

I-20 OVER WATEREE RIVER BRIDGE REPLACEMENT AND SWAMP OVERFLOW BRIDGE



SCDOT

Design Build Project, Contract ID 2847360
Kershaw County, South Carolina
June 9, 2022

Conti[®] Civil **JMNT**[®]

In partnership with:

 **Gannett Fleming**

 **ESP**

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Kershaw County, Contract ID 2847360



3.2 Introduction

3.2.1 Contracting Entity/Project Management Office		3.2.2 Procurement Points of Contact	
Authority to Execute Contract Conti Civil, LLC Gerard Maurer - President/CEO 2045 Lincoln Highway, Edison NJ 08817 732-520-5186 gmaurer@conticivil.com Office from which project will be managed 915 Vandora Springs Road Garner, NC 27529		Mark Pereira Conti Civil, LLC 2045 Lincoln Highway, Edison NJ 08817 732-520-5142 mpereira@conticivil.com	Christine Roth Johnson, Mirmiran & Thompson, Inc. 235 Magrath Darby Blvd., Ste 275 Mt. Pleasant, SC 29464 843-556-2624 croth@jmt.com
3.2.3 Lead Contractor/Designer		3.2.4 Team DUNS Numbers	
Lead Contractor Conti Civil, LLC Lead Designer Johnson, Mirmiran & Thompson, Inc. (JMT)		(C) Conti (J) JMT (G) Gannett Fleming (E) ESP	DUNS: 117588946 DUNS: 056278633 DUNS: 251613591 DUNS: 362258592 (V&M) Vaughn & Melton, a JMT Company (A) Aulick Engineering (S) Soil Consultants DUNS: 048237846 DUNS: 036755448 DUNS: 058182270
3.2.5 Commitment of Key Individuals			
All key personnel identified will meet requirements of the RFQ and the SCDOT's quality and schedule expectations. Conti Civil, LLC and JMT confirms availability of key staff for the duration of the project.		No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity nor are any such actions pending against them within the last five years.	

3.3 Team Structure and Project Evaluation

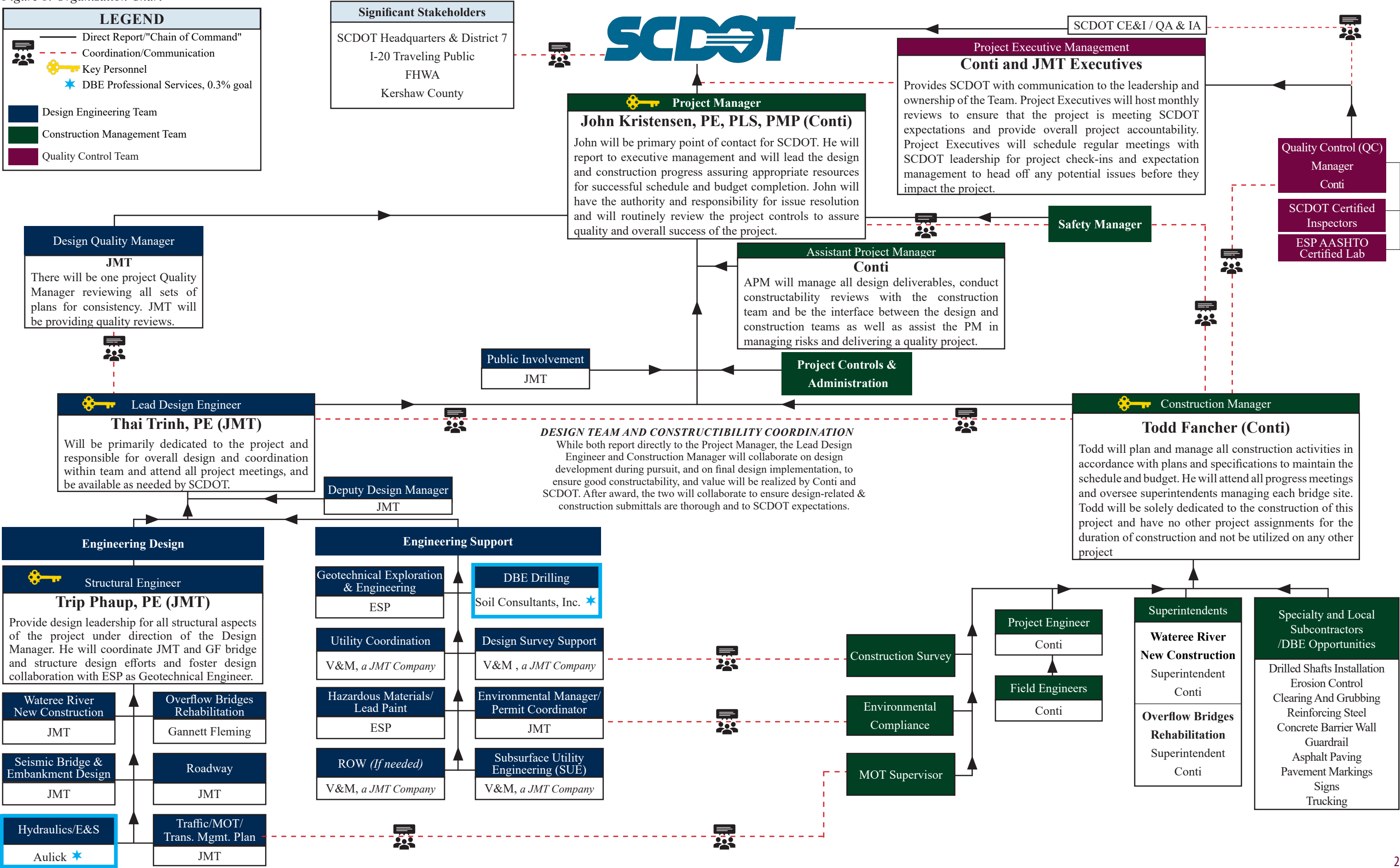
3.3.1 Organization Chart, Team Structure and Team Integration

Conti Civil, LLC (Conti) will lead the project. We are a prequalified contractor (License #G123788) with SCDOT, employing 150+ construction staff company-wide. Conti will be the sole entity contracted with the SCDOT responsible for the overall project management. We will self-perform most key elements on the project including major bridge and roadway items to control schedule and cost. Table 1 below indicates our team structure, and our organizational chart (Figure 1) demonstrates the “Chain of Command”, communication lines, and functional relationships that will be implemented on this project. Table 1: Primary Team Members, will apply lessons-learned from our successfully delivered the Award Winning I-26/Volvo Interchange.

Table 1: Primary Team Members	Role	Responsibility
	Lead Construction Firm	Overall project management during design and construction, construction of two new bridges and related roadway approaches along I-20 over Wateree River, demolition, removal, and disposal of the existing bridges, rehabilitation of two sets of overflow bridges to the east of main river bridge along I-20, erosion and sediment control, maintenance of traffic, and utility coordination.
	Lead Design Firm	Overall design management during construction, managing the surveys, geotechnical exploration and design, hydrologic/hydraulic analysis and design, roadway and bridge replacement and rehabilitation design, clear zone, traffic design, seismic design, public/media/community relations and information, utility coordination, transportation management plan, as-built plans, right of way acquisition and services, HAZMAT studies and compliance, and Permit preparations, submittals, and approvals including identifying and providing mitigation as required.

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Figure 1: Organization Chart



TEAM STRUCTURE

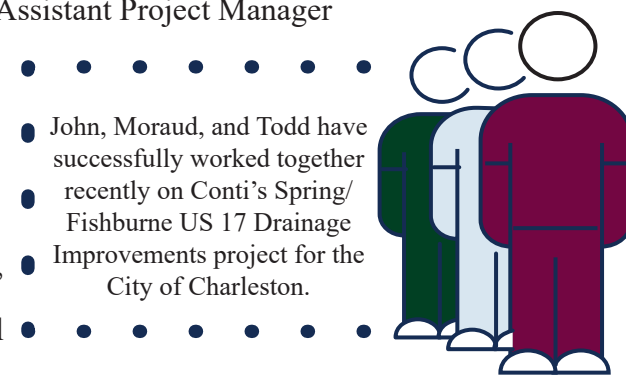
Conti's John Kristensen will serve as Project Manager and be the primary person in charge. He has 34 years of interstate & DB experience and will deliver the project to contract requirements. Mr. Kristensen will have full authority to make final decisions on behalf of Conti and be responsible for communicating directly to SCDOT. Mr. Kristensen will be the primary contact with SCDOT, be on-site for all construction activities, attend all meetings, and be dedicated to the project. Moraud Roudsari will serve as Assistant Project Manager and brings nearly a decade of heavy civil & DB experience to the team, including having been part of the I-26/Volvo project with Conti and JMT. Mr. Roudsari will apply lessons learned on Volvo to daily internal coordination of the project under direction of Mr. Kristensen.

Todd Fancher, Construction Manager, will be on-site and responsible for all aspects of construction, be dedicated solely to managing construction, shall have no other assigned project responsibilities, and shall not be utilized on any other projects. He has 34 years of experience on highway and bridge projects. Mr. Fancher will report to our PM and be the daily site contact for inspectors, and SCDOT, and will attend weekly progress meetings.

JMT's, Thai Trinh, PE will serve as our dedicated Lead Design Engineer responsible for overall design delivery, including coordinating all design disciplines, and attending all project meetings as needed. He has been Deputy Design Manager on several other SCDOT DB projects and recently led the bridge design for the similar US 76 Wateree WB Bridge Replacement; a conventional project let on May 12, 2022. JMT's Atilius "Trip" Phaup will be our Structural Engineer to lead the bridge design. Mr. Phaup was recently the lead structure engineer for the replacement of twin I-95 bridges over the Rappahannock River in VA, during which JMT received some of the highest consultant scores awards by VDOT for their performance.

TEAM INTEGRATION

Conti will manage the project from our Charleston field office until mobilization on-site, while JMT's design will be managed in Charleston, and mostly performed in the Columbia & Charleston offices. JMT will collaborate with Gannett Fleming's Eric "Rick" Nelson for his extensive rehabilitation experience as the former NCDOT Asst. State Structures Engineer leading their preservation/repair/rehabilitation program. This division of work leverages the capacity of both firms to deliver design of this project efficiently and with expected quality. ESP will provide geotechnical support; Aulick (a DBE) provides H&H support, and some field services to be by V&M, *A JMT company* to complete the primary engineering services. Each discipline, regardless of firm, reports to JMT's Thai Trinh to execute as one, single, integrated design firm.



• John, Moraud, and Todd have successfully worked together recently on Conti's Spring/Fishburne US 17 Drainage Improvements project for the City of Charleston.

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With most staff being experienced in SCDOT work, and many already residing in SC, designers & contractors will routinely collaborate at in-person meetings & with virtual meetings if needed. Our integrated team captures the focused expertise of the contractor, design firms, & discipline leads, to deliver sound engineering judgment, quality deliverables, and quality construction of the bridge replacements & rehabilitations in an efficient and safe manner. Our team's past SCDOT DB collaboration, honed while pursuing, and successfully delivering construction of the award winning I-26 Volvo Interchange, will aim to exceed SCDOT expectations, and provide clear lines of authority & responsibility, with open channels of communication.

