mitigate utility conflicts with the roadway design. Kevin is managing a team of utility coordinators responsible for obtaining and reviewing required submittals from each utility and documenting coordination activities through Utility Reports, which are submitted at each stage of the project. Kevin is also responsible for preparing and submitting U-sheets to document each of the utility relocation designs

on one set of drawings and is utilizing a utility conflict management matrix to track conflicts and resolutions throughout the life of the project. Kevin is leading the design for relocation of approximately 3,000 feet of Berkeley County Water and Sanitation sanitary sewer force main, which will be an in-contract relocation. Kevin will be responsible for utility coordination throughout construction.

#### **US 321 Bridge Replacement**

**Key Personnel Role:** Utility Manager

**Experience with Current Firm:** Mead & Hunt

**Project/Assignment Duration:** May 2019 to Fall 2022 (estimated)

**Owner Contact Information:** SCDOT: Joey McIntyre, PE; 803-737-1842; mcyontyrejd@scdot.org

**Design/Construction Value:** Construction: \$6.6 Million (estimated)

**Project Description:** SCDOT is replacing the existing four-lane bridge, which was damaged by flooding events, with a new structure. The design will also include realigning and improving the roadway approaches to meet current design criteria and be installed during a detoured construction. Kevin is leading the utility relocation coordination between SCDOT and six utility providers and is overseeing the coordination between design staff and affected utilities to identify, avoid and mitigate utility conflicts with the roadway design. Kevin has provided SUE recommendations to SCDOT for additional utility locates in areas critical for utility conflict evaluation. Based upon these efforts, Kevin has worked with our design team to revise drainage designs to avoid conflict with critical fiber utilities which would delay the project schedule if impacted. Kevin oversees a team of utility coordinators to obtain and review required submittals from each utility and document coordination activities through Utility Reports, which are submitted at each stage of the project. Kevin is responsible for the preparation of U-sheets to document each of the utility relocation designs on one set of drawings and is utilizing a utility conflict management matrix to track conflicts and resolutions throughout the life of the project. Kevin is responsible for conducting a constructability review meeting with all utilities and SCDOT to discuss any utility conflicts with proposed utility relocations, the proposed improvements and any conflicts between the various utilities. Kevin is working with The City of Columbia and SCDOT to negotiate a Memorandum of Agreement for waterline relocations under ACT 36 which provides funding for water and sewer utility relocations on transportation projects. The water line relocation will be an in-contract relocation. Kevin is also responsible for utility coordination throughout construction.

#### **US 1 Bridge Replacement over CSX RR in Kershaw County**

**Key Personnel Role:** Utility Manager

**Experience with Current Firm:** Mead & Hunt

**Project/Assignment Duration:** April 2018 – Summer 2023 (estimated)

**Owner Contact Information:** SCDOT; Bener Amado; amadob@scdot.org; 803-737-0181

**Design/Construction Value:** Construction: \$8.3 Million (estimated)

**Project Description:** SCDOT is replacing the existing bridge over CSX Railroad on US 1 in Kershaw County. The proposed bridge is being designed to accommodate two 12-foot lanes and 10-foot shoulders. The replacement bridge will be constructed on a parallel alignment which will provide the most cost-effective solution and result in the fewest impacts. Kevin is leading utility relocation coordination between SCDOT and nine utility providers while overseeing the coordination between design staff and affected utilities to identify, avoid and mitigate utility conflicts with the design. Kevin is overseeing a team of utility coordinators responsible for obtaining and reviewing required submittals from each utility and documenting coordination activities through Utility Reports, which are submitted at each stage of the project. Kevin is responsible for the preparation of U-sheets to document each of the utility relocation designs on one set of drawings and is utilizing a utility conflict management and remediation matrix to track conflicts and resolutions throughout the life of the project. Kevin is working with LEWA and SCDOT to negotiate a Memorandum of Agreement for waterline relocations under ACT 36 which provides funding for water and sewer utility relocations on transportation projects. The water line relocation will be an in-contract relocation. Kevin is also responsible for utility coordination throughout construction.

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

n/a



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Bryan Wayne Doucet Construction Manager/General Superintendent
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 <u>1</u> Years With Other Firms <u>41</u> Years <b>Superior Construction:</b> Construction Manager/General Superintendent – As superintendent, Bryan understands the entire project life cycle of various projects, from conceptualization, development, implementation, and completion. In his role, Bryan is responsible for all aspects of the project's construction. He has coordinated simultaneous multiple projects, mastering the look ahead project schedules to ensure on-time project completion. He will leverage his proven track record of on time, on budget, and exceeding projected margins on your project. He will also work closely with our HSE professionals to ensure our strict safety protocols are followed. 2019-Present <b>Granite Construction Company:</b> Construction Manager/General Superintendent. 2014-2019 <b>PCL Construction:</b> Construction Manager/General Superintendent. 2009-2014 <b>Flatiron Inc.:</b> General Superintendent. 2006-2009 <b>Granite Construction Company:</b> Project Superintendent. 2000-2005 <b>Taylor Brothers:</b> Began as Laborer, advanced to General Superintendent. 1982-2000 <b>Massman Construction/Johnson Brothers JV:</b> Laborer. 1980-1982
e.	Education: Livonia High School / Livonia, Louisiana / 1976
f.	Active Registrations: OSHA 30-Hour, Crane Rigging & Flagger Certified, First Aid/CPR & AED Certified, Erosion & Sediment Control, Stormwater Management Certified
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <div style="margin-top: 10px;"> <b><u>I-20 Savannah River Bridge Replacement, Savannah, GA</u></b>  <b>Key Personnel Role:</b> Construction Manager  <b>Experience with Current Firm:</b> Yes  <b>Project/Assignment Duration:</b> 2019-Ongoing  <b>Owner Contact Information:</b> GDOT, Albert "Butch" Welch, PE, 404-772-6969, awelch@dot.ga.gov  <b>Design/Construction Value:</b> \$71.9M  <b>Project Description:</b> This project replaces and widens the existing I-20 bridges over the Augusta Canal and Savannah River, as well as widening and reconstructing portions of I-20. Improvements will include dual left-turn lanes, a dedicated right-turn lane, and adding a traffic signal at the West Martintown Road and I-20 eastbound off-ramp in South Carolina. Bryan's responsibilities include monitoring projects (I-20 and 5th Street) from design and planning to completion, including budgeting, scheduling, collaborating with engineers and subcontractors, hiring and directing all field operations, ensuring safety, quality and security of the construction site.                 </div> <div style="margin-top: 10px;"> <b><u>I-4 Ultimate Project, Orlando, FL</u></b>  <b>Key Personnel Role:</b> Construction Manager  <b>Experience with Current Firm:</b> No  <b>Project/Assignment Duration:</b> 2014-2019  <b>Owner Contact Information:</b> Volkert, Vernon Hackett, 772-359-8673, vernon.hackett@volkert.com  <b>Design/Construction Value:</b> \$2.3B  <b>Project Description:</b> This 21-mile reconstruction project includes four areas: Altamonte, Ivanhoe, Downtown, and attractions through the Orlando area. Project features include non-tolled, general use lanes, interchange ramps, and tolled express lanes. When complete, the project will provide full-width travel lanes, shoulders, and increased capacity for 15 major intersections. I-4 Ultimate's project scope includes adding two tolled express lanes in each direction, reconstructing the entire roadway, replacing 150 bridges, and reconfiguring 14 interchanges. Bryan served as Construction Manager over all foundations and substructure in Area 2 Downtown, from design, planning, budgeting and scheduling and field operations.                 </div> <div style="margin-top: 10px;"> <b><u>Flagler Memorial Bascule Bridge Replacement, West Palm Beach, FL</u></b>  <b>Key Personnel Role:</b> Construction Manager  <b>Experience with Current Firm:</b> No  <b>Project/Assignment Duration:</b> 2009-2014                 </div>

**Owner Contact Information:** New Millennium Engineering (CEI), Geoffrey Parker, PE, 954-525-6880, gparker@nmdceng.net

**Design/Construction Value:** \$100M

**Project Description:** This project consists of the complete replacement of an existing bascule bridge with a new four-lane divided urban-section bascule bridge. The proposed bridge's typical section includes 12-foot travel lanes, 8-foot shoulders, and a 15.5-foot median. Sidewalks will be included along both sides of the new bridge, with a pedestrian / bicycle railing on the outside of the sidewalks. Bryan's responsibilities included monitoring project from planning to completion including budgeting, scheduling, collaboration with engineers and subcontractors, hiring and direction all field operations ensuring safety, quality and security of the construction site.

**I-4 Connector, Tampa, FL**

**Key Personnel Role:** Project Superintendent, Segmental Construction

**Experience with Current Firm:** No

**Project/Assignment Duration:** 2009-2010

**Owner Contact Information:** Figg Engineering (CEI), Franklin Hines, 662-792-9154, fhines@figgbridge.com

**Design/Construction Value:** \$398M

**Project Description:** This new toll road facility provides a link between I-4 and the Lee Roy Selmon Expressway in Tampa, FL. The prominent feature is the 12 precast concrete segmental bridges consisting of 2,765 cantilevered segments. The project also included 11 concrete girder bridges with more than 500,000 SF of concrete bridge deck, and more than 1,100 drill shaft foundations 36 to 90 inches in diameter. A multi-story, high-speed tolling facility and an architectural gateway cross over the main roadway. Bryan's served as Project Superintendent over segmental erection.