WORKING TOGETHER

Our Team has developed a cohesive working relationship and mutual trust over shared project history around South Carolina and beyond. This project is not the first DB project for our team members. Conti & JMT enjoyed a relationship in SC dating back to 2018, successfully delivering SCDOT's I-26 Volvo Interchange DB job. Since then, JMT provided Value Engineering services on Conti's Spring-Fishburne drainage project and was the EOR on a Town of Elizabeth, NJ, MSE wall and roadway rehab project by Conti. To help mitigate geotechnical challenges at Volvo, JMT turned to a trusted resource in Michael Ulmer, PE (as an external consultant) for his expertise on the Volvo site connecting to our project. Now an employee of ESP, Mr. Ulmer will apply a shared history of solving complex soil & seismic design challenges with Thai (and JMT) on projects like SC 4, Port Access, Cypress Gardens Rd, and SC 802 over Beaufort River to name a few. Team trust gained from conquering past challenges will lead to cohesiveness and successful Wateree delivery.

Table 2: Working together as a Team and Collaborating on the same project	Design Build	Conti (s)	JMT/V&M	ESP /Ulmer	GF	Aulick
I-26 Volvo Interchange, DB, SCDOT (\$45.8M, 2019) Conti- Lead Contractor, JMT- Lead Designer. SCDOT Jae Mattox, III, PE, DBIA, CPM, 803-737-1805, mattoxjh@scdot.org	✓	• Fancher	• Trinh	(Ulmer)		
Jersey Gardens Blvd over Conrail and Norfolk Southern RR MSE Wall Repairs (\$2.8M, 2019) Conti - Lead Contractor, JMT - EOR. WWCity of Elizabeth, Daniel J. Loomis, PE, 908-820-4269, Dloomis@elizabethnj.org		•	•			
Spring/Fishburne US17 Drainage Improvements Division II Pump Station Wet Well and Outfall (\$52M, anticipated 2023) Conti – Lead Contractor, JMT – Design consultant to Conti, City of Charleston, SC. Michael Sutton, Davis & Floyd, 843-554-8602, msutton@davisfloyd.com		• Kristensen Fancher	•			
NJDOT I-295/I-76/Route 42 Interchange (\$152M, 2019) Conti - Lead Contractor, Gannett Fleming - CM/Inspection Services for NJDOT. NJDOT Tobias Morello, 484-767-0676, tobias.morello@dot.nj.gov		•			•	
NJDOT Rt. 7 Wittpenn Bridge (\$70M, 2014) Conti – Lead Contractor, Gannett Fleming – Design Consultant to Conti. NJDOT Felix Fuster, 973-601-6655, felix.fuster@dot.state.nj.us		•			•	
NJDOT Rt. 18 Widening & Rehab (DP 04135) (\$154M, 2010) Conti – Lead Contractor, Gannett Fleming – EOR. NJDOT Carl Kneidinger, 609-963-1598, carl.kneidinger@dot.nj.gov		•			•	
Emergency Bridge Package 2020-1, DB, SCDOT (\$3.1M, 2020) V&M- Subconsultant (Survey, SUE, UC, ROW, and Construction Inspection) Aulick- Subconsultant (H&H). SCDOT-Owner, Brad Reynolds, 803-737-1440, reynoldsbs@scdot.org, Carolina Tea -Client, Derek Stanton, 980-722-6065, derek.stanton@carolina-TEA.com	✓		•			•
Emergency Design-Build Wagener Road (SC 4/SC 302) over the South Edisto River (\$6.3M, 2022), JMT- Lead Designer, ESP- Geotechnical. SCDOT, Michael Pitts, PE, Assoc. DBIA, 803-737-2566, pittsme@scdot.org	✓		• Trinh	•		
Port Access Road, (\$220M, 2021), JMT- Lead Designer, Michael Ulmer- Geotechnical, SCDOT Jae Mattox, III, PE, DBIA, CPM, 803-737-1805, mattoxjh@scdot.org	✓		• Trinh	(Ulmer)		

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3.3.2 Critical Risk

Project research, project information meeting attendance, and inherent knowledge of the project area will shape our team's approach to successful project completion. The Conti Team has developed a strategy to quantify and mitigate each risk identified in section 3.3.2 of the RFQ. See Table 3 below.

Table 3: RFQ Defined Critical Risks	
Why Critical	Conti Mitigation Strategy
Risk: Limitations on in-water and over-water construction and demolition	
Water related work touches all 4 main construction risks categories: financial, contractual, operational, and environmental. An experienced in/over water contractor will be critical to the success of the project.	In-water/Over-water work has been widely performed throughout Conti's 115+ year history. Each of these projects' unique characteristics and challenges have been successfully managed. The project team slated for Wateree will be from our Spring/ Fishburne Project in Charleston where Conti worked on the Ashley River in strict accordance with USACE permits and workplans. Agency Responsibility is: SCDOT will have no responsibility.
Lack of comprehension of, and improper planning for, seasonal variations of water levels and flows can endanger worker safety, create risk of equipment damage, increase environmental risks, and endanger project progress.	Because USGS recorded the Wateree River stage as low as 4.8 ft to as high as 17.4 ft from May 2021 to May 2022, Conti will develop a Seasonal Work Plan specifically for the Wateree site with consideration for both decreased and increased flood and flow. The design of temporary trestles and cofferdams will consider various stages of river elevation. OSHA standards such as 1926.106 for working over or near water will be strictly enforced to ensure worker safety. Agency Responsibility is: Provide insight and feedback on historical flows and high water when discussing the work plan with Conti.
Unpredictable or extended permit processing timeframes can cause overall delays and increased project risk. Cost and schedule impacts could result from not understanding what permits are required and how to submit complete information to promote thorough reviews (with minimal comments) to obtain them in a timely manner.	Conti will identify impacts, including temporary access early, and appropriately schedule permit development and processing. If necessary, the overflow bridges and the Wateree bridge will be permitted separately. Avoid, minimize, reduce stream & wetland impacts to the greatest extent; ensure that impacts remain within thresholds of USACE Chas. District SCDOT Linear Transportation RGP 4. Mats, barges, and trestles will be evaluated for use to minimize impacts and permit risk. Agency Responsibility is: Perform required owner-related functions in reviewing permit submittals. Provide insight on pertinent requirements and limitations and process permit applications in a timely manner; be responsive to any questions / clarifications /status requests from Conti.
Overlooking permit compliance requirements can result in harmful environmental impacts and forced work stoppages. Conti's understanding of expectations from decades on work around waterways, coupled with having experience using the expected methods in SC (as done in the Charleston area USACOE permits) is critical to success.	In-water/over-water works shall be completed in a manner that protects habitat, sensitive aquatic species, and environmentally sensitive areas. Focus on water quality issues and use proper control measures when installing trestle/ temporary bridge piles, demolition of existing bridges, and construction of in-water cofferdams & drilled shafts. Implement effective work methods such as pile driving slow-starts, shielding/debris catch during demo., and turbidity barriers to comply with regulations. Agency Responsibility is: Perform required owner-related functions in reviewing permit submittals and in obtaining permits Provide insight on pertinent requirements and limitations.
Sensitive endangered species (sturgeon) in Wateree River.	Blasting, and other activities that would reopened consultation will be considered. Agency Responsibility is: SCDOT to provide feedback on any questions where agency requirements are vague or do not clearly address what to expect.
Risk: Limited Site Access	
Identifying any ROW needs is critical to the start of construction on time. Developing safe and effective access to the site adds efficiency and avoids issues with current and proposed traffic patterns.	Early planning and a concerted focus on activities such as choosing the optimal locations of the temporary bridge and trestles, creating strategic access routes for large equipment and major material deliveries at both the Wateree and Swamp Overflow Bridges and selecting the most effective methods for constructing the work will be given high priority. Agency Responsibility is: SCDOT to review and provide comments on work plans.
Understanding how the specific site restrictions of working on the Wateree River limits construction means and methods is critical to planning and scheduling work	Water access will be provided by means of trestles and/or barges, based on the most efficient and economical methods to safely complete the work and comply with regulations. Proper access for equipment and material deliveries will be constructed in a manner to limit impacts to I-20 traffic. Over-water work during both demolition and new construction will be performed in accordance with all appropriate regulations to protect the resources below. Agency Responsibility is: SCDOT to review and provide comments on work plans. Provide insight on site specific considerations.
Conducting construction operations within a limited access corridor can poise logistical and operational concerns.	As has always been a top priority when working in areas such as the NY Metropolitan area, Conti will focus early in the planning stages on how to move workers, equipment, and materials safely and efficiently around the jobsite during the various stages of work. From the most effective locations for field offices and laydown yards to safe access routes for workers, equipment, and material deliveries, each aspect of site access will be considered when pre-planning the work. Agency Responsibility is: SCDOT to review and provide comments on work plans.

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Table 3: RFQ Defined Critical Risks (<i>continued</i>)	
Why Critical	Conti Mitigation Strategy
Risk: Maintenance of traffic for replacements and rehabilitations	
Working along I-20 poses safety hazards to construction workers and risks for disruption to traffic. Improper MOT could lead to unsafe conditions for workers and motorists, traffic delays, material delivery conflicts, and bad press/public relations.	Develop a Traffic Mgmt. Plan (TMP) and MOT to minimize traffic impacts and workers' exposure. Develop const. access routes to not impede traffic flow while allowing safe access to the site. Communicate with the public ahead of MOT changes to increase safety and minimize issues. Use outlets such as signing, social media, and traditional news. Hold regular MOT coord. meetings. On-site construction equipment and material delivery logistics will be coordinated with proposed traffic patterns and safely integrated during construction. Agency Responsibility is: Review TMP. Provide feedback on traffic routing and public relations.
Work zones are subject to higher crash rates. Breakdowns take longer to clear and cause more recurring congestion and increases in secondary collisions.	Conti's past experience in the busy I-26 corridor building Volvo, as well as in more congested areas like NJ, NY and northeast means SCDOT gets an experienced MOT contractor to apply best practices. Provide daily MOT inspections to ensure proper implementation of MOT plan. Construct new work with offsets to traffic to minimize work zone conflicts with existing traffic. Separate work zone from travel lanes with rigid barriers. Considerations to be discussed with SCDOT for employing an on-site tow truck during peak usage. Agency Responsibility is: SCDOT will have no role.
Lane shifts to temporary bridging will be established to MUTCD standards and predictable to the public.	Use appropriate traffic control devices, taper lengths, signage, CMS, etc. to inform traffic well in advance of any lane shifts. Ensure no pavement drop-offs exist. Agency Responsibility is: SCDOT to approve plans and provide comments.
Replacement of barrier rail on the existing overflow bridges can create safety risks to workers.	Shift traffic away from work area as much as possible using appropriate lane shift signage/markings. Utilize concrete barrier wall to provide physical separation from work area/travel lanes. Provide necessary fall protection for workers during construction operations. Agency Responsibility is: SCDOT to review plans & provide comments.
Management of travel lane widths to ensure wide load traffic is accommodated throughout project length.	If sufficient lane width cannot be maintained for wide load traffic, a wide load detour will need to be considered. A wide load detour could use US 521, US 521 Truck, and US 601 around Camden through Lugoff. Agency Responsibility is: SCDOT would approve min. lane widths, any potential wide load detour, and approve wide load permits during construction.
Lane blockages on I-20 due to collisions in work zone causing delays. Estimated I-20 AADT in 2025 of 42,754 vehicles per day with 14% truck volume.	Ensure proper implementation of MOT plan and ensure all signage and pavement markings are in place at all times. Have a temporary I-20 detour plan as part of the MOT plan to be used if needed. Agency Responsibility is: SCDOT to approve MOT plan and any temporary detour plan.
Risk: Geotechnical Seismic Hazards	
Misunderstanding of existing conditions could lead to undue costs & schedule delays. Improper design could lead to future settlements and/or failures and impact long term serviceability.	JMT's & ESP's experience with these site soils of fill, Holocene, Pleistocene, Cretaceous overburden, and deeper residuum & rock ensures proper evaluation and design. ESP will perform investigations to confirm conditions per GDM requirements. JMT recently designed the US 76 WB Wateree River bridge, less than 20 miles from this site, in similar formations with similar challenges. Agency Responsibility is: Provide clear direction on design criteria and performance expectations.
Soil Shear Strength Loss (SSL) during the design earthquake event presents significant risks to embankment stability and foundations within the slopes, both from the river slopes and from the adjacent pond dam.	This is a complex soil-structure interaction problem, and ESP's Michael Ulmer & JMT's Jim O'Connor, Thai Trinh, and staff combined experience and history of working together to solve these problems will play a major role in mitigating this risk. Slope stability analyses will be coupled with foundation designs in an iterative process to develop cost effective geo-structural designs that meets SCDOT performance objectives. At this early stage of project development, designs may include embankment reinforcement, ground improvement, using abutment piles to stabilize slopes, designing foundations to handle soil-movement loads imposed on them, or some combination thereof. JMT's staff recently performed the same analyses on the US76 WB Wateree Bridge Design bid in May, 2022. Embankment stability and site liquefaction were major contributors to the drilled shaft design and slope stabilizations Agency Responsibility is: Provide clear direction on design criteria and performance expectations.
The west abutments and several bents lie in the extended slope of the farm pond dam. SCDHEC Dam Safety Program classifies Dam No. D2540 as Class 3. It's unlikely it survives a SCDOT EE1 event. Large lateral displacement of the slope toward the river and the release of over 600 acre-ft of pond could be catastrophic if not designed for.	The abutment and dam slopes are, in essence, the same geotechnical "structure" and cannot be effectively separated in an earthquake SSL stability analyses. Geotechnical exploration & topo. survey of the dam are required to develop strategies to mitigate risk. There likely will be one of two scenarios: 1) reinforce the dam to withstand the SCDOT EE1 event, or 2) reinforce affected bridge embankment slopes & bents to withstand loads from a dam failure. Agency Responsibility is: Significant input from the SCDOT and Dam Safety Program to provide direction on design criteria & performance expectations to meet both agency requirements. Collaborate any right of way impacts, interagency agreements, etc., to perform work on the dam.

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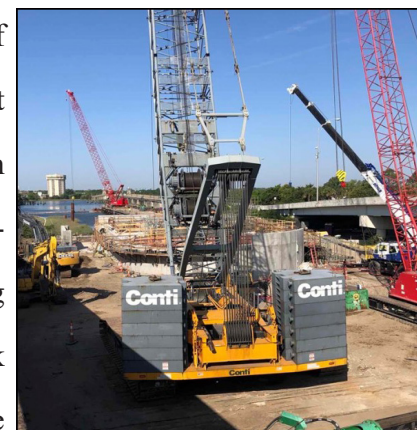
Table 3: RFQ Defined Critical Risks (continued)

Why Critical	Conti Mitigation Strategy
Risk: Market conditions	
The uncertainty of the current market conditions could negatively impact the Project Schedule. Not understanding and planning for material availability, extended lead times, and raw material volatility could delay the project.	Plan for the potential of longer lead times on critical materials such as piles, girders, bearings and deck joints. Keep market projections in mind during the design phase to understand the impacts certain materials may have on project costs and schedule and design to availability where possible. Agency Responsibility is: Review and approve designs and submittals in a timely manner to assist in maintaining project schedule
Due to heavy volume of similar work in area, fewer craft workers are available, and subcontractors are backlogged. Industry currently reports a skilled worker shortage of 650,000 in 2022. Work quality could be impacted by less experienced/skilled labor force and inability to staff jobs could create risk to schedules.	Conti to move crews from the Spring/Fishburne project in Charleston to staff the job. Resources coming off other current regional projects will be assigned as a priority. In addition, utilize Conti's full-time in-house recruiting staff to find and attract additional workforce for the project. Pre-plan for skilled labor needs and provide in-house training as well as use external training resources to grow needed skilled labor where not readily available in the marketplace. Agency Responsibility is: Work cooperatively to resolve field issues to maintain the flow of available work to keep steady workforce on project.
Material availability, delivery uncertainty, and price escalations are being experienced on many projects. These have the potential to impact cost and schedule.	Collaborate with manufacturers/suppliers during the pursuit phase to plan for price escalations and material availability. Leverage existing relationships and promote well established reputation (pay vendors on time, etc.) to get favorable terms on escalations and stored materials. Reach agreements to lock in inventory with up front purchasing commitments. Agency Responsibility is: Work with the Conti Team to allow stored material payments for approved project-specific materials that pose a schedule risk.
With passing of the Infrastructure Investment and Jobs Act (IIJA) and the increase in work volume, strained staffing capacity can endanger quality and timely design delivery.	Unlike of other engineering firms, JMT has concluded all our DB design work. Coupled with our Vaughn & Melton acquisition, and by engaging Gannet Fleming for the rehab work, our combined firm bench depth in South Carolina, and beyond, has ample capacity to fulfill all roles on this project on time and with quality. Agency Responsibility is: SCDOT will have no role.

3.3.3 Project Resources, Strategies, and Execution

Team's Capacity And Available Resources

Conti is set to substantially complete the Spring/Fishburne US 17 Drainage Improvements for the City of Charleston in December of 2022. The proposed construction team, having worked on the Spring/Fishburne project together, will transition to the Wateree River Project for a spring 2023 anticipated start. Conti has been working in South Carolina for 7 years and is confident with our regional labor and equipment resources. To augment our self-perform capabilities, Conti identified potential subs, vendors and suppliers that may be used for this project, including companies currently working with us in the Carolinas. Leading up to the Wateree notice to proceed, Conti will work from our Charleston, SC field office. Upon NTP, project staff will mobilize to the Wateree site and be dedicated full time to their responsibilities. From inception, Conti, JMT, & GF will maximize resources to mobilize multiple construction, & design teams, to maintain a fast-tracked schedule.



For quick availability of resources, we operate our own regional equipment hubs to support our local projects.

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Conti maintains and operates a \$30 million equipment fleet including large cranes, pile driving equip.,hydraulic excavators, dozers, loaders, rollers, on/off road trucks, aerial lifts, concrete pumps, and MOT equipment. Conti also has long-standing contractual arrangements with nationwide equipment manufacturers and rental companies for additional resources if needed. Conti has already mobilized a large portion of the company’s fleet to the Southeast to support our strategic growth. Utilized on, and becoming available from, our local Spring/Fishburne US-17 Drainage Project in Charleston is over 500 LF of trestle, steel sheeting, cofferdam material, cranes up to 300 TN, large hydraulic excavators, and various pile driving equipment.

With JMT’s acquisition of Vaughn & Melton (V&M), JMT now has a staff of 47 in SC to immediately deliver this project. In addition to the combined engineering staff, JMT now has the V&M surveying, utility coordination, and SUE staff resources under the JMT roof. This provides ability to control schedules, costs, and be responsive to Conti's needs to deliver this job effectively. With the completion of SC 4, and JMT’s role on US1/I-20 now as construction support, JMT’s proposed staff have completed their design roles on five prior SCDOT DB projects, and the US 76 Wateree bridge replacement, and are immediately available to apply valuable lessons-learned and bring innovation to this project. Complimenting JMT’s in-state DB experience, ESP has SCDOT DB experienced, in-state geotechnical staff, immediately available.

Team’s Strategy for Implementation of Resources to Execute the Contract

Conti will self-perform much of the work, including trestles, temp. bridge, demolition, cofferdams, pile driving, concrete, girder erection, bridge rehab, drainage, earthwork/grading & MOT. Subcontractors are anticipated for E&S control, clearing/grubbing, trucking, vibration/settlement monitoring, drilled shafts, reinforcing, deck pans, sawcut grooving, asphalt paving, signing, striping & seeding. If subcontractor’s do not meet Conti or SCDOT expectations, our self-directed workforce will act to maintain project schedule.

Table 4: Team Responsibility <i>Conti will self-perform all major scopes of construction work (65% of total contract), to maintain control of the schedule</i>						
Construction Category	Self-Perform	Design Discipline	JMT/V&M	ESP	GF	Aulick
Trestles & Cofferdams	•	Structural/Bridge Design	•		•	
Temporary Bridge Install & Remove	•	Roadway Design	•			
Existing Bridge Demolition	•	H&H Design				•
Pile Driving	•	Geotechnical Design		•		
Bridge Substructure	•	Utility Coordination	•			
Girder Erection	•	Surveying	•			
Bridge Decks	•	Permitting	•			
Existing Bridge Rehab	•	SUE	•			
Storm Drainage	•	Right of Way	•			
Embankment/Roadway Grading	•	Public Involvement	•			
Slope Protection	•	Construction Support (RFI, Shop Drawings, As-Built, etc.)	•			
Approaches	•					
Traffic Control	•					

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JMT's Thai Trinh (Bridge), David Russell (Road), John Collum (Enviro/Permits), and Michael Bethea (Traffic/MOT) all bring proven SCDOT DB execution experience to their discipline-lead roles and will develop pursuit design and final construction documents. Continuity of design staff from pursuit to implementation is critical to quality delivery, schedule control, claims avoidance and fostering a partnering relationship. JMT self-performing major elements means higher responsiveness, at an efficient cost, and with better quality control, by eliminating management & review of subs. Thai Trinh (Lead Design Engineer) and Trip Phaup (Structural Engineer) have also collaborated before. Thai was EOR for the Port Access structural design and Tripp, and his staff, were part of the extensive JMT design team delivering the job on a fast-paced schedule. They will rekindle that working relationship for Wateree and familiarity and past collaboration will ensure effective communication and design delivery.

A value-added addition to JMT's project team is Laura Boisclair, who was Conti's QC Manager for a time on Volvo. Laura joined JMT after the Volvo job, and has been active as CEI staff for JMT since, and holds all the requisite SCDOT certifications. Laura will assist with constructability and submittal reviews to help us deliver quality products to SCDOT for timely reviews with minimal back and forth. More staff working history together means better results for SCDOT. The V&M acquisition lets us leverage their field support services under the JMT umbrella to round out the main project tasks. Bringing ESP onboard was a concerted decision to capture the enormous geotechnical proficiencies of Michael Ulmer, PE. (See Table 5 on this page for his geotechnical insight for Wateree). He and Thai have worked on several SC bridge projects over the past 20 years where seismic was a key concern, and where local geology, & seismic impacts, is always challenging. With Thai and Michael located in Charleston, foundation solutions will be developed quickly through in-person collaboration.

Table 5: Geotechnical Insights for Wateree

Geotechnical Baseline Report (GBR) indicates relatively consistent subsurface conditions, and the site is likely classified as low variability. Additional exploration to meet GDM will take place; however, our experience in the area suggests additional testing will encounter similar conditions to the GBR.
Conceptual road plans indicate the profile may be raised 2 to 3 ft at the bridge embankments, which will result in sliver fills on the embankment sides. No significant soft soil layers are reported in the GBR, so settlement should not be a design or construction concern. However, SSL in the Holocene soil layer will make embankment stability a concern for the EE I load case.
Pile or shaft foundations will penetrate the fill, Holocene/Pleistocene, & Upper Cretaceous strata to bear in the Residuum. Piles at end bents may not penetrate the Residuum. It's likely drilled shafts will penetrate the Residuum and bear on bedrock some 80 feet below river bottom. The Cretaceous, Residuum, & Bedrock strata will contribute to geotechnical resistance; however, we do not expect significant contribution from soils above the Cretaceous strata.
Foundations will be subject to high lateral forces from bridge loads and moving soil loads. The EE I load case will likely control foundation design for end and interior bents located in embankments subject to lateral soil movements under SSL.
The GBR indicates embankment fill soils are mostly relatively well compacted silty and clayey sands. As such, these soils should provide good support for MOT and new pavements.