**John James Audubon Bridge, Ventress, LA**

**Key Personnel Role:** Superintendent

**Experience with Current Firm:** No

**Project/Assignment Duration:** 2006-2009

**Owner Contact Information:** LADOTD (LTM, Louisiana Time Management Team), Contact information is no longer available

**Design/Construction Value:** \$409M

**Project Description:** This cable-stayed bridge expansion project included 3,186 feet of expansion joint to expansion joint replacement, with the main cable-stayed span stretching 1,583 feet, the longest cable-stayed main span in North America at the time of construction. The two towers are 520 feet tall and are anchored by 42 drilled shafts, 180 feet into the riverbed. The bridge was designed to last 100 years and withstand barge impacts, hurricane winds, and scour. The project also included the approaches and 12 miles of roadway to tie the bridge into US-61 and Louisiana Route 10, including seven bridges and a railroad spur to serve a coal-fired power plant. Bryan served as General Superintendent over Main Mississippi River Cable-Stayed Bridge and Two (Concrete Girder Bridges on the west side of the river) from design and planning to completion including budgeting, scheduling, collaborate with engineers and subcontractors, hiring and directing all field operations, ensuring safety, quality and security of the construction 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.  
Bryan Doucet is currently assigned to the I-20 Savannah River Bridges DB in Augusta, GA as the construction manager. Bryan will be made available for the start of construction on CCR Phase 1.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Gregory Scott Cleveland, PE, CCM Independent Quality Manager
b.	Role of Key Individual for this Project: Independent Quality Manager
c.	Name of Firm with which you are now associated: SAM-Construction Services, LLC
d.	Years of Experience: With this Firm <u>6.0 Years</u> With Other Firms <u>26 Years</u> <b><u>SAM-Construction Services, LLC:</u></b> Vice President, Construction Services – responsible for construction contract execution and administration, field engineering, quality control, and implementation of construction phase software services. Additional responsibility includes business development for Construction, Engineering, and Inspection (CEI) and Construction Management contracts. 2014 – Present <b><u>HDR:</u></b> Construction Engineering Manager – responsible for management of CEI and DB contracts on multiple assignments. 2007 – 2013 <b><u>ATSER:</u></b> Materials Manager/Lab Manager – management of laboratory services and audits to verify Developer compliance with approved Design-Build (D-B) Agreement, 2005 – 2007 <b><u>Texas Department of Transportation (TxDOT):</u></b> Designer and Construction Manager – started in design (6 years), transferred to Construction Division and responsible for statewide quality assurance to 25 Districts throughout Texas. 1994 – 2005
e.	Education: M.S. Civil Engineering, Texas A&M University, College Station, Texas – May 2001 B.S. Civil Engineering, University of Texas at Austin, Austin, Texas – 1993 A.S. Mathematics, Austin Community College, Austin, Texas – 1991
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2018 / SC / Civil / 35993; 2017 / AZ / Civil / 65483; 2017 / GA / Civil / PE042588; 2017 / CO / Civil / PE.0053020; 1999 / TX / Civil / 85803; Certified Construction Manager, Certified Construction Manager of America, Reg. No. 2911, 2014
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <b><u>6.5 Mile IH 35W from I30 to 820 Loop (Segment 3A) DB, TxDOT Strategic Projects Division and North Tarrant Expressway Mobility Partners, Fort Worth, TX</u></b> <b>Key Personnel Role:</b> OVTI Manager <b>Experience with Current Firm:</b> Yes <b>Project/Assignment Duration:</b> Project 2017-2020, Assigned 2017 – 2018 <b>Owner Contact Information:</b> TxDOT, Michael Gage, PE, michael.gage@txdot.gov, 817-240-1548 <b>Design/Construction Value:</b> \$1.4B <b>Project Description:</b> Responsible for developing the Independent Engineer (IE) Quality Assurance Program that describes the quality requirements for design, construction, materials, environmental, documentation, safety, MOT, maintenance and operations. Additional responsibilities included development and implementation of a project-specific OVTIP used to validate inspection and testing quality requirements from the Design-Builder.  <b><u>13 Mile SH 121/Chisholm Trail Section 6 DB, NTTA, \$180 Million, Tarrant and Johnson Counties, Texas</u></b> <b>Key Personnel Role:</b> OVTI Materials Manager and Deputy Resident Engineer <b>Experience with Current Firm:</b> No <b>Project/Assignment Duration:</b> Project 2012-2013, Assigned 2012-2013 <b>Owner Contact Information:</b> NTTA, Mark Bouma, PE, mbouma@ntta.org, 214-461-2000 <b>Design/Construction Value:</b> \$180M <b>Project Description:</b> Responsible for construction management duties for inspection oversight, design-build agreement contract compliance, and management of owner verification services on behalf of NTTA. Mr. Cleveland facilitated and maintained coordination between the quality control activities, the quality acceptance program, and the owner verification laboratory. Additionally, he provided contract compliance oversight for the independent assurance program for laboratory accreditation and technician certification services.  <b><u>6.5 Mile PGBT–Western Extension (SH 161) DB, NTTA, Grand Prairie, TX</u></b> <b>Key Personnel Role:</b> OVTI Manager <b>Experience with Current Firm:</b> No <b>Project/Assignment Duration:</b> Project 2010-2012, Assigned 2010-2012



**Owner Contact Information:** NTTA, Mark Bouma, PE, mbouma@ntta.org, 214-461-2000

**Design/Construction Value:** \$415M

**Project Description:** Responsible for providing testing and audits to verify compliance by the developer with approved quality assurance program based on the requirements of the Design-Build (D-B) Agreement. He established the Independent Assurance Program and developed the OV Testing and Inspection Plan for NTTA. Mr. Cleveland monitored, provided oversight and audited the construction documents. He was responsible for the overall quality of construction materials incorporated into the project. Work involved reviewing the Developers construction CQMP processes, plans and specifications, NCRs, CDRs, and application of engineering judgment.

**7.4 Mile SH 45SE Turnpike, TxDOT, Austin, TX**

**Key Personnel Role:** IQF Quality Acceptance Manager

**Experience with Current Firm:** No

**Project/Assignment Duration:** Project 2007-2010, Assigned 2007-2010

**Owner Contact Information:** TxDOT, John Nevares, PE, john.nevares@txdot.gov, 512-832-7053

**Design/Construction Value:** \$180M

**Project Description:** Performed construction inspection services and materials management for TxDOT's SH 45 Southeast project. Mr. Cleveland provided construction oversight, auditing of construction documents and responsible for quality acceptance testing services. He provided recommendations during construction on utility shop drawings and field installations procedures. He provided construction inspection oversight services for embankment operations, temporary retaining wall construction, various concrete placements, installation of drainage structures, and hot-mix asphalt pavements to verify compliance with project specification and release-for-construction plans.

**11.6 Mile US 183A DB, Central Texas Regional Mobility Authority (CTRMA), Cedar Park and Leander, TX**

**Key Personnel Role:** OVTI Manager

**Experience with Current Firm:** No

**Project/Assignment Duration:** Project 2005 – 2007, Assigned 2005 – 2007

**Owner Contact Information:** CTRMA, Oscar Solis, PE, osolis@ctrma.org, 512-996-9778

**Design/Construction Value:** \$238M

**Project Description:** Responsible for providing Owner Verification services to validate the results of Quality Acceptance (QA) testing and audits. He monitored, provided oversight and audited construction documents. Mr. Cleveland was responsible for supervising and training laboratory and field technicians in materials testing and construction inspection to ensure compliance with project specifications. He managed daily laboratory and provided technical assistance in the resolution of quality management issues. He managed the AMRL testing laboratory and verified that testing procedures, personnel, and equipment met all requirements in accordance with the DB QAP.

- 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.

**Work Authorization, TxDOT Beaumont District Feb. 2019 – Nov. 2020:** CEI Project Manager – Greg is currently assigned as the PM for a traffic signal and illumination project in Beaumont, Texas. This assignment is scheduled to be completed by November 2020 prior to major construction activities occurring on CCR Phase 1.

**Work Authorization, TxDOT Pharr District, 12/2019 – 12/2020:** DB/Construction Manager – Greg is on a DB interchange project in Pharr, Texas as the Construction Manager. His role is scheduled to be completed by December 2020 prior to major construction activities occurring on CCR Phase 1.

Appendix B

# WORK HISTORY AND QUALITY FORM – CONTRACTOR/ DESIGNER

(SECTION 3.5.1)



WORK HISTORY AND QUALITY FORM – CONTRACTOR  
SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC

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 the 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 the Contractor (in thousands)
Name: I-295 at Collins Road C/D System & Interchange DB Location: Jacksonville, FL	Name: Jacobs Engineering Group	Name of Owner: FDOT Project Manager: Carrie Stanbridge, PE Phone: 386-697-2979 Email: carrie.stanbridge@dot.state.fl.us	Construction: 08/15/2014	\$66,037	\$35,287


g. Narrative describing the work performed by the Contractor.


Firm Role: **SUPERIOR served as the Design-Builder responsible for design, railroad/utility coordination, traffic management, erosion control, bridge construction, earthwork, storm drainage, roadway grading, and concrete pavement.**

Project Narrative: This project included the design and construction of a new I-295 / Collins Road Interchange and a collector distributor (CD) Road system along I-295 from Roosevelt Boulevard connecting with the newly constructed Collins Interchange. The CD Road system consists of two concrete pavement lanes in each direction that will be used to access the existing SR-21 Blanding Boulevard and the proposed Collins Interchange. The CD Roads required modifications of the existing ITS system, the Blanding Ramps, construction of two new bridges over Ortega River, two new bridges over Blanding Boulevard, and the widening of the southbound span of the CSX railroad bridge. The CD portion of the roadway is 9.5” thick concrete pavement. Each bridge had a high degree of difficulty in their construction. Blanding Boulevard is a heavily traveled road and its intersection contains one of the top congestion points in Jacksonville. The Ortega River is an environmentally sensitive area, so special attention was directed towards erosion control while constructing the Ortega River Bridge. The project also included significant railroad coordination due to work over existing tracks. SUPERIOR was able to meet the challenge of widening of the southbound span over CSX in less than 120 days meeting the agreement between the Department and CSX. This being a design build project, SUPERIOR was able to eliminate some challenges typically inherent when connecting to existing features and resolve some other constructability issues before they arose in the field by conferring with the EOR during the design phase. Superior self-performed 55% of the work in the project.

### Experience that Matters

- *DB delivery*
- *Contractor serving in same role*
- *Interstate/Complex MOT*
- *Interstate interchange / Controlled access facility*
- *Adjacent project coordination*
- *Bridge construction over water*
- *Construction in environmentally sensitive area*
- *Railroad coordination*





This project received the **DBIA Transportation Merit Award and FTBA Best in Construction - Interstate Award.**

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

Allowable Contract Days = 1,400 days, including weather and Holiday days granted; 1395 days used; Delays = None; Claims = None: Dispute Proceedings = None; Litigation = None; Arbitration = None

Budget = \$63,444,424.00 original budget, Fuel & Bituminous Adjustments \$1,111,489.00, Owner Initiated and Approved Change Orders \$1,481,496.00

Although not part of the original scope, the Department expressed concerns with the stability of the bulkhead walls for the existing bridges over the Ortega River due to a scour analysis report performed outside the project. The DB team accepted the challenge and promptly provided multiple engineering solutions to improve the stability of the existing bulkhead. Due to access restrictions, the final recommendation was the installation of an anchor and waler system. Utilizing special drilling equipment; the work was performed underwater thereby overcoming the overhead restrictions imposed by the existing bridge structure. The Department was very appreciative of the timely completion of this work, the prompt response from the D-B team, and the innovative solutions to the problem while providing cost effectiveness.

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.

The widening of the south span of the bridge over CSX railroad presented a major challenge during construction of this project. The bridge required significant coordination with CSX and the local utility agency JEA. JEA had two high voltage transmission lines located overhead and underground of the proposed structure within the CSX right of way. CSX imposed a 120-day time frame to complete the work and remove any equipment, material and manpower from their right of way. The DB team partnered with all stakeholders to complete all the design and construction activities within CSX’s required schedule. This partnership resulted in a plan that partially de-energized the existing overhead high voltage transmission lines (one time) and was supported by detailed monitoring and utility explorations during construction of the new foundations in proximity to the underground transmission line. **The plan resulted in elimination of a major utility relocation and was executed without any outages to the community.**

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**  
**SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC**

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 the 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 the Contractor (in thousands)
Name: SR 9B US 1 to I-95 Phase 2 DB-Finance  Location: Jacksonville, FL	Name: Arcadis	Name of Owner: FDOT Project Manager: Jeff Williams. PE Phone: 386-312-4831 Email: jeff.williams@dot.state.fl.us	Construction: 07/2016	\$94,847	\$43,504

g. Narrative describing the work performed by the Contractor.