Innovative approach and unique outreach or marketing concepts used successfully by Conti to encourage DBE participation

Conti's company policy is to afford DBE's the maximum practicable opportunity to participate in contracts awarded to the company. Our

I-20 OVER WATEREE RIVER BRIDGE REPLACEMENT AND SWAMP OVERFLOW BRIDGE

Kershaw County, Contract ID 2847360

commitment to DBE's, and diversity overall, guides the conduct of our business and has developed long-standing alliances in the DBE community. Conti successfully developed and maintained relationships with DBE's as important links in delivering superior services to our clients. Relationships were built with outreach efforts, and by attending seminars and networking events in the regions of our projects, including recent outreach sponsored by NCDOT and NJ Veteran Chamber of Commerce. As policy, solicitation efforts on all new bids include an extensive search and personal outreach to DBE subcontractors and suppliers. We invest significant resources to help firms strengthen and expand their capabilities, enhancing their technical expertise and promoting their growth. Conti's executive management team supports and requires compliance with our policies and project-specific subcontracting goals. We have a proven record of meeting and/or exceeding contracting goals. Conti has met or exceeded the project DBE/M/WBE goals on recent SC projects such as on the I-26 Volvo Interchange and the City of Charleston Spring/Fishburne Drainage Project by utilizing certified, approved DBE subs for tasks like erosion control/landscaping, guardrail/fence, slip-form concrete barrier, rebar installation, trucking, QC inspection & testing, and signage.



Geographical Location of the Firms

Conti will utilize our existing Charleston, SC field office to work closely with JMT during the RFP process, taking advantage of the close proximity to the Lead Designer and the Project Site. Upon the anticipated Spring 2023 demobilization of our Charleston project, and upon award of the project, a local field office will be set up on the project site to manage the project from. JMT will manage the design out of their Charleston and Columbia, SC offices. Proximity of the offices to each other and SCDOT headquarters will allow for enhanced communication, planning, brainstorming through face-to-face and virtual meetings, and in-person project meeting attendance as needed. Gannett Fleming, ESP, and Aulick are also in South Carolina.

3.4 Experience of Key Individuals

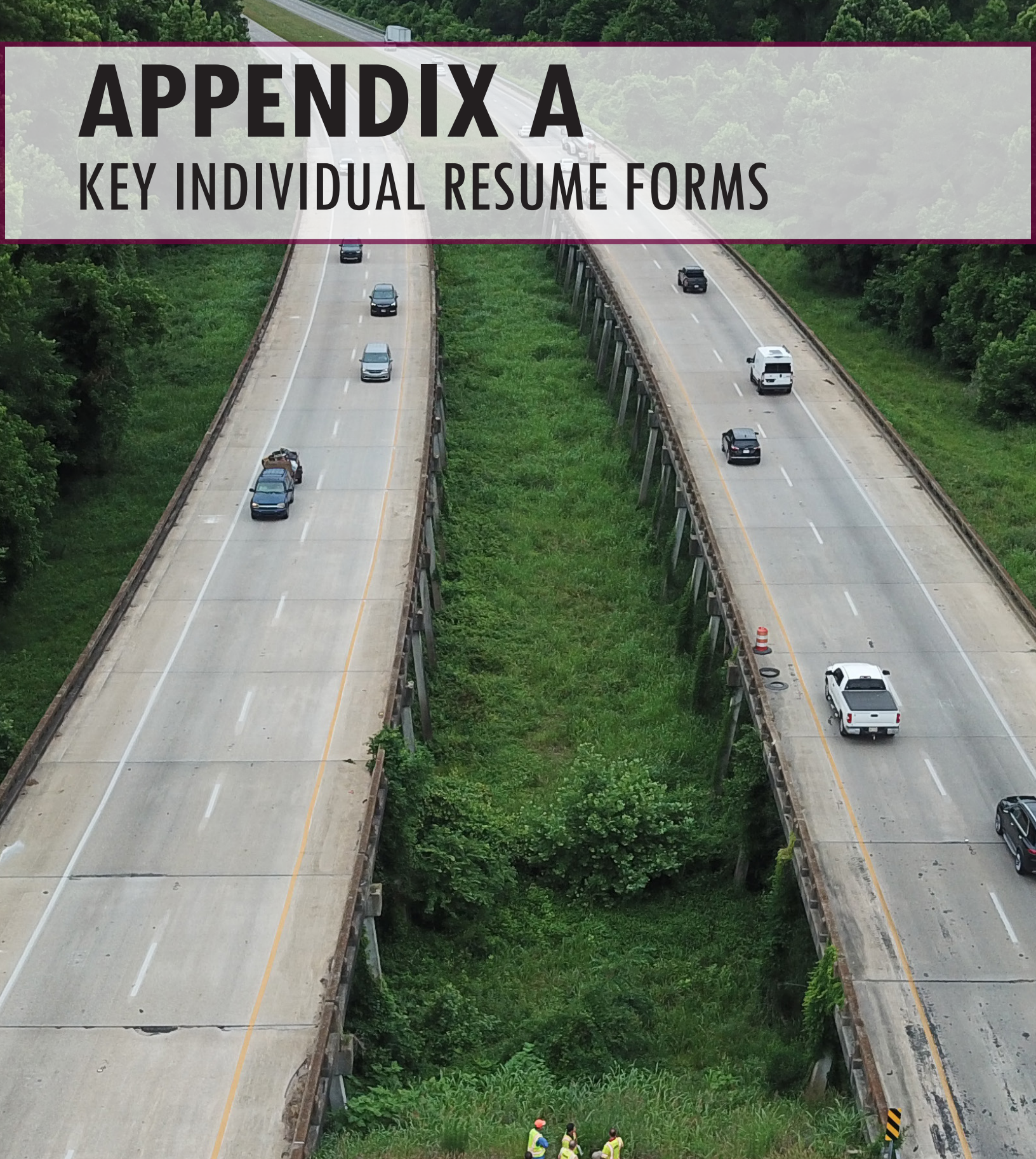
Please see appendix A for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The Conti Team commits key staff to fill designated roles, who will be available for the duration of the project and will exceed the requirements for the following key staff roles: Project Manager, Lead Design Engineer, Structural Engineer, and Construction Manager.

3.5 Past Performance of Team

Please see appendix B for the Work History and Quality Form-Contractor/Designer.

APPENDIX A

KEY INDIVIDUAL RESUME FORMS



Conti Civil 

In partnership with:






Gannett Fleming



ESP

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	JOHN E. KRISTENSEN, PE, PLS, PMP Sr. Project Manager
b. Role of Key Individual for this Project:	Project Manager
c. Name of Firm with which you are now associated:	CONTI CIVIL, LLC 
d. Years of Experience: With this Firm 1 Year With Other Firms 33 Years	<p>Conti Civil, LLC: Sr. Project Manager - Responsible for managing all operations and administration on assigned Project to achieve Safety, Quality, Schedule & Budget goals. 2021-Present</p> <p>Middlesex Construction: Project Executive - Responsible for overseeing multiple projects in the NY, CT, & MA regions of Middlesex's New England Division including traditional design bid build, design-build, and best value contracts. 2015-2021</p> <p>The Lane Construction Corp: District Manager, Northeast – Responsible for all Construction in Lane's Northeast Division (8 states) consisting of Individual Construction Projects, District Operational Management, and support for Lane's Fixed Location Operations. 2013-2015.</p> <p>The Lane Construction Corp: Senior Project Manager – Responsible for leading Project Teams and managing construction operations on Bridge and Interstate Highway Projects. 2006-2012.</p> <p><i>27 years of progressive experience with Lane Construction Corp, starting as Survey Party Chief and advancing to District Manager.</i></p>
e. Education: Clarkson University / Potsdam, NY / Bachelor of Science / 1988 / Civil and Environmental Engineering Minor in Construction Engineering and Minor in Geotechnical Engineering	
f. Active Registrations:	<p>2006 / NC / Registered Professional Engineer (PE) / # PE030162. Also registered in VA, PA, MA, CT, DC</p> <p>2006 / NC / Registered Professional Land Surveyor (PLS) / # L-4636.</p> <p>2014 / Project Management Professional PMP and 2019 / Virginia Heavy Civil Contractor License</p>
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><u>Project Example No. 1</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>Spring/Fishburne US 17 Drainage Improvements Division II Pump Station Wet Well and Outfall, City of Charleston, SC</p> <p>Senior Project Manager</p> <p>Conti Civil, LLC</p> <p>Project 2019-2022; Assigned 2021-2022</p> <p>Davis & Floyd, Michael Sutton, 843-554-8602; msutton@davisfloyd.com</p> <p>\$52 Million</p>  <p>Part of a multi-phased, \$198M project to improve drainage in the downtown Charleston, SC area. This Contract consists of the construction of a 55' x 135' x 40' deep concrete wet well structure for a large storm water pump station and an outfall consisting of three parallel 8' x 10' x 550' long CIP box culverts that drain into the Ashley River. The wet well and outfall structures were both constructed below grade, within large, contractor designed, temporary sheet pile cofferdams. Construction of the outfall structure was performed from a trestle extending through the marshes into the Ashley River. All construction was situated tightly between the existing, active US 17 N&S Bridges, with limited site accessibility and requiring rigorous vibration and settlement monitoring. The structures were supported by 42" diameter steel pipe piles, prestressed concrete piles, and H-piles. USACE workplans were developed and permit compliance maintained throughout construction. As the Senior Project Manager, Mr. Kristensen was responsible for overall project execution, assuring all operations were performed in accordance with safety and quality standards while maintaining project schedule. John was responsible for developing safe work plans, risk management, execution strategy, contract management and client relations.</p>
<p><u>Project Example No. 2</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>CTDOT #171-431, I-84 DB Accelerated Bridge Bundle, East Hartford, CT</p> <p>Project Executive/Design Build Manager</p> <p>Middlesex Construction</p> <p>Project 2017-2019; Assigned 2017-2019</p> <p>CTDOT, Gregory M. Kozma, PE, 860-258-4615, gregory.kozma@ct.gov</p> <p>\$25 Million</p>  <p>I-84 Design Build Bridge Bundle consisted of 4 Accelerated Bridge Construction (ABC) Interstate bridge replacements. Project included demolition of existing bridge structures and replacement with new accelerated bridge construction methods utilizing GRS-IBS bridge substructures and Prefabricated Bridge Unit (PBU) superstructures. The complete removal and replacement of multi-span interstate bridges in less than 60 days also required associated embankment/approach work, vibration and settlement monitoring, roadway paving and highly coordinated MOT efforts. Precise planning and execution were critical given the time</p>

constraints and required sequencing of the work earning early completion bonuses for opening bridges to traffic. As the Design-Build Manager, Mr. Kristensen was responsible for the day-to-day management of field, office, and design project staffs and acted as the Contractor's Authorized Representative. John's responsibilities included (but not limited to): Corporate safety policy implementation, Communication between the Design/Build Team and Owner's Representatives, Quality Control, Review of design elements and constructability reviews, Subcontractors, Planning and implementing the construction activities, Monitoring construction progress to ensure timely and satisfactory completion, stopping work for safety and/or quality issues, Review and disposition all Non-Conformance Reports (NCRs)