**Firm Role: SUPERIOR served as the Design-BUILDER responsible for design/utility coordination, traffic management, erosion control, bridge construction, earthwork, storm drainage, roadway grading, and concrete pavement.**

Project Narrative: This DB-finance project consisted of a three-mile extension of SR 9B and included a system-to-system interchange at I-95 and SR 9B. This project included extending SR 9B from I-95 to US 1, a new interchange at SR 9B and I-95, widening of I-95 in the vicinity of the SR 9B interchange, new loop ramps at the SR 9B/US 1 interchange, additional turn lanes at the SR 9B/US 1 ramp termini, widening of US 1 in the vicinity of the SR 9B interchange, an inside lane addition along SR 9B from US 1 to Rudin Street, and an exit ramp from SR 9B southbound to Durbin Boulevard. **The Project components consist of roadway, drainage, stormwater drainage system ponds, structures, signing & pavement markings, signals, lighting, utilities, sound barriers, and Intelligent Transportation Systems (ITS).** This project constructed over 3,000 linear feet (LF) of structures, 2,200,000 cubic yards (CY) of embankment, 100,000 tons of asphalt and 190,000 square yards (SY) of concrete paving.

**An innovative alternative design configuration of the systems interchange saved more than \$10M and simplified construction with a single phase, rather than a multi-phase temporary traffic control plan by eliminating third-level flyovers. This allowed construction to be expedited minimizing impacts to motorists.** The project featured new elevated roadway, eight bridges, over one mile of sound walls, widening I-95 to incorporate future managed lanes, lighting, ITS, and coordination with several adjacent projects. An updated IJR was completed and approved by FHWA after the notice to proceed for the revised interchange concept.

## Experience that Matters

- *DB delivery*
- *Contractor serving in same role*
- *Interstate/Complex MOT*
- *Interstate interchange / Controlled access facility*
- *Critical in-contract utility relocations*
- *Adjacent project coordination*
- *Construction in environmentally sensitive area*
- *Noise wall construction*



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

Allowable Contract Days = 1,382 days, including weather and holiday days; 1,382 days used; Delays = None; Claims= One; Dispute Proceedings=None; Litigation=None; Arbitration=None

Budget = \$94,901,300 original budget, fuel & bituminous adjustments (\$1,418,859.53), owner-initiated and approved change orders \$102,105.61

During the bid process Superior submitted an ATC completely reconfiguring the I-95 Interchange. This ATC replaced two of the curved steel I-95 bridge crossings in the concept plans with single span bridges over new ramps thus greatly simplifying construction. SUPERIOR utilized standard Florida I-beams for the long-tangent sections over I-95. Extensive traffic simulation proved this was viable option. This ATC allowed Superior to bid the entire scope requested by the FDOT more than 10% under the maximum bid price. SUPERIOR was able to provide the FDOT with a final product encompassing all required features within the maximum budget allowed thorough the DB process. In addition, SUPERIOR increased warranty duration on concrete pavement and most bridge components from the minimum one year to five years, thus reducing the FDOT's risk for maintenance and repairs.

1. **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.

An innovative alternative design configuration of the systems interchange saved more than \$10M and simplified construction with a single phase, rather than a multi-phase temporary traffic control plan by eliminating third-level flyovers.

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  
SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC

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 the 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 the Contractor (in thousands)
Name: Wekiva Parkway Section 6 DB  Location: Orlando, FL	Name: Arcadis/WGI	Name of Owner: FDOT Project Manager: Paul Wabi Phone: 407-670-2340 Email: paul.wabi@dot.state.fl.us	Construction: 05/2021 Design: 09/2018	\$232,750	\$124,624

g. Narrative describing the work performed by the Contractor.

Firm Role: **Superior is the Design-Builder and is self-performing all major items of work including earthwork, drainage, pile driving, and structural concrete.**



Project Narrative: This project involves the design and construction of Section 6 of the Wekiva Parkway, a four-lane divided (expandable to six-lane divided by widening in the median) limited access toll facility, from West of Old McDonald Road to East of River Oaks Circle. The project includes construction of a two-lane service road paralleling Wekiva Parkway for the entire length. The project includes construction of two ramps connecting SR 46 with the new four-lane limited access facility. Portions of CR 46A and SR 46 will be reconfigured to serve as local access roads. The project includes a twelve foot (12’) wide asphalt multi-use trail to be located adjacent to the service roadway for the entire length of the project. The Wekiva River bridges are being built top down to minimize impacts to the river below . Superior is also is coordinating closely with environmental agencies and advocates as the Wekiva Parkway is one of the nation’s most environmentally sensitive bridge projects. Key features of the project include 3 signature bridges over the Wekiva River, 8 wildlife crossings, 6 overpass bridges, 1.5M CY of excavation, 3.0M CY of embankment, 74,000 tons of asphalt, and 51,000 LF of storm drainage.

### Experience that Matters

- DB delivery
- Contractor serving in same role
- Interstate/Complex MOT
- Interstate interchange / Controlled access facility
- Adjacent project coordination
- Bridge construction over water
- Construction in environmentally sensitive area

### Key Personnel Involvement

- Jhon Beltran - Project Manager



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

The Wekiva Parkway Section 6 project is still under construction. This is an update as of May, 2020: Allowable Contract Days = 1,422 days, including weather and holiday days; 1,023 days used for 72% completed; Delays = N/A; Claims=None; 4; Litigation=None; Arbitration=None

Budget = \$234,544,468 original budget, fuel & bituminous adjustments \$1,105,589.000, owner-initiated and approved change orders \$6,538,745.98.

Budget Optimization: The Superior Team proposed three (3) major Cost Savings Initiatives (CSI) that ultimately resulted in over \$4.8 million in savings to the project. These CSIs were a profile grade adjustment that lowered the roadway in some areas as much as eight feet, changing bridge barrier rail to a newly adopted 36” single slope barrier saving on bridge deck width, and roundabout geometry modifications that saved on bridge deck length.

Delay/Claim Avoidance: The project is located in area that had been known for minor sinkhole activity. Despite extensive geotechnical investigation, three sinkholes unexpectedly developed during construction. To mitigate unforeseen conditions, Superior partnered with FDOT and RS&H (lead CEI firm) to develop unique solutions that were suitable for each location. While the investigative work and engineering was underway, Superior shifted construction resources to other locations on the project to further mitigate schedule impacts.

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.



SUPERIOR has been able to implement several quality initiatives resulting in cost and schedule savings. To illustrate some:

- To ensure higher quality and accelerate the schedule, the Team utilized precast concrete caps for six wildlife crossing bridges that totaled 12,000 LF – 3 @ 4,500 LF and 3 @ 2,500 LF.
- Other innovations are related to the construction of the three (3) Segmental Bridges using the Balanced Cantilever Cast In Place (CIP) method with the utilization of form travelers, SUPERIOR implemented the new specifications for the Flexible Filler Injection for post-tensioned elements. Due to the complexity of the cast in place segmental work, SUPERIOR had to innovate at every step along the way, including conducting a successful on-site load test of the form traveler that had never been performed before.
- The team also enhanced the Maintenance of Traffic plan that eliminated 10 traffic shifts. This not only greatly reduced impacts to the traveling public, but it also provided for more seamless coordination with an adjacent 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.

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 the 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 the Contractor (in thousands)
Name: I-85 Resurfacing Mile Marker 56-68  Location: Greenville and Spartanburg Counties, SC	Name: N/A – Traditional design-bid-build project	Name of Owner: SCDOT Project Manager: Mr. Dennis Garber (now with Infrastructure Consulting & Engineering, LLC) Phone: 864-603-5640 Email: dennis.garber@ice-eng.com	Construction: June 2018	\$42,150	\$36,297
g. Narrative describing the work performed by the Contractor.					
<div><div><p>Firm Role: <b>Sloan was the lead contractor and was responsible for all paving operations and traffic control</b></p><p>Project Narrative: This work effectively repaired a deteriorating freight corridor in an expedited time frame. Sloan 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.</p><p>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 Traffic Management resources in one of the busiest areas for freight in the Southeast. The project was located between two large complex projects that required extensive coordination with two other large construction firms.</p></div><div><p><i>Experience that Matters</i></p><ul style="list-style-type: none"><li>Contractor serving in same role</li><li>Interstate/Complex MOT</li><li>Interstate interchange / Controlled access facility</li></ul><div><div></div><div><p>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.</p></div></div><div></div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>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 placed faster and with less lifts to reduce the overall impact to traffic. <b>This project was the first in the state of South Carolina to use the warm mix asphalt paving 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.</b></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 quality and safety to our workers and the traveling public. On this project we performed the traffic control 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.</p> <p>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 &amp; AASHTO certified lab and QC technicians worked hard to make sure that the work was completed with the highest level of quality.</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

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 the 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 the Contractor (in thousands)																																				
Name: Monroe Bypass DB Project  Location: Union Mecklenburg Counties, North Carolina	Name: Monroe Bypass Constructors (United Infrastructure Group, Anderson Columbia and Boggs Paving)	Name of Owner: NCDOT Project Manager: Rick Baucom, PE Phone: 704-983-4400 Email: <a href="mailto:rwbaucom@ncdot.gov">rwbaucom@ncdot.gov</a>	Construction: July 2019	\$464,000	\$32,000																																				
g. Narrative describing the work performed by the Contractor.																																									
<div><div><p>Firm Role: <b>Sloan was a major subcontractor to the Monroe Bypass Constructors team and was responsible for construction of 14 bridges on 9 bridge sites and Segment 1, a 2.1-mile section of the 19.7-mile new alignment toll road.</b></p><p>Project Narrative: Segment 1 includes the one-mile section of mainline along existing US 74 with a directional interchange at I-485 on the west end of the project, one of the heaviest traveled US highway sections in North Carolina. The project consists of an elevated, six-lane, divided, controlled-access toll road with two-lane frontage roads located along each side of the mainline and three structures. The other bridges constructed by Sloan are in Segments 2 and 3 and range from single-span overpasses to multiple-span creek crossings. While performing grading and drainage operations on the project, Sloan moved more than 1,000,000-cubic yards of material to construct the roadway embankment while coordinating with mechanically stabilized earth (MSE) wall and paving subcontractors for the project. Sloan worked closely with the project’s designer during the construction phase to implement methods that accelerated the work allowing the team to work around utility and ROW conflicts by strategically adjusting the MOT and bridge phasing.</p></div><div><div><div><div>Experience that Matters</div><div><div>■ DB delivery</div><div>■ Interstate/Complex MOT</div><div>■ Interstate interchange / Controlled access facility</div><div>■ Critical in-contract utility relocations</div><div>■ Adjacent project coordination</div><div>■ Curved flyover bridge construction</div><div>■ Bridge construction over water</div><div>■ Construction in environmentally sensitive area</div></div></div><div></div></div></div><tr><td colspan="6">h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</td></tr><tr><td colspan="6"><p>Sloan has worked with Monroe Bypass Constructors and NCDOT to mitigate delays on Segment 1 with right of way acquisition and utility relocation. <b>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 proposed changes to the MOT phasing that led to time savings of over 5 months to the critical path of the project.</b> Sloan proposed alternative bridge construction sequencing that allowed for combined concrete pours in both the substructure and the superstructure that shorten the duration of the bridge construction by several weeks. Sloan also used temporary wire walls to start backfill waiting periods prior to bridge completion. Meetings were held each week 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></td></tr><tr><td colspan="6">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.</td></tr><tr><td colspan="6"><p>Sloan is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Crews begin each shift with a safety and planning meeting to discuss the work plan for the day and any hazards present, followed by a stretch and flex exercise. The project team holds a weekly progress meeting 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 bridge and roadway 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. Sloan utilizes daily and weekly cost reporting to communicate activity performance to both crews and management and allow for adjustments as work progresses.</p></td></tr><tr><td colspan="6">j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.</td></tr><tr><td colspan="6">N/A</td></tr></div>						h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor 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. <b>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 proposed changes to the MOT phasing that led to time savings of over 5 months to the critical path of the project.</b> Sloan proposed alternative bridge construction sequencing that allowed for combined concrete pours in both the substructure and the superstructure that shorten the duration of the bridge construction by several weeks. Sloan also used temporary wire walls to start backfill waiting periods prior to bridge completion. Meetings were held each week 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 begin each shift with a safety and planning meeting to discuss the work plan for the day and any hazards present, followed by a stretch and flex exercise. The project team holds a weekly progress meeting 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 bridge and roadway 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. 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, Contractor shall provide a detailed explanation below.						N/A					
h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor 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. <b>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 proposed changes to the MOT phasing that led to time savings of over 5 months to the critical path of the project.</b> Sloan proposed alternative bridge construction sequencing that allowed for combined concrete pours in both the substructure and the superstructure that shorten the duration of the bridge construction by several weeks. Sloan also used temporary wire walls to start backfill waiting periods prior to bridge completion. Meetings were held each week 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>																																									
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N/A																																									



WORK HISTORY AND QUALITY FORM – DESIGNER  
RS&H, INC.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by the Designer (in thousands)
Name: SR 9 (I-95) Overland Bridge Replacement DB  Location: Jacksonville, FL	Name: Archer Western	Name of Owner: Florida Department of Transportation, District 2 Project Manager: Craig Teal Phone: 904-386-7703 Email: craig.teal@dot.state.fl.us	Construction: 03/2018 Professional Services: 08/2014	\$164,000	\$10,854

g. Narrative describing the work performed by the Designer.