Project Example No. 3

VTrans #IM-091-1(64), I-91 Design Build Bridges, Windsor, VT

Key Personnel Role: District Manager/Design Build Manager
Experience with Current Firm: The Lane Construction Corp.
Project/Assignment Duration: Project 2014-2015; Assigned 2014-2015
Owner Contact Information: VTrans Ann Gammel, PE, 802-917-2458, aot.chiefengineersoffice@vermont.gov

Design/Construction Value: \$25 Million

Project Description:

Design Build Project consisting of the demolition and replacement of existing bridges on I-91 over Rt 44 and Mill Brook. Construction included existing steel girder bridge demolition, temporary trestle construction, drilled shaft bridge foundations, pile driving, rock drilling and blasting, marine work, precast bulb tee girder erection, architectural and structural concrete construction, embankment, and approaches, associated interstate permanent and temporary roadwork construction with associated MOT. As the Design-Build Manager, Mr. Kristensen was responsible for the management of field, office, and design project staffs and acted as the Contractor's Authorized Representative. John's responsibilities included (but not limited to): Corporate safety policy implementation, Communication between the Design/Build Team and Owner's Representatives, Quality Control, Review of design elements and constructability reviews, Subcontractors, Planning and implementing the construction activities, Monitoring construction progress to ensure timely and satisfactory completion, Stopping work for safety and/or quality issues, Review and disposition all Non-Conformance Reports (NCRs)



Project Example No. 4

NYS DOT D262025, I-87 Twin Bridges, Albany, NY

Key Personnel Role: District Manager/Design Build Manager
Experience with Current Firm: The Lane Construction Corp.
Project/Assignment Duration: Project 2013-2014; Assigned 2013-2014
Owner Contact Information: NYSDOT, John Porter, 518-485-5223, john.porter@dot.ny.gov

Design/Construction Value: \$30 Million

Project Description:

Accelerated Bridge Best Value Alternate Delivery Project for the NYSDOT- Contract consisted of the demolition and replacement of the existing Interstate bridge superstructure of a suspended arch bridge in a marine environment over the Mohawk River utilizing Prefabricated Bridge Units (PBU's) and Accelerated Bridge (ABC) procedures. Work also included existing bridge rehab, new roadway and approaches, vibration monitoring and maintenance of traffic. Mr. Kristensen was responsible for management of field, and office project staffs and acted as the Contractor's Authorized Representative. John's responsibilities included (but not limited to): Corporate safety policy implementation, Communication between the Contractor and Owner's Representatives, Quality Control, Subcontractors, Planning and implementing the construction activities, Monitoring construction progress to ensure timely and satisfactory completion, stopping work for safety and/or quality issues, Review and disposition all Non-Conformance Reports (NCRs)



Project Example No. 5

South Norfolk Jordan Bridge, Chesapeake, VA

Key Personnel Role: Sr. Project Manager
Experience with Current Firm: The Lane Construction Corp.
Project/Assignment Duration: Project 2009-2012; Assigned 2009-2012
Owner Contact Information: United Bridge Partners, Kevin Crum, 737-932-8515, kcrum@southnorfolkjordanbridge.com

Design/Construction Value: \$143 Million



Project Description:

Project was the construction of a P3/Private toll bridge spanning the Elizabeth River. New bridge was a precast segmental bridge including Precast substructure, Segmental balanced cantilever and Segmental span by span superstructure. Construction in a marine and marsh environment required the use of cofferdams. Work also consisted of pile driving, Interstate and City roadway construction, MOT, vibration and settlement monitoring and the demolition of the existing steel truss moveable bridge over waterway. Mr. Kristensen was responsible for the day-to-day management of field, and office project staffs and acted as the Contractor's Authorized Representative of the Private Ownership P3 Team. John's responsibilities included (but not limited to): Corporate safety policy implementation, Communication between the Design/Build/Finance P3 Team, Quality Control, Review of design elements and constructability reviews, Subcontractors, Planning and implementing the construction activities, Monitoring construction progress to ensure timely and satisfactory completion, Work with Concessionaire for budgeting and financing, Stopping work for safety and/or quality issues, Review and disposition all Non-Conformance Reports (NCRs)



- 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. **John Kristensen is currently assigned to the NCDOT Pender County NC-417 Project as the Project Manager, until notice of award for Wateree. John will be made available as needed throughout the SCDOT I-20 Wateree pursuit and full-time upon project award, anticipated March 2023.**

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title: THAI G. TRINH, PE Senior Associate – Structures Section Head	
b. Role of Key Individual for this Project: Lead Design Engineer	
c. Name of Firm with which you are now associated: JOHNSON, MIRMIRAN & THOMPSON, INC.	
d. Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, including company name, position, duration of employment, and general responsibilities. This section shall show the required years of progressive experience. Project specific experience shall be included in Section g below: Johnson, Mirmiran & Thompson, Inc. (JMT): Senior Associate/Structures Section Head – Responsible for managing the Charleston Structures Section. Provides support for D-B pursuits throughout the state. Manage staff engineers/drafters in the design and detailing of bridges for various public and private clients. Provide review and oversight of bridge design, seismic analysis/modeling, and plan production. Develops project scope, budgets, and schedules and work with clients/owners throughout the life of the projects. August 2013 – Present Collins Engineers, Inc.: Project Manager/Sr. Structural Engineer – Provide support for the pursuit of bridge design and above/underwater bridge inspection projects. Responsible for managing staff engineers and drafters in the design and detailing of bridges for various public and private clients. Provide review and oversight of bridge design, seismic analysis/modeling, and plan production. Responsible for developing project scope, budgets, and schedules and worked with clients/owners throughout the life of the projects. August. 2004 – August 2013 Virginia Department of Transportation (VDOT) Structure and Bridge Division: Bridge Design Engineer – He was involved in bridge projects from preliminary conception through final submission for construction. Provide structural analysis and design of all bridge elements for numerous bridges throughout the state. Developed construction plans, generated quantities and reinforcing steel schedules. Coordinate and review plan production of CADD staff. Check and back-check the design and detailing of other project engineers. May 1998 - August 2004	
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Virginia Military Institute / Lexington, VA / Bachelor of Science / 1998 / Civil Engineering JMT Project Management Training	
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2005 / SC / Registered Professional Engineer (PE) / #24002 Also registered in CT, GA, NC, OH and VA NHI Courses: #130053, 130055, 130087, and 130091 (NBIS)	
g. Document the extent and depth of your experience and qualifications relevant to the Project. <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <u>Project Example No. 1</u> Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description: </div> <div style="width: 50%;"> I-26/Volvo Interchange Design Build – Approximate Mm 189 - Berkeley County, SC Senior Structural Bridge and Wall Engineer Johnson, Mirmiran & Thompson, Inc. Project 2017-2019 / Assignment 2017- 2019 SCDOT, Jae Mattox, III, PE, mattoxjh@scdot.org, (803) 737-1805 \$1.75 Million (Design)/ \$45.8 Million (Construction) </div> </div> <p>The Volvo Interchange is a new three-leg directional interchange along I-26 to provide direct access to the Volvo Manufacturing Facility in Berkeley County. JMT designed the three interstate overpass bridges on curved alignments and was the overall lead designer. Conti was the contractor. The bridges used nearly all concrete construction which greatly reduces future maintenance. The bridges include prestressed concrete girders, integral end bents, multi-column pile supported interior bents, and MSE walls. The project has won multiple DBIA and ASCE awards. Mr. Trinh provided bridge design review, seismic review (multimode spectral with pushover), and plan review QC. He also provided technical support and review of revisions, RFI, and shop drawings.</p> 	
<u>Project Example No. 2</u> Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:	
US 76 WB Bridge Replacement over Wateree River, Richland/Sumter County, SC JMT Lead Design Engineer Johnson, Mirmiran & Thompson, Inc. Project 2019- 2024 / Assignment 2019- 2024 SCDOT, Jacob Meetze, MeetzeJ@scdot.org, (803) 737-1037 \$646 Thousand (Design)/ \$40.9 Million (Construction)	

As a subconsultant, JMT was design a new bridge 2310' WB bridge over the Wateree River. Mr. Trinh was the JMT lead design engineer as well as the engineer of record responsible for the overall design and construction plan development. He reviewed the final bridge design of AASHTO IV and BT-74 Mod beams, multi-column/shaft substructures, and the multimode spectral seismic analysis with pushover. He coordinated with hydraulic engineer for the require hydraulic opening and scour conditions used in final design. He coordinated and collaborated with the geotechnical engineer regarding slope stability (necessary ground improvements), seismic induced soil shear loss, and associated impacts to the bridge foundation design. The project was let in May 2022.



Project Example No. 3

Key Personnel Role:
Experience with Current Firm:
Project/Assignment Duration:
Owner Contact Information:
Design/Construction Value:
Project Description:

Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River, Aiken County, SC

Deputy Lead Design Engineer
 Johnson, Mirmiran & Thompson, Inc.
 Project 2021- 2022 / Assignment 2021- 2021
 SCDOT, Mr. Michael Pitts, PE, Assoc. DBIA, pittsme@scdot.org, 803-737-2566
 \$ 378,786 (Design) / \$6.3M (Construction)

The SC-4 (Wagener Road) Bridge over the South Fork Edisto River was recently closed due to significant structural deterioration of the steel beams and timber pile substructures. Traffic was detoured. JMT was the design engineer for Crowder Construction as part of an emergency design-build bridge replacement project for SCDOT. Mr. Trinh was the deputy lead design engineer assisting with coordinating with SCDOT PM, managing all design aspects and subconsultant coordination to ensure the project was delivered on time and under budget. Mr. Trinh provided construction PM and SCDOT PM with project updates and construction support.



Project Example No. 4

Key Personnel Role:
Experience with Current Firm:
Project/Assignment Duration:
Owner Contact Information:
Design/Construction Value:
Project Description:

I-85 Rehab and Widening Design Build –From Mm 77 To Mm 80, Phase 1 Widening from Exit 80 (S-57) To Exit 90 (SC 105) & Phase 2 Widening From Exit 90 (SC 105) To Exit 96 (SC 18) – Spartanburg and Cherokee Counties

Lead Structural for JMT's portion
 Johnson, Mirmiran & Thompson, Inc.
 Project 2017 - 2021, Assigned 2016 – 2017 (Design)
 SCDOT, Brad Reynolds, reynoldsbs@scdot.org, (803) 737-1440
 \$5.2 M (Design) / \$466.8M (Construction)

As a subconsultant, JMT provided bridge design, Roadway design, MOT, hydraulic design, traffic engineering and environmental management. Mr. Trinh managed the Pacolet River Bridge Rehabilitation and the bridge design of Exit 83 Battleground Road Bridge over I-85. The rehab included new approach slabs with underdrains, wingwalls, additional deck drains, joint replacement, and median barriers at the approach slabs. He provided overall design oversight, reviewed design calculations and bridge/rehabilitation plans, and managed/reviewed RFI and shop drawing submittals.



Project Example No. 5

Key Personnel Role:
Experience with Current Firm:
Project/Assignment Duration:
Owner Contact Information:

SC 802 Bridge Repl. over the Intracoastal Waterway, Beaufort Co., SC

Deputy Lead Design Engineer
 Johnson, Mirmiran & Thompson (Enviro);(Past Firm Experience-Design)
 Project 2008-2011 / Assignment 2008-2011
 SCDOT, John Boylston, BoylstonJD@scdot.org, (803) 737-1527
 Beaufort County (former), Rob McFee, rmcfec@sepiinc.com, (843) 929-8954


Design/Construction Value: \$3.0 M (Design) / \$34.6 M (Construction)
Project Description:

JMT was a subconsultant providing environmental support services. JMT staff while with other firms provided overall project management (Mr. O'Connor), lead the bridge design and coordinate with subcontractors (Mr. Trinh), and roadway design (Mr. Russell). Mr. Trinh led the bridge design efforts including 170' long BT-96 main navigation spans, hammerhead piers on drilled shafts, multi-column/shaft bents, and PCP pile bents; reviewed multimodal pushover seismic analysis, vessel collision, and 2-D hydraulic modeling; assisted with USCG permits. Mr. Trinh coordinated with Michael Ulmer regarding the drilled shaft and PCP foundation design and seismic requirements.