Firm Role: **RS&H was the Lead Designer providing design management and final design for all roadway geometrics, maintenance of traffic, temporary and permanent drainage, erosion control, 12 new/replacement bridges, miscellaneous structures, sign, signal and ITS structures, signing and pavement markings, and roadway lighting.**

Offices Involved: Jacksonville, FL; Tampa, FL; Fort Lauderdale, FL; Atlanta, GA; St. Charles, IL; Richmond, VA; Charleston, SC

Project Narrative: The project consisted of 2.56 miles of interstate and interchange reconstruction in the heart of downtown Jacksonville, Florida. The main objectives were to add capacity, mobility, and safety to the corridor while minimizing any inconvenience to the public. The project entailed full-depth concrete pavement reconstruction and widening, replacement of the I-95 Overland Bridge and the I-95 bridge over the Florida East Coast (FEC) Railroad, interchange reconfiguration at Atlantic Boulevard (US 90) and Philips Highway (US 1) that included two new third level curved steel flyover bridges, and construction of a new collector-distributor road. Project also included the widening of the Fuller Warren Bridge over the St. Johns River. Railroad coordination was especially challenging as the project crosses the single busiest segment of FEC Railroad track in the entire state.

**All construction was completed while maintaining vehicular and rail traffic without the use of long-term lane closures or detours.** To help expedite construction, RS&H developed a phased approach to the project’s design that was comprised of four separate roadway and MOT packages and 12 bridge packages. The elements of each design package were closely coordinated with the contractor’s CPM schedule to afford the earliest possible construction start while also easing the burden of FDOT design review staff. Several vibration sensitive structures, specialty hospitals and historic parcels, border the project corridor. Vibration monitoring and the implementation of drilled shaft foundations were utilized to minimize disturbance during construction.

Experience that Matters

- DB delivery
- Lead Design Firm serving in same role
- Interstate/Complex MOT
- Interstate interchange / Controlled access facility
- Critical in-contract utility relocations
- Adjacent project coordination
- Curved flyover bridge construction
- Bridge construction over water
- Railroad coordination
- Historic cultural resource protection
- Noise wall construction



The Overland Bridge project has received several prestigious awards, including:  
Best Overall in the Transportation-Structures Category, DBIA Florida Region,  
2018; Honor Award in the Structural Systems Category, American Council of  
Engineering Consultants (ACEC) of Florida Engineering Excellence Awards, 2020

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

The DB team developed numerous innovations through the Alternative Technical Concept (ATC) process that resulted in significant schedule and cost savings to the owner. ATCs included a simplified maintenance of traffic plan, a shortened schedule, more efficient drainage and utility designs, implementation of an on-site existing pavement recycling program, and a \$30 million reduction in required right-of-way costs to the owner. **One such ATC entailed modifications to two bridges that resulted in the avoidance of a critical fiber optic duct bank, saving the owner \$500,000 in relocation costs and eliminating a 250-day relocation.**

i. Quality Initiatives. Discuss the Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

Weekly meetings with design staff to verify work product schedule and quality were being maintained or exceeded and early coordination with construction manager and paving superintendents is essential to development of comprehensive MOT phasing plan; Meeting with utility companies early in the design process helps to keep utility relocations off the construction critical path; Weekly coordination with Owner’s Project Manager verifies appropriate Owner resources are available to review submittals in efficient manner.

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

N/A



WORK HISTORY AND QUALITY FORM – DESIGNER  
RS&H, INC.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by the Designer (in thousands)
Name: I-40/I-440 Pavement Replacement and Improvement DB  Location: Raleigh, NC	Name: Granite Construction Company	Name of Owner: NCDOT Project Manager: Michael Shumsky, PE Phone: 919-707-6627 Email: mshumsky@ncdot.gov	Construction: 07/2019 Professional Services: 07/2019	\$187,000	\$9,058

g. Narrative describing the work performed by the Designer.

Firm Role: **RS&H was the Lead Designer providing design management and final design for roadway, drainage and erosion control.**

Offices Involved: Raleigh, NC; Richmond, VA; Charlotte, NC; Atlanta, GA; Charleston, SC

Project Narrative: The I-40/440 project consists of design and reconstruction of 11.5 miles of interstate including seven interchanges. The 30-year-old concrete pavement was crumbling due to an alkali-silica reaction (ASR) between the aggregate and the cement. The project replaced the pavement in-place with inside widening, providing a safer riding surface with improved structural integrity. Project was constructed primarily from the existing median. The confined work zone required careful attention to detail during MOT plan development for safe ingress/egress access for the construction staff. The project scope also included the rehabilitation of 12 bridges that entailed inside widening of the superstructures for 10 bridges and barrier upgrades and deck overlays at all sites. The majority of the existing bridges were multi-span steel beams. Rebuilding the road presented the additional challenge of what to do with the existing concrete pavement and how to handle a massive hauling operation on an extremely busy corridor. The problem was solved by proposing to recycle the concrete, crushing the concrete for use as subgrade stabilization. Other sustainable practices included the use of an on-site state-of-the-art natural gas asphalt plant that reduced costs and allowed for 24-hour hauling operations.

*Experience that Matters*

- *DB delivery*
- *Lead Design Firm serving in same role*
- *Interstate/Complex MOT*
- *Interstate interchange / Controlled access facility*
- *Adjacent project coordination*
- *Noise wall construction*

*Key Personnel Involvement*

- *Jennifer Devore Farino - Senior Roadway Advisor*



The I-40/I-440 Pavement Replacement and Improvement DB has received a National Recognition Award in the American Council of Engineering Companies (ACEC) 2020 Engineering Excellence Awards (EEA) competition in addition to a 2020 Honor Award in the Transportation Category from ACEC North Carolina.

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

Through the ATC process, the DB team proposed an inside median widening rather than the concept plan’s outside widening. The closed median section afforded an additional travel lane in each direction during construction, a huge benefit to the traveling public. On-site pavement recycling was also employed on this project. Although the North Carolina Department of Transportation had estimated a project cost of more than \$190 million, the DB team was able to shave more than \$50 million from the project costs due to innovations and cost savings strategies. These cost savings were used to fund the bridge rehabilitation work that was added to the project post-award.

i. Quality Initiatives. Discuss the Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

Adhering to a well-defined and documented Quality Control program maintains schedule, especially when there are multiple design submittals; When widening existing structures, there is the opportunity for new drilled shafts to become misaligned during construction. RS&H was able to redesign bent caps allowing the drilled shafts to remain, resulting in zero construction delays or cost overruns; Proactive coordination between, contractor, design team, and owner is necessary to manage acceleration and deceleration lengths for interchange ramps and loops for interim construction phases; Careful evaluation of grade differentials between existing and proposed pavement is necessary to prevent water ponding issues during phased construction.

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

Please see Appendix C

WORK HISTORY AND QUALITY FORM – DESIGNER  
RS&H, INC.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by the Designer (in thousands)
Name: I-295 Express Lanes DB  Location: Jacksonville, FL	Name: Archer Western	Name of Owner: FDOT D2 Project Manager: Ryan Asmus, PE Phone: 386-961-7443 Email: Ryan.Asmus@dot.state.fl.us	Construction: 04/2021 (estimated) Professional Services: 06/2019	\$177,183	\$9,353

g. Narrative describing the work performed by the Designer.

Firm Role: **RS&H is the Lead Designer providing design management and final design for roadway, drainage, erosion control, bridges, permitting, sound wall analysis and design, signing, signalization/ITS, and express lanes tolling infrastructure.**

Offices Involved: Jacksonville, FL; Tampa, FL; Orlando, FL; Charlotte, NC; Richmond, VA; Charleston, SC, Raleigh, NC

Project Narrative: This project will provide express lane integration on I-295 from the SR 9B Interchange to the SR 202 (J. T. Butler Boulevard) Interchange as well as additional traffic, drainage, and ITS improvements. The project limits span a stretch of nearly seven miles in a heavily traveled area of I-295. Two lanes in each direction are to be added toward the median to create this segment of the 295 express lanes. Project scope also includes six bridges, miles of permanent retaining walls, several temporary retaining walls, noise walls, culvert extensions, and numerous overhead sign structures. **SUPERIOR is a major subcontractor on the DB Team and is constructing most of the bridges.** RS&H and SUPERIOR coordinated daily during construction of these facilities.

Experience that Matters

■ DB delivery

■ Contractor serving in same role


■ Lead Design Firm serving in same role

■ Interstate/Complex MOT

■ Interstate interchange / Controlled access facility

■ Curved flyover bridge construction

■ Noise wall construction



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

RS&H made several design modifications to the bridges along the corridor to simplify construction, improve functionality, and reduce future maintenance costs. One such location was the curved flyover ramp that included the use of wide straddle bents to span the heavily skewed crossing of I-295 and the new express lanes. RS&H completed the design of this bridge using precast, prestressed, and post-tensioned concrete elements to expedite schedule and reduce future maintenance costs. The southbound express lane connection was restacked allowing for a 70 MPH continuous design speed. RS&H proposed installing mongoose-style fixtures in lieu of cobra head-style fixtures that more efficiently project and disperse the light. This innovation saved existing light poles, bases, and conduit and eliminated the need for an additional row of new light poles within the median barrier wall, reduced the amount of electricity needed to light the corridor, and allows for maintenance to occur from outside shoulders, which increases safety and reduces disruptions to traffic during maintenance operations.

i. Quality Initiatives. Discuss the Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.

RS&H maintains strict adherence to internal and external quality control processes. For this project the curved flyover bridge, considered a category two critical structure by FDOT, underwent internal independent quality reviews for each design element as well as external independent peer review for each design milestone submittal. Another crucial aspect of our quality program for this project was interdisciplinary reviews. These reviews were used to verify that the various aspects of the project were in alignment with one another and was especially useful with coordinating the tolling and ITS infrastructure needs within the median of the existing facility.

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

N/A

WORK HISTORY AND QUALITY FORM – DESIGNER  
RS&H, INC.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by the Designer (in thousands)
Name: Topsail Island Bridge Replacement  Location: Pender County, NC	Name: Balfour Beatty	Name of Owner: NCDOT Project Manager: Chad Kimes, PE Phone: 910-341-2000 Email: ckimes@ncdot.gov	Construction: 2018 Professional Services: 04/2017	\$58,000	\$3,376

g. Narrative describing the work performed by the Designer.

Firm Role: RS&H was the Lead Designer and provided design management, roadway, drainage and hydraulics, and erosion and sediment control plans for replacement of the bridge.

Offices Involved: Charlotte, NC; Raleigh, NC

Project Narrative: RS&H provided planning and design services for the North Carolina Department of Transportation to replace the Topsail Island Bridge over the Intracoastal Waterway on NC 50-210. RS&H evaluated 20 different bridge replacement and rehabilitation alternatives to limit impacts to competing resources such as a public park, vessel traffic, pedestrians, utilities, tourist traffic, evacuation of the island, maintaining existing clientele for existing businesses. RS&H performed detailed traffic analysis to compare the 20 alternatives and ultimately selected to replace the Warren truss swing span bridge with a high-level, fixed-span structure that requires less maintenance than other alternatives. The final design consisted of roadway approach layouts, structure design, vessel impact, and hydraulic analysis, construction staging, and traffic control. RS&H coordinated extensive community engagement early and often throughout this project. The engagement program was tailored specifically for the community and included small group meetings and large-scale workshops accommodating large crowds of people. RS&H developed renderings and visualization for 16 of the alternatives and utilized websites, phone hotlines, stakeholder meetings, and local official involvement to deliver a comprehensive public engagement campaign. The new bridge features a multi-use path that is barrier separated from the vehicular travel way. At the time, this was a unique feature and a new design feature for North Carolina, especially the barrier details at the ends of the bridge. RS&H used Cooper River Bridge in South Carolina as an example and designed a seamless connection between the bridge path and a network of sidewalks and boardwalks adjacent to the bridge.

### Experience that Matters

- Lead Design Firm serving in same role
- Critical in-contract utility relocations
- Bridge construction over water
- Construction in environmentally sensitive area
- Historic cultural resource protection

### Key Personnel Involvement

- Jennifer Devore Farino - Project Manager/Lead Design Engineer





The Topsail Island Bridge Replacement Project received the 2020 Honor Award in the Structural Systems Category from ACEC North Carolina. The project also received ENR Southeast’s 2019 Excellence in Safety Award of Merit for Highways/Bridges.

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

The design team was tasked by environmental agencies to design the ends of the bridge to minimize coastal wetlands in order for the project to be permitted. They had the challenge of designing bridge bent locations to avoid a submerged aquatic vegetation area under the part of the bridge, as well as keeping the required open area for Intracoastal Waterway traffic. Space was very limited to perform water treatment and flooding of this area was persistent. RS&H developed a creative design of linear infiltration basins and sloping of the roundabout to capture runoff and reduce flooding. Large power poles were located along the existing roadway, which were extremely expensive to move and provide power for the island. The proposed roadway connections were designed around the existing transmission power poles to eliminate impact.

i. Quality Initiatives. Discuss the Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.


The high-level, fixed-span structure was a cost-effective solution for replacement of the existing swing-span bridge and exceeded client expectations by minimizing operational and maintenance costs, minimizing human and environmental impacts, and enhancing the tourist and community experience accessing Surf City Bridge. The new bridge opened nine months ahead of schedule and ultimately was a great success for RS&H, NCDOT, and the community. The charm and character of Topsail Island that is so closely guarded by local citizens was not sacrificed by this project, but rather enhanced.

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

N/A



**WORK HISTORY AND QUALITY FORM – DESIGNER**  
**MEAD & HUNT, INC.**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by the Designer (in thousands)
Name: I-85/I-385 Interchange Rehabilitation DB  Location: Greenville, SC	Name: Flatiron-Zachry	Name of Owner: SCDOT Project Manager: John Caver, PE Phone: 803-737-1441 Email: caverja@scdot.org	Construction: 12/2019 Design: 09/2016	\$242,000	\$2,297
g. Narrative describing the work performed by the Designer.					
<div><div>Firm Role: <b>Mead &amp; Hunt was a major subconsultant for one segment of the I-85 Widening DB Phase I Design Preparation project, and was responsible for replacing two existing bridges on I-385 and designing two new ramp bridges.</b></div><div>Offices Involved: Lexington, SC; Raleigh, NC; Columbus, OH; Madison, WI</div><div>Project Narrative: The DB team provided safety and capacity improvements to the I-85/I-385 interchange in Greenville that includes an additional through lane in each direction along I-385, approximately two miles of rehabilitation on I-85 northbound, collector-distributor ramps for both interstates and improvements at various intersections. Structures along I-385 were designed to accommodate an additional lane in each direction for future expansion and capacity.</div><div>The superstructures are AASHTO Type IV or Florida I-Beam 78-inch prestressed concrete beams with composite decks. The substructures utilize concrete cap and column piers on steel piles while the free-standing abutments use steel piles behind MSE walls. Crashwalls were added to the bridges situated over a railroad for crash protection.</div><div>The project was developed through the DB process to reduce construction time and provide for better management of costs, reduce environmental impacts and shorten travel delays for motorists.</div></div> <div><div><div>Experience that Matters</div><ul style="list-style-type: none"><li>■ DB delivery</li><li>■ Interstate/Complex MOT</li><li>■ Interstate interchange / Controlled access facility</li><li>■ Curved flyover bridge construction</li><li>■ Construction in environmentally sensitive area</li><li>■ Railroad coordination</li></ul></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of the Designer’s performance on the project to identify the Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Mead & Hunt met critical path design and schedule milestones set by the contractor which included structural modifications of three bridges from the original design due to a change prompted by a value engineering ATC. The ATC provided SCDOT with new bridges with less future maintenance in lieu of rehabilitating the existing I-385 bridges. Our engineers accelerated design and plan preparation to deliver final plans for Bridge #3 within 45 days of the contractor’s notice to proceed. Bridge #3 was on the critical path due to maintenance of traffic scheduling, and our designers worked extensively to meet the required schedule while still maintaining the required QC process.					
i. Quality Initiatives. Discuss the Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
In addition to Mead & Hunt’s quality control and assurance processes, the I-85 preliminary project design and environmental documentation underwent rigorous quality control sessions among the team firms as well as with SCDOT and the Federal Highway Administration (FHWA). Quality control and assurance during the design process involved multiple in-person workshops on interchange and interstate widening options where each firm presented and detailed their design and plan production. This evolved into the overall corridor improvement alternatives that were reviewed during constructability workshops and separate preliminary maintenance of traffic/construction staging discussions. Each firm provided individual quality control reviews prior to milestone submittals to prime consultants. These prime consulting firms carried out a final review prior to SCDOT and FHWA reviews.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, the Designer shall provide a detailed explanation below.					
N/A					



Appendix C

# WORK HISTORY AND QUALITY FORM – CONTRACTOR/ DESIGNER

(SECTION 3.5.2)



WORK HISTORY AND QUALITY FORM – CONTRACTOR  
SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC

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 the 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 the Contractor (in thousands)
Name: University Blvd. Over Arlington River  Location: Jacksonville, FL	Name: Superior Construction Company Southeast, LLC	Name of Owner: FDOT District Two Project Manager: Jeff Daugharty, PE Phone: 904-360-5575 Email: jeff.daugharty@dot.state.fl.us	Construction: 02/2015	\$11,295	\$8,292
g. Narrative describing the work performed by the Contractor.					
<p>Firm Role: Superior was the lead contractor on this project.</p> <p>Project Narrative: Design and construction of the University 2-lane bridge replacement over the Arlington River; bridge number 724214. Also included relocation of a Jacksonville Electric Authority (JEA) water line. And SR 109/University Blvd. ramp modifications at the Arlington Expressway, including a modified roundabout at the intersection of University Blvd. and Colcord Avenue. The first five spans of the bridge structure consisted of inverted T-beam superstructure elements supporting a 6-1/2” concrete deck. The remainder of the bridge structure included 8-1/2” concrete deck supported by ten spans of 36-in Florida I-Beams (FIBs) spanning 74-ft 6-in each. The entire structure was founded on 24-in prestressed concrete piles. A temporary ACROW bridge was also constructed to maintain traffic in place. <b>No proposed Key Individuals for CCR Phase 1 were involved in this project.</b></p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify the Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor 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, the Contractor shall provide a detailed explanation below.					
<p>4. Any OSHA violation deemed serious, willful, or repeated for this project. – YES</p> <p>On February 4, 2015 an employee was observed operating an aerial lift over the Arlington River, the employee was utilizing a Personal Flotation Device and was also wearing a harness with a lanyard, but was not physically attached to the basket. Citation 1 Item 1 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.453(b)(2)(v): A body belt with lanyard attached to the boom or basket was not worn by employees working from an aerial lift. Three employees were observed walking on a bridge support system and were not protected from falling 12 feet to the lower level by the use of guardrail system, safety net system, personal fall arrest system or any other type of fall protection method. These employees had on their Personal Flotation Devices and there was a DBI Secura-Span System installed on the beams, but the employees were not tied off. Citation 1 Item 2 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.501(b)(1): Each employee on a walking/working surface having an unprotected side or edge which was six or more feet above a lower level was not protected from falling by the use of guardrail systems, safety net systems, or personal fall arrest systems.</p> <p>An informal conference was held with the Jacksonville OSHA Area Director, Brian Sturtecky on 4/23/2015 and Superior Construction discussed the dynamic conditions of constructing a bridge over a navigable waterway and our diligence to comply with the 1926.106 standard as it applies to working on over or near water. All the affected employees observed, were utilizing Personal Flotation Devices, a lifesaving rescue skiff was available and ring buoys with 90’ of line were accessible to the employees. During the informal conference Superior was able to have Item 1 deleted as our employee was indeed protected as he was working over water and using a Personal Flotation Device. Item 2 was reclassified to a Serious-Repeat Violation of the training standard 29 CFR 1926.503(c)(3): Inadequacies in an affected employee’s knowledge or use of fall protection systems or equipment indicate that the employee has not retained the requisite understanding or skill. The financial penalties were reduced and consolidated to a final amount of \$10,000 which was paid in full on 4/23/2015.</p> <p>As a result of the OSHA inspection and subsequent informal conference, Superior retrained the affected employees on proper methods of fall protection and conducted a supervisory meeting for the entire company which included a physical fall protection demonstration to communicate the importance of adequate fall protection when working over heights of 6’, including over water. In an effort to achieve compliance with the OSHA standard, Superior Construction mandated that all employees working over on or near water at a height of 6’ or greater shall be tied off, even if utilizing a personal flotation device.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC

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 the 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 the Contractor (in thousands)
Name: SR 10 (US 90) Over Marquis Bayou Bridge Replacement  Location: Milton FL	Name: Superior Construction Company Southeast, LLC	Name of Owner: FDOT District Three Project Manager: Brian Tew Phone: 850-767-4930 Email: brian.tew@dot.state.fl.us	Construction: 05/2016	\$8,336	\$5,531

g. Narrative describing the work performed by the Contractor.

Firm Role: Superior was the lead contractor on this project.