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



KEY INDIVIDUAL RESUME FORM



Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: ARTHELIUS "TRIP" A. PHAUP, PE Vice President	
b. Project Assignment: Structural Engineer	
c. Name of Firm with which you are now associated: JOHNSON, MIRMIRAN & THOMPSON, INC.	
<p>d. Employment History: With this Firm 13 Years With Other Firms 20 Years Johnson, Mirmiran & Thompson, Inc. (JMT): Vice President -Serves as Vice President responsible for business development, strategic growth, operations, and staff development in the Transportation service line of JMT's Virginia offices. Accountable for the quality, schedule, and budget on assigned road and bridge projects. Performs structural design and quality control reviews of structural design of highway and miscellaneous structures including preparing design calculations, plan details, construction cost estimates, and special provisions. Provides construction engineering design services for contractors including sheeting and shoring, cofferdam, and other temporary structure design, and value engineering redesigns of awarded projects. March 2009 – Present</p> <p>CH2M Hill: Group Leader- Served as Group Leader overseeing the performance and development of a staff of transportation engineers and technicians. Served as Lead Structural Engineer for design and quality control reviews of structural design of highway and miscellaneous structures. June 2008 – February 2009</p> <p>STV/Ralph Whitehead Associates: Group Leader - Served as Group Leader overseeing the performance and development of a staff of structural engineers and technicians. Served as Lead Structural Engineer for design and quality control reviews of structural design of highway, railway, and miscellaneous structures. September 2003 – May 2008</p> <p>Earth Tech: Group Leader - Served as Group Leader overseeing the performance and development of a staff of structural engineers and technicians. Served as Lead Structural Engineer for design and quality control reviews of structural design of highway, railway, and miscellaneous structures. December 1999 – August 2003</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Commonwealth University, Richmond, VA / Master of Business Administration / 2002 / Business Virginia Tech, Blacksburg, VA / Master of Science / 1988 / Civil Engineering emphasis in Structures Virginia Tech, Blacksburg, VA / Bachelor of Science / 1987 / Civil Engineering</p>	
<p>f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1995 / SC / Registered Professional Engineer (PE) / #16826 Also registered in VA, NC and GA</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p>	
<u>Project Example No. 1</u>	I-95 SB CD Lanes – Rappahannock River Crossing Project, City of Fredericksburg, Stafford and Spotsylvania Counties, VA (Design Build)
Key Personnel Role:	Lead Structural Engineer
Experience with Current Firm:	Johnson, Mirmiran & Thompson, Inc.
Project/Assignment Duration:	Project 2018-2022, Assigned 2018-2022
Owner Contact Information:	VDOT, Michael Coffey, PE, michael.t.coffey@vdot.virginia.gov, 540-899-4288
Design/Construction Value:	Design \$9.6M /Construction \$114M
Project Description:	<p>As Lead Structural Engineer, Mr. Phaup was responsible for the structural design of 4 bridges and multiple retaining walls on the \$101.6M Design-Build project to add CD lanes to I-95 SB over Route 17 and the Rappahannock River. Mr. Phaup worked closely with the DB Contractor to develop constructible and economical bridge designs that met the project's technical and schedule requirements. The project included a 1,200' long, 5-span, continuous structural steel plate girder bridge over the Rappahannock River with spans of 170'-270'-270'-270'-207'. A Design Waiver was required to use the longer spans which exceed VDOT's maximum conventional span lengths of 240'. The 90'+ tall, hammer head piers are oriented to coincide with existing bridge piers and avoids environmental and cultural resource site features. The project also includes 3, 145' long, 2-span, continuous for live load prestressed concrete bulb-T beam bridges, with PCBT-29 beam spans of 70' – 75', over Route 17. Jointless bridge technology was incorporated into all bridges by using the VA Alternate Abutment on the river bridge and fully integral abutments wrapped behind MSE walls with drystack architectural finish on the Route 17 bridges.</p>
<u>Project Example No. 2</u>	I-95 NB Rappahannock River Crossing Project, City of Fredericksburg, Stafford and Spotsylvania Counties, VA (Design Build)
Key Personnel Role:	Lead Structural Engineer
Experience with Current Firm:	Johnson, Mirmiran & Thompson, Inc.
Project/Assignment Duration:	Project 2020-Present, Assigned 2020-Present

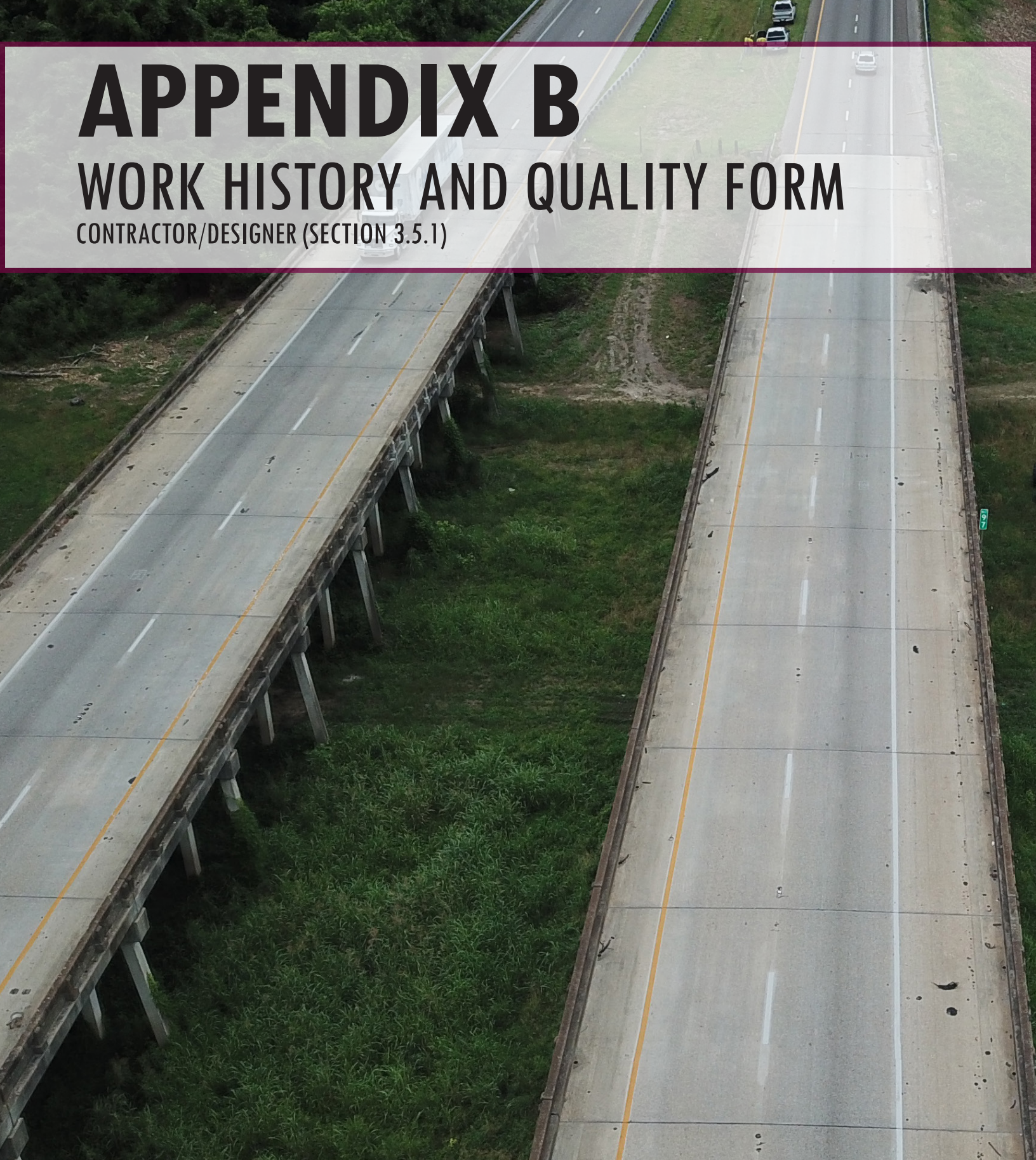


<p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p> <p>As Lead Structural Engineer, Mr. Phaup is responsible for the structural design of 2 bridges and multiple retaining walls on the \$101.6M Design-Build project to add lanes to I-95 NB over Route 17 and the Rappahannock River. The project is the mirror image to the I-95 SB project described above. The project included a 1,200' long, 5-span, continuous structural steel plate girder bridge over the Rappahannock River with spans of 170'-270'-270'-270'-207'. The 90'+ tall, hammer head piers are oriented to coincide with existing bridge piers and the new I-95 SB bridge piers and avoids environmental and cultural resource site features. The project also includes a 145' long, 2-span, continuous for live load prestressed concrete bulb-T beam bridge, with PCBT-29 beam spans of 70' – 75', over Route 17. Jointless bridge technology was incorporated into all bridges by using the VA Alternate Abutment on the river bridge and fully integral abutments wrapped behind MSE walls with drystack architectural finish on the Route 17 bridge.</p>	<p>VDOT, Michael Coffey, PE, michael.coffey@vdot.virginia.gov, 540-899-4288</p> <p>Design \$9.7M /Construction \$108.6M</p> 
<p>Project Example No. 3</p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p> <p>As Lead Structural Engineer, Mr. Phaup was responsible for the structural design of the bridges and retaining walls on a \$29.6M Design-Build project to upgrade and extend Odd Fellows Road in the City of Lynchburg, VA. The project included a new bridge on Odd Fellows Road over Route 29/460. The structure consists of a two-span, 274' long, continuous for live load bridge with prestressed concrete bulb-T PCBT-63 beams supported on fully integral, H-pile supported abutments behind an MSE wall and a multi-column and cap pier founded on driven H-piles. The project also included design services to replace the existing bridge on Odd Fellows Road over Norfolk Southern Railway. The replacement structure consists of a three-span, 224' long, continuous structural steel plate girder bridge supported on a semi-integral, H-pile supported abutment at one end and a fully integral, H-pile supported abutment at the other end, and multi-column and cap piers founded on driven H-piles. <i>The project received an ACEC VA Merit Award in 2019.</i></p>	<p>Odd Fellows Road Interchange at US Route 29/460 and Road Improvements, City of Lynchburg, VA (Design Build)</p> <p>Lead Structural Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc.</p> <p>Project 2015-2018, Assigned 2015-2018</p> <p>VDOT, Raina Rosado, raina.rosado@vdot.virginia.gov, 434-947-6559</p> <p>Design \$2.5M /Construction \$ 29.6M</p> 
<p>Project Example No. 4</p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p> <p>As Design Manager and Lead Structural Engineer, Mr. Phaup was responsible for the design of the \$15.6M Design-Build project to replace the existing, structurally deficient bridge on Route 61 that crosses the New River, Route 460, and Old Virginia Avenue with a new, nine span, 1141' long, two-lane bridge with sidewalks and included reconstruction of the roadway approaches at both ends of the structure. The superstructure consists of prestressed concrete bulb-T PCBT-69 beams with maximum spans of 133' and a cast-in-place concrete deck. The piers consist of two columns supporting a cap with each column founded on a large diameter drilled shaft. Abutments consist of conventional abutments founded on drilled shafts and driven steel piles. Joints were eliminated at all pier locations and VDOT's alternate backwall detail using steel tooth joints and two backwalls were used at both abutments. The project required phased construction to maintain two lanes of traffic and pedestrian access across the bridge during construction. <i>The project received a VTCA Transportation Engineering Award in 2016 and an ACEC VA Engineering Excellence Award in 2017</i></p>	<p>Route 61 (MacArthur Avenue) over the New River, Route 460, and Old Virginia Avenue Bridge Replacement, Town of Narrows, VA (Design Build)</p> <p>Design Manager / Lead Structural Engineer</p> <p>Johnson, Mirmiran & Thompson, Inc.</p> <p>Project 2011-2014, Assigned 2011-2014</p> <p>VDOT, M. Duane Mann, M.Mann@VDOT.Virginia.gov, 540-381-7195</p> <p>Design \$1.6M /Construction \$15.6M</p> 
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. This role is not required to be on-site full time during the duration of construction.</p>	

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title: TODD FANCHER Project Superintendent	
b. Role of Key Individual for this Project: Construction Manager	
c. Name of Firm with which you are now associated: Conti Civil, LLC	
<p>d. Years of Experience: With this Firm <u>7</u> Years <u>27</u> With Other Firms Years Conti Civil, LLC: Project Superintendent - Responsible for all of assigned Projects' field operations including safety, quality, planning to maintain productivity and schedule, equipment management, subcontractor management and execution strategy. 2015-Present</p> <p>TNT Construction Enterprise: Owner – Self-employed business building homes, retaining walls, foundations, and misc. concrete and excavation work. 2012-2015</p> <p>Tetra Tech: Superintendent - Responsible for the successful completion of the project. Oversight and management of all field operations' Safety, Schedule, Quality and Budget goals. 2010-2012</p> <p>Harrison & Burrowes Bridge Constructors, Inc.: General Superintendent - Responsible for managing the planning, execution, and completion of all field operations. Ensured compliance with contract requirements of self-performed activities as well as Subcontractor's work. 2000 – 2010</p> <p><i>25 years of progressive experience at Harrison & Burrowes with responsibilities related to Bridge and Highway construction, starting as a laborer, and advancing to General Superintendent 1985 - 2010</i></p>	
e. Education: High School Diploma - 1978	
f. Active Registrations: OSHA 10- and 30-Hour Certifications; CPR Certified, Certified Rigger, Certified NCDOT Erosion Control	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><u>Project Example No. 1</u></p> <p>Key Personnel Role:</p> <p>Experience with Current Firm:</p> <p>Project/Assignment Duration:</p> <p>Owner Contact Information:</p> <p>Design/Construction Value:</p> <p>Project Description:</p>	<p>Spring/Fishburne US-17 Drainage Improvements Division II Pump Station Wet Well and Outfall, City of Charleston, SC</p> <p>Construction Manager Conti Civil, LLC Project 2019-2022, Assigned 2019-present Davis & Floyd, Michael Sutton, 843-554-8602 msutton@davisfloyd.com \$52 Million</p>  <p>Part of a multi-phased, \$198M project to improve drainage in the downtown Charleston, SC area. This Contract consists of the construction of a 55' x 135' x 40' deep concrete wet well structure for a large storm water pump station and an outfall consisting of three parallel 8' x 10' x 550' long CIP box culverts that drain into the Ashley River. Mr. Fancher has been responsible for all aspects of the field operations associated with the construction of the wet well and outfall structures. These pile supported concrete structures were both constructed below grade, within large, contractor designed, temporary sheet pile cofferdams. Construction of the outfall structure was performed from a 500ft long trestle extending through the marshes into the Ashley River. All construction was situated tightly between the existing, active US 17 N&S Bridges, with limited site accessibility and requiring rigorous vibration and settlement monitoring. The structures were supported by 42" diameter steel pipe piles, prestressed concrete piles, and H-piles. USACE workplans were developed and permit compliance maintained throughout construction.</p>

<p><u>Project Example No. 2</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information:</p> <p>Design/Construction Value: Project Description:</p>	<p>I-26/Volvo Interchange Design Build – Approximate Mm 189 - Berkeley County, SC Construction Manager Conti Civil, LLC Project 2016-2019, Assignment 2019 SCDOT, Jae Mattox, III, PE, DBIA, CPM, 803-737-1805, matttoxjh@scdot.org \$43.8 Million</p>	
<p><u>Project Example No. 3</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>NCDOT Fayetteville Interstate Connector Outer Loop Roadway and Bridges, Fayetteville, NC Construction Manager Conti Civil, LLC Project 2014-2019, Assignment 2015-2019 NCDOT Randy Garriss, 919-707-6900 rgarris@dot.state.nc.us \$144.4 Million</p>	
<p><u>Project Example No. 4</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>NYS DOT D260985, NY-17, Town of Liberty, NY Construction Manager Tetra Tech Project duration 2009-2012 Assignment duration 2010-2012 NYSDOT, Tom Wiser, tom.wiser@dot.ny.gov, 607-721-8100 \$96 Million</p>	<p>NY-17 highway and bridge reconstruction project consisting of interchanges and overpasses. Mr. Fancher oversaw all earthwork and structures operations with direct reporting of all other superintendents. The Project contained the demolition of existing bridge structures, new bridge construction including pile driving, substructure concrete work, girder erection and superstructure concrete deck and barriers. Earthwork operations consisted of new embankments and approaches to the overpasses. Todd also oversaw MOT operations, utility coordination, erosion control, roadway paving, MSE and noise/visual walls.</p>
<p><u>Project Example No. 5</u></p> <p>Key Personnel Role: Experience with Current Firm: Project/Assignment Duration: Owner Contact Information: Design/Construction Value: Project Description:</p>	<p>NYS DOT D261407, Rt. 17 Interchange, Town of Thompson, NY Construction Manager Tetra Tech Project and Assignment duration 2010-2012 NYSDOT, Chris Strack, Christopher.strack@dot.ny.gov, 607-721-8100 \$9.3 Million</p>	<p>Reconstruction of Rt 17/106 Interchange consisting of a new EB off-ramp and new multi span bridge over Interstate 17. Mr. Fancher was in charge of overseeing all operations involving the construction of the new interchange. Scopes of work included constructing roadway embankments and approaches, pile driving, construction of a new bridge over Interstate 17, roadway reconstruction/paving, utility work and relocations, MOT, and erosion control. Todd was also in charge of the demolition of the existing bridge which was performed after completion of the new bridge and alignment.</p>
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <p>Todd is currently assigned to the Spring/Fishburne Project as the Project Superintendent. The Project is scheduled to be substantially complete in December of 2022, prior to the beginning of this Project.</p>		



APPENDIX B

WORK HISTORY AND QUALITY FORM

CONTRACTOR/DESIGNER (SECTION 3.5.1)

Conti[®] Civil 





In partnership with:






Gannett Fleming



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[CONTI]

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 Conti’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 Conti (in thousands)
Name: I-26 Volvo Interchange Design Build Location: Berkeley County, SC	Name: Johnson, Mirmiran & Thompson, Inc.	Name of Owner: South Carolina Department of Transportation Project Manager: Jae Mattox, III, PE, DBIA, CPM Phone: 803-737-1805 Email: mattoxjh@scdot.org	Actual Construction and Professional Services 08/2019	\$ 45,756	\$23,392
g. Narrative describing the work performed by Conti.					
<p>SCDOT needed a new interchange along I-26 to provide direct access to the Volvo Manufacturing Facility. The SCDOT selected Conti/JMT as its design-build Team to construct a new three-level, three-leg directional interchange along I-26 in Berkeley County, South Carolina. Design portions of the Project included surveys, geotechnical exploration and design, roadway, bridge, traffic and seismic designs, utility coordination, transportation management and HAZMAT studies. Construction of the new interchange included two ramps at-grade and two flyovers, as well as three bridge structures, MSE walls and drainage improvements. Overall, the Team constructed five miles of new roadway, including demolition of existing asphalt pavement; resurfacing and correcting the cross slopes of the existing I-26 mainline and performing ground improvements all while safely maintaining the existing I-26 traffic flow. As part of the benefits of the design-build project delivery method, the project team successfully coordinated early with the SCDOT for timely approval of its comprehensive design submittal packages. Conti broke ground using the full extent of its resources to enable multiple shift construction operations, reduce the overall schedule for early delivery and minimize impact to the traveling public. To meet a Project Milestone, Conti re-sequenced construction activities to facilitate early access to the Volvo plant through a partial interchange opening.</p>		<p>CONTI’S MAJOR SCOPE OF WORK INCLUDED:</p> <ul style="list-style-type: none">• Construct 5 miles of roadway, two flyover ramps, two at-grade ramps, three bridges• Excavate 47,000 cubic yards of soil• Import and place 480,000 cubic yards of soil• Cement stabilize 40,000 square yards of existing ground• Install 285,000 square yards of geo-grid• Install 43,500 linear feet of wick drains• Install 4,300 linear feet of 18-42-inch RCP• Construct 17,000 square feet of MSE walls• Drive 12,000 linear feet of HP piles• Install 634,000 pounds of rebar• Pour 2,500 cubic yards of concrete• Pave 54,000 tons of asphalt		<p>Key Staff Todd Fancher: Project Superintendent, 2019</p> <p>Relevance to Wateree Bridges</p> <ul style="list-style-type: none">• Design-Build Team of Conti/JMT• Bridge Construction• Embankment/Approach Work• Pile Driving• Construction Access• Maintenance of Traffic along Interstate• Roadway/Paving• Permits	
<div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Conti’s performance on the project to identify Conti with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Conti that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The team's responsiveness to SCDOT inquiries and requirements during the design and plan submittal process met SCDOT expectations under the stressful conditions and tight timeline of this highly visible and anticipated economic -development driven Design-Build contract. The team's performance ultimately resulted in a practical design that was very constructible, met the SCDOT's project criteria, and enabled the project to be constructed to the established schedule that resulted in on-time completion and satisfied the stakeholders of SCDOT, Volvo, Berkeley County and the SC Department of Commerce. Given that nearly all work was over or adjacent to live traffic on Interstate 26, it was critical that phasing, sequencing, and staging were carefully planned and customized to minimize the risk of incident or injury to motorists or the project team. The project worked 149,507 hours with Zero lost time.</p>					
i. Quality Initiatives. Discuss Conti’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>The year 2018 was one of the wettest on record in the Charleston area. To mitigate project delays while also maintaining quality, Conti mobilized design engineers to the field to resolve current issues and identify potential future issues in a timely manner. Conti adjusted our construction means and methods when necessary, including self-performing cement stabilization and utilizing specialized soil-drying equipment. We also tested and selected soil from multiple borrow pits based on the material’s performance under differing environmental conditions.</p> <p>In a true partnering spirit, Conti communicated potential change work to the client early and offered solutions in an effort to reduce claims. Conti maintained communication throughout construction and shared records, working to provide mutually beneficial solutions.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Conti’s response was “No” to all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[CONTI]