Project Narrative: The improvements under this contract consisted of replacing the existing structurally deficient bridge within its existing alignment. A detour bridge was constructed to maintain traffic in place while the proposed structure was built. Also included were drainage improvements and signing and marking. The new bridge was 296-ft in overall length and consisted of 8-ea 37-ft spans founded on 24-in square prestressed concrete piles. The superstructure was a 19.5-in thick cast-in-place flat slab deck. Project also consisted of replacement/ restoration of the historic traffic railing from the old bridge and installation of sections of the old rail onto the new bridge deck as permanent pedestrian railing. Sections of the historic rail that could not be salvaged or restored were matched in kind with the old railing throughout the bridge deck. **No proposed Key Individuals for CCR Phase 1 were involved in this project.**

h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify the Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor 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, the Contractor shall provide a detailed explanation below.

4. Any OSHA violation deemed serious, willful, or repeated for this project. - YES

On November 4, 2014 two employees were observed at the leading edge of a temporary bridge trestle over Marquis Bayou and were not using personal flotation devices or the appropriate fall protection. Citation 1 Item 1 Type of Violation: Serious (Corrected During Inspection)

Proposed Penalty: \$7,000, 29 CFR 1926.106(a): Employees working over or near water where the danger of drowning exists, were not provided with U.S. Coast Guard approved life jackets or buoyant work vests. The same two employees were observed sitting at the end of the trestle and were not protected from a fall of approximately 12’ to the water below. There was a stationary cable 8’ behind them to restrict employee access to the leading edge, but the employees had crossed the cable and were observed at the leading edge of the trestle and not protected from falling the use of guardrail system, safety net system, personal fall arrest system or any other type of fall protection method. Citation 1 Item 2 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.501(b)(1): Each employee on a walking/working surface having an unprotected side or edge which was six or more feet above a lower level was not protected from falling by the use of guardrail systems, safety net systems, or personal fall arrest systems.

An informal conference was held with the Jacksonville OSHA Area Director, Brian Sturtecky on 12/16/2014 and the informal conference focused on the affected employees, one of which was the superintendent. Superior indicated to Mr. Sturtecky that employee misconduct was a viable defense, as the affected employee knew the requirements and had been formally trained With the exception of the two employees observed, the remainder of the personnel on site were utilizing appropriate fall protection and the appropriate personal flotation devices. During the informal conference Superior was able to have Item 1 deleted as the employee had been provided with a USCG personal flotation device, but chose not to use it. Item 2 was reclassified to a Serious Violation of the training standard 29 CFR 1926.503(c)(3): Inadequacies in an affected employee’s knowledge or use of fall protection systems or equipment indicate that the employee has not retained the requisite understanding or skill. The financial penalties were reduced and consolidated to a final amount of \$5,000 which was paid in full on 12/19/2014.

As a result of the OSHA inspection and subsequent informal conference, Superior Construction issued the affected employees a formal safety violation for failure to observe company safety and health policy and had both individuals attend a fall protection course offered in Jackson-ville, Florida. The project job-site had a safety stand-down meeting the day after the inspection, and fundamentals of fall protection were addressed in detail by the Operations Manager and Safety Director at an on-site meeting held in December 2015. Prior to the unannounced visit, Superior hosted an OSHA 10 Hour specifically delivered to the Panhandle Division on October 23, 2014 and reached 28 employees.

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 the 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 the Contractor (in thousands)
Name: Bridge Rehab on Bettis Academy Road Over I-20  Location: Aiken County, SC	Name: SCDOT	Name of Owner: SCDOT Project Manager: Rick Ward Phone: 803-641-7660 Email: wardar@scdot.org	Construction: 11/2018 Professional Services: 04/2020	\$3,241	\$3,241
g. Narrative describing the work performed by the 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. <b>No proposed Key Individuals for CCR Phase 1 were involved in this project.</b></p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify the Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor 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, the Contractor shall provide a detailed explanation below.					
<p>Sloan Construction has been assessed Liquidated Damages on this project. Final completion timing is still being negotiated, however at this time, Sloan is considered approximately 193 days past the contract completion date. 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. 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 the 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 the Contractor (in thousands)
Name: Preservation York County (Multiple Maps)  Location: York, SC	Name: SCDOT	Name of Owner: SCDOT Project Manager: Jared Bragg Phone: 803-324-3545 Email: braggjk@scdot.org	Construction: 02/2019 Professional Services: 12/2019	\$2,282	\$2,282
g. Narrative describing the work performed by the Contractor.					
Firm Role: Sloan was the lead contractor on this project.					
Project Narrative: Full-depth patching, preventative maintenance surface treatment, pavement markings – four roads, 12.54 miles. <b>No proposed Key Individuals for CCR Phase 1 were involved in this project.</b>					
h. Self-Assessment. The information provided in this section should be a self-assessment of the Contractor’s performance on the project to identify the Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify the Contractor 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, the 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 assess on this project.					



Appendix D

# LEGAL AND FINANCIAL



Telephone: (904) 292-4240

Fax: (904) 292-2682

## Superior Construction Company Southeast, LLC

**General Contractors**

7072 Business Park Boulevard  
Jacksonville, Florida 32256-2749

April 23, 2020

Nick Pizzuti  
Office of Professional Services Contraction  
South Carolina Department of Transportation  
955 Park Street, Room 128  
Columbia, South Carolina 29201

RE: Carolina Crossroads Phase 1 – Colonial Life Blvd Design Build Project  
Project ID P039718, Richland and Lexington Counties

Dear Mr. Pizzuti:

I, Pete Kelley, 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 April 1, 2020 by the South Carolina Department of Transportation ("SCDOT") to construct the Carolina Crossroads Phase 1-Colonial Life Blvd ("the Project") in Richland and Lexington 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.

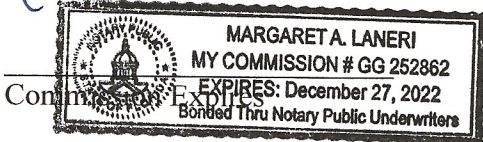
Respectfully Submitted,

Peter  
Kelley  
Pete Kelley  
President  
Digitally signed  
by Peter Kelley  
Date:  
2020.05.08  
10:32:47 -04'00'

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

Sworn to and subscribed before me this 8<sup>th</sup> day of May, 2020, by Peter Kelley  
(Print name of person signing Affidavit)

Margaret A. Laneri  
Notary Public



Personally Known X Or Produced Identification \_\_\_\_\_





**SLOAN CONSTRUCTION**  
A Division of Reeves Construction Company



May 11, 2020

Nick Pizzuti  
Office of Professional Services Contracting  
South Carolina Department of Transportation  
955 Park Street, Room 128  
Columbia, South Carolina 29201

RE: Carolina Crossroads Phase 1 – Colonial Life Blvd Design Build Project  
Project ID P039718, Richland and Lexington Counties

Dear Mr. Pizzuti:

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 April 1, 2020 by the South Carolina Department of Transportation ("SCDOT") to construct the Carolina Crossroads Phase 1-Colonial Life Blvd ("the Project") in Richland and Lexington 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,

Lee Rushbrooke  
President

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

Sworn to and subscribed before me this 11<sup>th</sup> day of May, 2020, by Hien Brafford  
(Print name of person signing Affidavit)

Notary Public

Hien Brafford  
Notary Public, South Carolina  
My Commission Expires  
May 8, 2028

May 8, 2028  
Commission Expires

Personally Known ☒ Or Produced Identification ☐

May 11, 2020

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

**Proposer: Superior-Sloan - a JV**

**Re: Request for Qualifications; Carolina Crossroads  
Phase 1 – Colonial Life Blvd.; Design-Build Project  
Project ID P039718, Richland and Lexington Counties**

To Whom It May Concern:

Superior Construction Company Southeast, LLC (Superior) and Reeves Construction Company d/b/a Sloan Construction (Sloan) in a Joint venture known as Superior-Sloan - a JV ("joint venture") are submitting a Statement of Qualifications to the South Carolina Department of Transportation for the Carolina Crossroads Phase 1 – Colonial Life Blvd.; Design-Build Project; Project ID P039718, Richland and Lexington Counties, ("the Project") The undersigned are the Sureties for Superior Construction Company Southeast, LLC and Sloan, individually.

The Joint Venture is capable of obtaining the requisite bonds for the referenced project. It is the intent of the sureties to provide the Joint Venture with the required bonds, subject to acceptable contract terms, contract conditions, bond forms and underwriting conditions at the time the bonds are requested by the Joint Venture, and upon award and acceptance of the contract.

Continental Casualty Company is the Surety for Superior. Superior's financial strength and management capabilities have qualified them for bonding on any project, which they have chosen to undertake. As such, Continental Casualty Company highly recommends them for your favorable consideration on your project. Superior has been extended a bonding facility, which will support individual projects up to \$500,000,000.00 and an aggregate work program in the \$1,300,000,000.00 range. Superior currently has in excess of \$300,000,000.00 in available bond capacity. Surety bonds are issued through the Continental Casualty Company which is rated A XV by AM Best and is listed in the Federal Register.

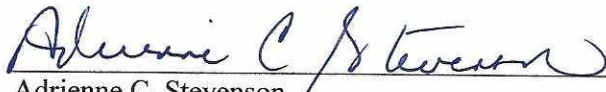
Liberty Mutual Insurance Company is the Surety for Sloan. Sloan's financial strength and management capabilities have qualified them for bonding on any project, which they have chosen to undertake. As such, Liberty Mutual Insurance Company highly recommends them for your favorable consideration on your 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. Sloan currently has in excess of \$300,000,000.00 in available bond capacity. Surety bonds are issued through the Liberty Mutual Insurance Company which is rated A XV by AM Best and is listed in the Federal Register.

We have every confidence that Superior and Sloan, a Joint Venture known as Superior-Sloan - a JV, have the necessary financial and operational capacity to successfully complete such a project. We hold the parties in the highest regard and recommend them to you for every possible consideration

Sincerely,

**Continental Casualty Company**

**Liberty Mutual Insurance Company**

A handwritten signature in blue ink, reading "Adrienne C. Stevenson", written over a horizontal line.

Adrienne C. Stevenson

Attorney-in-Fact

STATE OF GEORGIA  
COUNTY OF FULTON

I, Sharon Jean Potts, a Notary Public in and for said County, do hereby certify that  
Adrienne C. Stevenson as Attorney-in-Fact, who is personally known to me to be the  
same person whose name is subscribed to the foregoing instrument, appeared before me this day  
in person, and acknowledged that they signed, sealed, and delivered said instrument for and on  
behalf of

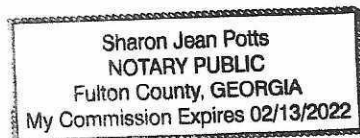
Continental Casualty Company	An Illinois Corporation
Liberty Mutual Insurance Company	A Massachusetts Corporation

for the uses and purposed therein set forth.

Given under my hand and notarial seal at my office in the City of Atlanta in said County,

this 11<sup>th</sup> day of May A.D. 2020

Sharon Jean Potts  
Notary Public





## POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Adrienne C. Stevenson , Individually

of Atlanta, Georgia , their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

– In Unlimited Amounts –

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 3rd day of June, 2015.



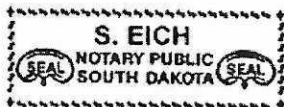
Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

Paul T. Bruflat

Vice President

State of South Dakota, County of Minnehaha, ss:

On this 3rd day of June, 2015, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires February 12, 2021

S. Eich

Notary Public

### CERTIFICATE

I, D. Bult, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 11th day of May , 2020 .



Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

D. Bult

Assistant Secretary

## Authorizing By-Laws and Resolutions

### ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25<sup>th</sup> day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. "

### ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective "

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National Fire Insurance Company of Hartford.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25<sup>th</sup> day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. "

### ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25<sup>th</sup> day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. "



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.

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

Certificate No: 8201331

## POWER OF ATTORNEY

**KNOWN ALL PERSONS BY THESE PRESENTS:** That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Adrienne C. Stevenson all of the city of Atlanta, state of Georgia each individually if there be more than one named, its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the above-referenced surety bond.

**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 30th day of May, 2019.

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



By: David M. Carey

David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss  
COUNTY OF MONTGOMERY

On this 30th day of May, 2019, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



COMMONWEALTH OF PENNSYLVANIA

Notarial Seal  
Teresa Pastella, Notary Public  
Upper Merion Twp., Montgomery County  
My Commission Expires March 28, 2021

Member, Pennsylvania Association of Notaries

By: Teresa Pastella

Teresa Pastella, Notary Public

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

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

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

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

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

**Certificate of Designation** – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes 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, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

**IN TESTIMONY WHEREOF,** I have hereunto set my hand and affixed the seals of said Companies this 11th day of May, 2020



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary



**Carolina Crossroads Phase 1- Colonial Life Blvd at I-126  
Columbia, South Carolina  
DESIGN/BUILD Construction Contract**

**Teaming Agreement**

This Teaming Agreement (the "Agreement") is made effective April 14, 2020 by and between Superior Construction Company Southeast, LLC ("Superior" or "SU") and Sloan Construction ("Sloan" or "SL") (each a "Party" and collectively the "Parties" or the "Team"). This Agreement is made in connection with the preparation and submittal of a proposal (the "Proposal") to the South Carolina Department of Transportation ("Owner") for the Carolina Crossroads Phase 1- Colonial Life Blvd at I-126 in Richland and Lexington, Project ID P039718 Project (the "Project").

**I. Proposal Effort**

The Parties agree to work exclusively with each other, per the terms of this Agreement, to jointly pursue and furnish a Proposal for the Project. If the Team is the successful proposer for the Project, subject to any and all internal corporate approvals including financial review of the other Party, the Team shall form a Joint Venture known as "Superior-Sloan – a JV" (the "JV"). Superior will lead the Team. The Parties will coordinate, schedule, and interface its work with each other and their respective subcontractors to assure the most competitive team and superior Proposal.

The Parties will work together in the preparation of the Proposal. Each Party shall be responsible for all of its own costs and expenses relating to the preparation of the Proposal and bid preparation costs, except for the cost of the engineering effort for the Phase 2 Technical Proposal. The Owner stipend shall first be used for Phase 2 Technical Proposal engineering costs, and any balance due shall be shared proportionately by each Party, and likewise should the stipend have a positive balance. Any other third-party costs, agreed to by the Parties, shall be shared proportionately by each Party. Each Party agrees to prepare written submissions required for the Proposal and bid documents, as mutually agreed. Any shared Team pre-bid engineering and Team Proposal costs or "stipend" from the Owner will be distributed proportionately as listed below, unless agreed otherwise in writing. If any Party fails to timely pay its proportionate share of third party costs incurred by the Team the defaulting Party shall be deemed to have withdrawn from the Team and terminated its interest in the Project under the withdrawal procedure provided for below. Each Party will prepare a complete cost estimate for comparison with the other Party. The Parties' respective interests in the Project and JV shares (if applicable) shall be as follows:

Team Leader ("Superior") 70%  
Team Member ("Sloan") 30%

If the Team is the successful Proposer for the Project, subject to satisfaction of any and all internal corporate approvals including financial review, the Parties will execute a mutually agreeable Joint Venture agreement.

Each Party agrees to be jointly and severally liable to the Owner under the Project construction contract where required by the Owner or applicable law. Liability of the Parties to each other shall be as specified in the Joint Venture Agreement.



Qualified salaried personnel and equipment supplied by each Party will be in approximate proportion to the Parties' respective interests stated above. Personnel commitments may be detailed in the Joint Venture Agreement or Team Proposal.

Each Party agrees to keep confidential, and not furnish to any third party without each other's consent, any information or documents obtained from each other in connection with the Project.

Nothing in this Agreement shall be construed as creating a permanent partnership between the Parties, or giving to any Party any of the rights of, or subjecting any Party to any of the liabilities of, a partner, or authorize any Party to represent or make commitments binding the other Party. This Agreement is limited to the Project described above, and has no effect on any other project including projects related to the Project, or any other business of any Party.

Except for failure to timely pay third party costs, no Party may be removed from the Team by action of the other Party. Each Party shall have the right to withdraw from the Team and terminate its interest in the Project, subject to paying its proportionate share of third party costs incurred prior to withdrawal:

1. Before issuance of the Owner's Final RFP for lack of surety support, personnel, estimating and financial resources, and/or other such serious concerns;
2. Within two weeks after receipt of the Owner's Final RFP for concerns related to the Final RFP.

Any Party withdrawing under the foregoing provisions, and that Party's affiliates, shall be thereafter barred from further participation in the Project. The remaining Party shall be permitted to continue pursuit of the Project, with or without additional entities.

This Agreement will terminate (1) if the Project is awarded to another proposer, after any protest related thereto has been fully resolved; or (2) if the JV's qualifications or Proposal are not acceptable to the Owner, after any protest related thereto has been resolved; or (3) upon cancellation of Project procurement activities by the Owner; or (4) upon any Party becoming insolvent; or (5) for failure of any Party to provide the other Party reasonable evidence of bonding and financial capacity within fourteen days of another Party's written request; or (6) elapse of twelve months from the date of this Agreement without an award to the Parties of the work contemplated (unless a Proposal has been submitted which is under consideration at the expiration of such period, in which case this Agreement shall continue in force until terminated pursuant to one of the foregoing conditions). If Owner does not award the Project to the Team or if this Agreement shall terminate in accordance with this subparagraph, either Party may submit directly or indirectly any other tender or proposal relating to the Project independently or in collaboration with a third party.

## **II. AGREEMENT NEGOTIATION**

If after proposal submissions, negotiations are conducted between the Team and the Owner, the final price will be based upon the pricing information furnished by Team Leader and Team Member as part of such negotiations. Detailed cost and pricing data and audit information shall be provided by Team Leader and Team Member to the Owner to the extent required by the Owner.

## **III. EXCLUSIVE DEALING AND CONFLICTS OF INTEREST**

The Parties agree to collaborate with each other on an exclusive basis with respect to the Project and not to submit directly or indirectly any other tender or proposal relating to the Project independently or in collaboration with a third party for the duration of the Term of this Agreement in accordance with Article 9 of this Agreement.

#### **IV. INTELLECTUAL PROPERTY**

For this Agreement, "Intellectual Property" means all present and future rights conferred by statute, common law or in equity in any country of the world in or in relation to copyrights (including usage rights), trademarks (registered and unregistered), designs (registered, including applications, and unregistered), patents (including applications), circuit layouts, plant varieties, business and domain names, inventions, trade secrets and other results of intellectual property.

Each Party acknowledges that:

- a) Any Intellectual Property in the other Party's Confidential Information is and remains at all times the exclusive property of the other Party at and from the time of its creation;
- b) It has no right, title or interest in the other Party's Confidential Information; and
- c) Any Intellectual Property that is created by either of the Parties in the preparation of the SOQ or Proposal will be jointly owned by the Parties.

#### **V. LIMITATION OF LIABILITY**

No Party will be liable to any other Party for any indirect, special, incidental or consequential damages, such as loss of revenue, cost of capital, loss of business reputation or opportunity, or loss of anticipated profits due to any Party's acts or omissions in performing this Agreement.

#### **VI. DISPUTE RESOLUTION**

Any and all disputes that arise for items contemplated under this Agreement (whether arising in contract, tort or otherwise, and whether arising at law or in equity, each a "Dispute") shall be resolved in accordance with the following procedures:

- a) First, the project managers of each Party shall promptly meet (whether by phone or in person) in a good faith attempt to resolve the Dispute within ten (10) business days of the project managers' initial meeting;
- b) Second, if the Dispute is still unresolved after commencement of the negotiations described in Article 10(a) above, then the Dispute shall be referred to senior management of each of the Parties, who shall endeavor in good faith to reach an amicable resolution of the Dispute within ten (10) business days of the referral to them, and then immediately implement any such resolution;
- c) Third, if the senior management of the Parties described in clause 10(b) are unable to resolve the Dispute within the ten (10) business day period, the Parties shall immediately proceed to binding arbitration in accordance with the Construction Industry Arbitration Rules of American Arbitration Association then



in effect.

## **VIII. MISCELLANEOUS**

This Agreement constitutes the entire agreement between the Parties and supersedes any previous oral or written understandings, commitments, or agreements. No changes may be made in this Agreement without the written agreement of duly authorized representatives of each of the Parties.

Each Party agrees that it shall not pay, promise, offer or authorize payment of anything of value (in any form) to any person or organization either directly or indirectly (through an agent, representative, subcontractor or other third party) to obtain or retain business without notifying the other Parties in writing; and, in no event whenever such payment, promise, offer or authorization is contrary to applicable law. Each Party agrees to comply with all applicable laws and regulations.

The agreement of each of the Parties to work together on this Project includes each of their subsidiaries. Subject to the terms of this Agreement, the Parties shall work exclusively together until the receipt of a notice from the Owner that the Statement of Qualifications or Proposal is not successful, upon mutual agreement in writing between the Parties to waive the exclusivity provisions of this Agreement, or upon termination of this Agreement as set forth above.

Any publicity or advertising in connection with the Project as a result of this Agreement shall not be released by any Party if such release mentions the name of any other Party without the prior written consent of senior management of such Party.

The Parties agree that Owner may require disclosure of this Agreement.

Each Party shall keep the other Party fully and promptly informed of all events and matters affecting or relating to this Agreement and shall promptly give all relevant information and cooperation properly requested by the other Party.

The failure of any Party to enforce or to require performance by the other Party of any of the provisions of this Agreement will not be construed to be a waiver of such provision, affect the validity of this Agreement or any of its parts, or jeopardize the right of any Party thereafter to enforce each and every provision of this Agreement.

This Agreement is not assignable by any Party.

This Agreement shall be governed by and construed under the laws of the State in which the project will be built without regard to conflict of laws principles.

AGREED

**Superior Construction Company  
Southeast, LLC.**

By: David Nardon

Name: J. David Nardon

Title: Director Alternative Delivery

Date: April 16, 2020

AGREED

**Reeves Construction Company d/b/a Sloan  
Construction**

By: Robert Low

Name: Robert Low

Title: Vice President

Date: 4-14-20



## SSJV Firm D-U-N-S Numbers

The D-U-N-S numbers for each of the SSJV team's firms are listed in the table below.

Firm	D-U-N-S Number
Superior Construction Company Southeast, LLC	830356619
Sloan Construction, a Division of Reeves Construction Company	005808499
RS&H, Inc.	613387281
Mead & Hunt, Inc.	066862558
SAM-Construction Services, LLC	080541318
Insight Group, LLC	029163178
Summit Engineering, LLP	193547838
Infrastructure Consulting & Engineering, PLLC	058232290
Property Acquisitions & Negotiations, Inc.	078400026

Appendix E

# ORGANIZATIONAL CONFLICT OF INTEREST



## Company

Appendix F

# CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST





The SSJV team requests that the Work History and Quality Form – Designer for the I-40/440 Pavement Replacement and Improvement DB project in Appendix C remain confidential. All other information contained within our Statement of Qualifications is not confidential or proprietary.

Appendix G

# ADDENDUM RECEIPT FORM(S)





South Carolina  
Department of Transportation

## NOTICE OF RECEIPT

Carolina Crossroads Phase 1 – Colonial Life Blvd.  
Design-Build – Project ID P039718  
Richland and Lexington Counties

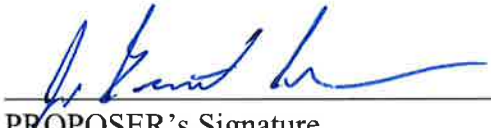
### Addendum 1

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

5/7/2020  
\_\_\_\_\_  
Date

James Brantlee Milner  
\_\_\_\_\_  
Printed Name

For: SUPERIOR-Sloan JV  
\_\_\_\_\_  
Design-Build Team Name





South Carolina  
Department of Transportation

## NOTICE OF RECEIPT

Carolina Crossroads Phase 1 – Colonial Life Blvd.  
Design-Build – Project ID P039718  
Richland and Lexington Counties


### Addendum 2

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

5/7/2020  
Date

James Brantlee Milner  
Printed Name

For: SUPERIOR-Sloan JV  
Design-Build Team Name





Appendix H

# KEY INDIVIDUAL AND CONTRACTOR/ DESIGNER REFERENCE FORM(S)



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
<a href="mailto:paul.wabi@dot.state.fl.us">paul.wabi@dot.state.fl.us</a>	Paul	Wabi	Jhon Beltran	Wekiva Parkway Section 6 DB, Orlando, FL	Senior Project Manager	Superior
<a href="mailto:gregory.snider@txdot.gov">gregory.snider@txdot.gov</a>	Gregory	Snider	Jhon Beltran	Segment F-2 (12-Mile) from SH 249 (Tomball Parkway) to I-45 N (The North Freeway), Houston, TX	Project Manager	Superior
<a href="mailto:sbesu@eacconsult.com">sbesu@eacconsult.com</a>	Sergio	Beau	Jhon Beltran	SR 836 from NW 57th Avenue to NW 17th Avenue, Miami, FL	Project Manager	Superior
<a href="mailto:paul.lampley@dot.state.fl.us">paul.lampley@dot.state.fl.us</a>	Paul	Lampley	Jhon Beltran	I-595 Reversible Express Lanes Segments A&B, Ft. Lauderdale, FL	Project Manager	Superior
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcom	Watson	Jennifer Devore Farino	I-485 Express Lanes DB, Charlotte, NC	Lead Roadway Engineer	RS&H
<a href="mailto:ckimes@ncdot.gov">ckimes@ncdot.gov</a>	Chad	Kimes	Jennifer Devore Farino	Topsail Island Bridge Replacement, Surf City, NC	Project Manager	RS&H
<a href="mailto:hfyung@ncdot.gov">hfyung@ncdot.gov</a>	Hon	Yeung	Jennifer Devore Farino	Maple Cypress Road Bridge Replacements, Craven County, NC	Project Manager	RS&H
<a href="mailto:hfyung@ncdot.gov">hfyung@ncdot.gov</a>	Hon	Yeung	Jennifer Devore Farino	Harkers Island Bridge Replacements, Harker's Island, NC	Project Manager	RS&H
<a href="mailto:tbruton@ncdot.gov">tbruton@ncdot.gov</a>	Teresa	Bruton	Jennifer Devore Farino	NCDOT R-2123CE, I-485/I-85 Interchange, Mecklenburg and Cabarrus County, NC	Roadway Construction Services Manager	RS&H
<a href="mailto:winncl@scdot.org">winncl@scdot.org</a>	Craig	Winn	Kevin James Barnes	I-26 (MM 187-193) Widening, Dorchester and Berkeley Counties, SC	Lead Utility Coordinator	M&H
<a href="mailto:mcyintyrejd@scdot.org">mcyintyrejd@scdot.org</a>	Joey	McIntyre	Kevin James Barnes	US 321 Bridge Replacement, Columbia, SC	Lead Utility Coordinator	M&H
<a href="mailto:amadob@scdot.org">amadob@scdot.org</a>	Ebner	Amado	Kevin James Barnes	US 1 Bridge Replacement Over CSX RR, Kershaw County, SC	Lead Utility Coordinator	M&H
<a href="mailto:awelch@got.ga.gov">awelch@got.ga.gov</a>	Albert	Welch	Bryan Wayne Doucet	I-20 Savannah River Bridge Replacement, Savannah, GA	Project Superintendent	Superior
<a href="mailto:vernon.hackett@volkert.com">vernon.hackett@volkert.com</a>	Vernon	Hackett	Bryan Wayne Doucet	I-4 Ultimate Project, Orlando, FL	General Superintendent	Superior
<a href="mailto:gparker@nmdceng.net">gparker@nmdceng.net</a>	Geoffrey	Parker	Bryan Wayne Doucet	Flagler Memorial Bascule Bridge Replacement, West Palm Beach, FL	Project Superintendent	Superior
<a href="mailto:fhines@figgbridge.com">fhines@figgbridge.com</a>	Franklin	Hines	Bryan Wayne Doucet	I-4 Connector, Tampa, FL	Project Superintendent, Segmental Construction	Superior
<a href="mailto:michael.gage@txdot.gov">michael.gage@txdot.gov</a>	Michael	Gage	Gregory S. Cleveland	6.5 Mile IH 35W from I30 to 820 Loop (Segment 3A) DB, Fort Worth, TX	Materials Manager	SAM
<a href="mailto:mbouma@ntta.org">mbouma@ntta.org</a>	Mark	Bouma	Gregory S. Cleveland	13 Mile SH 121/Chisholm Trail Section 6 DB, Tarrant and Johnson Counties, TX	OVTI Materials Manager and Deputy Resident Engineer	SAM
<a href="mailto:mbouma@ntta.org">mbouma@ntta.org</a>	Mark	Bouma	Gregory S. Cleveland	6.5 Mile PGBT Western Extension (SH 161) DB, Grand Prairie, TX	OVTI Materials Manager	SAM
<a href="mailto:john.nevares@txdot.gov">john.nevares@txdot.gov</a>	John	Nevares	Gregory S. Cleveland	7.4 Mile 45SE Turnpike, Austin, TX	Quality Acceptance Manager	SAM
<a href="mailto:osolis@ctrma.org">osolis@ctrma.org</a>	Oscar	Solis	Gregory S. Cleveland	11.6 Mile US 183A DB, Cedar Park and Leander, TX	Materials Engineer	SAM



Email	First Name	Last Name	Company Name	Project Name	Team
<a href="mailto:ryan.ausmus@dot.state.fl.us">ryan.ausmus@dot.state.fl.us</a>	Ryan	Ausmus	FDOT	I-295 Express Lanes DB, Jacksonville, FL	Superior/RS&H
<a href="mailto:awelch@dot.ga.gov">awelch@dot.ga.gov</a>	Albert	Welch	GDOT	I-20 Over Savannah River Bridge Replacement, Savannah, GA	Superior
<a href="mailto:melissa.morgan@dot.state.fl.us">melissa.morgan@dot.state.fl.us</a>	Melissa	Morgan	FDOT	Mathews Bridge Emergency Repairs, Jacksonville, FL	Superior/RS&H
<a href="mailto:paul.wabi@dot.state.fl.us">paul.wabi@dot.state.fl.us</a>	Paul	Wabi	FDOT	Wekiva Parkway Section 6 DB, Orlando, FL	Superior/RS&H
<a href="mailto:amy.williams@dot.state.fl.us">amy.williams@dot.state.fl.us</a>	Amy	Williams	FDOT	First Coast Expressway, Middleburg, FL	Superior/RS&H
<a href="mailto:brian.anderson@flynashville.com">brian.anderson@flynashville.com</a>	Brian	Anderson	MNAA	Terminal Access Roadway Improvements at Nashville Airport Progressive DB, Nashville, TN	Superior/RS&H
<a href="mailto:waitesnt@scdot.org">waitesnt@scdot.org</a>	Nick	Waites	SCDOT	On-Call Contract for CEI Services, South Carolina	RS&H/M&H
<a href="mailto:bjharding@ncdot.gov">bjharding@ncdot.gov</a>	Brian	Harding	NCDOT	U-5731 US 74 at US 17/74/431 Final Design, Wilmington, NC	RS&H/M&H
<a href="mailto:smepperson@ncdot.gov">smepperson@ncdot.gov</a>	Sean	Epperson	NCDOT	I-6065 I-77 PPSU, Mecklenburg and Iredell Counties, NC	RS&H/M&H
<a href="mailto:carrie.stanbridge@dot.state.fl.us">carrie.stanbridge@dot.state.fl.us</a>	Carrie	Stanbridge	FDOT	I-295 at Collins Road C/D System & Interchange, Jacksonville, FL	Superior
<a href="mailto:jeff.williams@dot.state.fl.us">jeff.williams@dot.state.fl.us</a>	Jeff	Williams	FDOT	SR 9B US 1 to I-95 Phase 2, Jacksonville, FL	Superior
<a href="mailto:dennis.garber@ice-eng.com">dennis.garber@ice-eng.com</a>	Dennis	Garber	SCDOT (Now with ICE)	I-85 Resurfacing Mile Marker 56-68, Greenville and Spartanburg Counties, SC	Sloan
<a href="mailto:rwbaucom@ncdot.gov">rwbaucom@ncdot.gov</a>	Rick	Baucom	NCDOT	Monroe Bypass Design-Build Project, Union and Mecklenburg Counties, NC	Sloan
<a href="mailto:craig.teal@dot.state.fl.us">craig.teal@dot.state.fl.us</a>	Craig	Teal	FDOT	SR 9 (I-95) Overland Bridge Replacement DB, Jacksonville, FL	RS&H
<a href="mailto:mshumsky@ncdot.gov">mshumsky@ncdot.gov</a>	Michael	Shumsky	NCDOT	I-40/I-440 Pavement Replacement and Improvement DB, Raleigh, NC	RS&H
<a href="mailto:ckimes@ncdot.gov">ckimes@ncdot.gov</a>	Chad	Kimes	NCDOT	Topsail Island Bridge Replacement, Pender County, NC	RS&H
<a href="mailto:caverja@scdot.org">caverja@scdot.org</a>	John	Caver	SCDOT	I-85/I-385 Interchange Rehabilitation DB, Greenville, SC	M&H
<a href="mailto:braggjk@scdot.org">braggjk@scdot.org</a>	Jared	Bragg	SCDOT	Preservation York County (Multiple Maps), York, SC	Sloan
<a href="mailto:wardar@scdot.org">wardar@scdot.org</a>	Rick	Ward	SCDOT	Bridge Rehab on Betis Academy Road Over I-20, Aiden, SC	Sloan
<a href="mailto:jeff.daugharty@dot.state.fl.us">jeff.daugharty@dot.state.fl.us</a>	Jeff	Daugharty	FDOT	University Boulevard Over Arlington River, Jacksonville, FL	Superior
<a href="mailto:brian.tew@dot.state.fl.us">brian.tew@dot.state.fl.us</a>	Brian	Tew	FDOT	SR 10 (US 90) over Marquis Bayou Bridge Replacement, Milton, FL	Superior







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