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 Conti’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 Conti (in thousands)
Name: US-70 Radio Island Bridge Location: Beaufort, North Carolina	Name: The LPA Group/ MI Engineering/ NCDOT	Name of Owner: North Carolina Department of Transportation Project Manager: Johnny Metcalfe Phone: 252-675-3208 Email: jmetcalfe@ncdot.gov	Actual Construction 06/2019 (DBB)	\$ 68,665	\$ 40,834
g. Narrative describing the work performed by Conti.					
<p>The Graydon Paul bascule drawbridge averaged 3,500 openings a year to allow boat traffic to pass through Gallants Channel. NCDOT called for the construction of a new bridge as part of a complete bypass to help alleviate traffic congestion. The high-profile project was documented regularly by the North Carolina press. Conti constructed the new 3.8-mile US-70 Bypass, which included the fixed span, multi-lane, Radio Island Bridge that rose 65 feet above the</p>		<p>CONTI’S RELEVANT SCOPE OF WORK INCLUDES:</p> <ul style="list-style-type: none">• Construct New High-rise Bridge over Water• Drive 52,000LF of pre-stressed concrete piles• Install 35,000 LF of pre-stressed concrete girders• Place 317,000 SF of concrete deck slab• Install 4,000,000 LB of epoxy rebar• Install 14,400 LF of RCP drainage culverts• Install 36,500 SF of retaining and sound walls• Install 580,000 CY of embankment• Place 112,000 tons of asphalt		<p>Relevance to Wateree Bridges</p> <ul style="list-style-type: none">• Bridge Construction & Demolition• Marine Work• Marshes/Work from Trestles• Pile Driving• Roadway Construction• Drainage• Environmental and Permitting• Utilities• Stakeholder Coordination and Public Involvement	
<p>Gallants Channel to accommodate boat traffic. A second smaller bridge was also part of the contract and ultimately allowed through traffic to bypass the town of Beaufort and eliminate traffic congestion. The project included significant bridge substructure work including installation of 16, 20 and 30-inch pre-stressed concrete piles up to 110-feet long. Conti developed a sizeable false work system in the water to keep piles supported while driving. Substructure bridge foundations include various sized pile caps, footings, columns, and pier caps. The superstructure consisted of a reinforced concrete deck supported by massive post tensioned concrete bridge girders. Other features of work along the bypass included retaining walls, sound walls, significant drainage culverts, embankments, and asphalt paving. The existing bascule bridge extending over the Gallants Channel was demolished once the bypass was operational. Significant coordination was needed amongst nearly 20 agencies such as the U.S. Coast Guard, U.S. Fish and Wildlife, and the Federal Aviation Administration.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Conti’s performance on the project to identify Conti with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Conti that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Conti received the 2017 Road and Bridges Top 10 Bridge Award (#1) for the US-70 Radio Island Bridge Project. Conti’s approach of partnering with the client and stakeholders played a major role in successfully completing the Project on time and on budget. Conti worked with NCDOT and the Town of Beaufort by resequencing work when the Town unexpectedly requested a major detour be delayed until after the summer season to lessen the impact on shore traffic. Conti helped solve the issue and accommodated the request of the major stakeholder.</p>					
i. Quality Initiatives. Discuss Conti’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>Throughout the Project, Conti worked closely with NCDOT to resolve issues in a timely and effective manner. This was immediately illustrated when Conti was faced with a utility conflict upon mobilization. Duke Energy’s overhead power lines, located where the access trestle and bridge work were to begin, had not been relocated per their agreement with NCDOT. Rather than delay the start of the Project and issue a claim, Conti held multiple meetings with the NCDOT and provided options for re-designing an alternate access point and re-sequencing the bridge construction to keep the schedule on track and mitigate the costs of a schedule delay.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
<p>Conti’s response was “No” to all questions.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[CONTI]

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 Conti’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 Conti (in thousands)
Name: I-95 Hackensack Bridge/Highway Location: Hackensack, NJ	Name: Dewberry Goodkind, Inc.	Name of Owner: NJTA Project Manager: Joseph Sheedy Phone: 732-750-5300 Email: sheedy@njta.com	Actual Construction 10/2014 DBB	\$ 146,365	\$79,927

g. Narrative describing the work performed by Conti.

The heavily traveled New Jersey Turnpike (I-95) is a major traffic artery for the Greater New York City area serving over 139,000 vehicles per day. The New Jersey Turnpike Authority undertook a major program to replace and reconstruct bridge and roadway surfaces. In order to maintain this vital traffic route, work was phased to minimize disruptions to the commuters.

CONTI’S RELEVANT SCOPE OF WORK INCLUDED:

- Replaced 5,613 LF of bridge deck
- Installed over 6,000,000 lbs. of rebar
- Poured 21,250 cy of concrete
- Installed over 18,500 steel repairs and retrofits
- Jacked and replaced 296 total bridge bearings
- Maintained active traffic (139,000 vehicles/day)
- Installed turbidity barrier in river
- Installed a new highway lighting system



Relevance to Wateree Bridges

- Structures and Bridge rehab
- Bridge Joint replacement
- Spall repairs
- Approach work & Drainage
- Milling and Paving
- Traffic Control / Staging
- Right-of-Way and Utilities
- Stakeholder Coordination

In what was the largest Contract awarded to date by NJTA, Conti reconstructed 5,613 linear feet of high performance structural concrete bridge deck over the Hackensack River. The continuous span steel bridge stretched over a mile along the eastern spur of the mainline New Jersey Turnpike. Conti staged and shifted traffic to replace the bridge deck; removed and reconstructed deck joints; replaced median barriers, curbs, and parapets; modified wingwalls, performed spall repairs to the existing concrete substructure; improved lighting and reconstructed roadway shoulders.

Conti performed seismic retrofits and structural steel repairs, including blasting, and painting the entire structural steel superstructure. In addition, Conti performed asphalt resurfacing, emergency and routine roadway repairs and maintenance and protection of traffic. Conti also coordinated with Norfolk Southern, NJ Transit and Amtrak lines for ROW procurement.

Conti performed drainage work on the approach roadway including installing over 1,000 LF of RCP and Underdrain piping, 13 new precast drainage structures and replacing 112 inlet grates.

Bridge drainage included installing 179 new drainage scuppers and 3,200 LF of 8-inch FRP



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

Conti received the 52nd Annual NJ Concrete Awards “Grand Award” for the I-95 Hackensack River Bridge Project. By taking a proactive approach to reducing the Project schedule, Conti was able to mitigate later schedule impacts often created by increased scope and deliver a safe, high-quality Project on time. As is Conti’s culture, taking the time and making the effort to pre-plan, understand the potential risks of the work, and not only openly communicate the issues but provide solutions to the Client led to a successful, quality Project for all parties.

i. Quality Initiatives. Discuss Conti’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.

Conti took the initiative to go through the process of getting an alternate barrier shape crash tested and approved by the FHWA. The patented barrier was designed to take up less area on the roadways and allowed the number of stages to be reduced. This effort paid off with approval leading to one less construction stage and a reduction of the Project schedule by 7 months. Additional efforts included Conti mobilizing additional crews to work multiple locations along the bridge to hit critical, self-imposed, seasonal (NE weather, holiday traffic restrictions) milestones to avoid quality, cost, and schedule risks. Conti also worked night shifts to take advantage of a more favorable nighttime lane closure schedule that afforded safer access to the work zones and increased daily outputs.

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

Conti’s response was “No” to all questions.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[JMT]


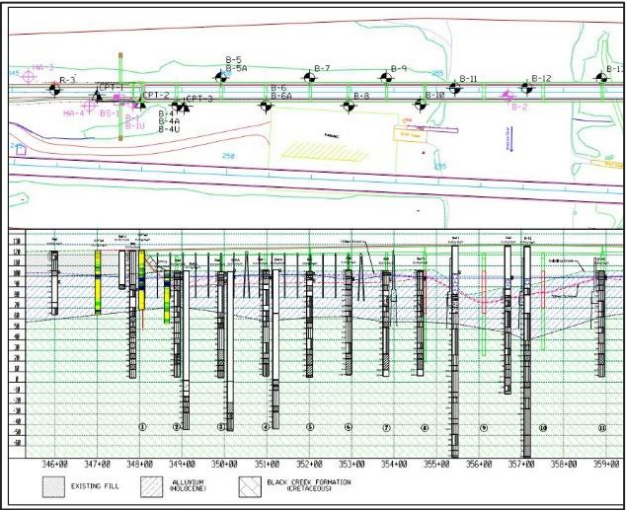
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-95 Southbound CD Lanes Rappahannock River Crossing (Design-Build) Location: Stafford, Virginia	Name: Wagman Heavy Civil, Inc.	Name of Client: Virginia Department of Transportation Project Manager: Michael Coffey, PE Phone: 540-899-4288 Email: michael.t.coffey@vdot.virginia.gov	Est. construction completion 5/2022 Construction delivered two months earlier than RFP requested completion Design services substantial completion 06/2019	Construction cost \$114,736 (Estimated, due to owner initiated/approved change orders adding project enhancements: increased shoulder width on 2 bridges & span length on 3 bridges, full depth GP shoulder section, and increased station limits of contract work at both termini.)	\$9,600
g. Narrative describing the work performed by JMT. Work performed in the following offices: Richmond, VA; Herndon, VA; Virginia Beach, VA; and Hunt Valley, MD					
				<p>Project Description: JMT was the lead designer for this \$114M DB project to add six miles of three new southbound general-purpose lanes to Interstate 95 in a notoriously congested area of Northern Virginia. The lanes were added to the existing median of I-95, and the existing southbound lanes were converted to a collector-distributor road between Route 3 and Route 17. Roadway & Project Management: JMT was responsible for managing a multi-discipline team consisting of roadway design, bridge design, drainage design, stormwater management design, environmental permitting, traffic and ITS design, geotechnical investigation and testing, public involvement, surveying, utility designation, and noise wall analysis and design. Structures: Project included four bridges; a new 1,200-foot-long, 100-foot-high bridge over the Rappahannock River for the new general-purpose lanes in the median, a new bridge over Route 17 for the general-purpose lanes, and two replacement bridges for the existing I-95 interstate crossings of Route 17. The project connects with the planned southern extension of the Express Toll Lanes from Northern Virginia. Environmental: JMT was responsible for securing all environmental permits and right of way for the project. Project required coordination with the following agencies, FHWA, VDOT, EPA, Department of Environmental Quality, US Army Corps of Engineers, Virginia Marine Resources Commission, Virginia Department of Game and Inland Fisheries, City of Fredericksburg, Stafford County, and Spotsylvania County. Construction: During construction, JMT provided engineering oversight, and was responsible for addressing request for information from the contractor and performing shop drawing reviews. The project also involved extensive coordination with three other major construction projects that overlap construction limits with this project. Public Involvement: JMT, along with VDOT, conducted an active public involvement campaign. Public involvement included a series of “Pardon Our Dust” public meetings to occur at each major traffic switch to inform citizens what to expect and how to navigate the construction zones. Stakeholders coordinated with include local emergency responders from the region, homeowners concerned about noise walls, environmental groups such as Friends of the Rappahannock, river and trail user groups and utility companies. Other activities included monthly newsletters, project website, and social media notifications.</p>	
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Design of the project started in February 2018, and through the development of an early work plan set, construction begin early in August 2018 while the remainder of the project continued under design. RFC plans were submitted on June 10, 2019, and construction was complete in May 2022 ahead of schedule. The project received some of the highest scores VDOT has assigned on our team’s recent Performance Evaluation. In fact, our recent CQIP score was 96.36 out of 100; the highest VDOT has ever given. We have included Lead Structural Engineer Trip Phaup, and several staff from JMT team that worked on Rappahannock, on our Crossroads team to capture this expertise. The same JMT team has recently been selected by VDOT in the D-B procurement for the Northbound lanes as Phase 2 of the project.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
The project team redesigned the southern terminus of the project to achieve 1200’ longer acceleration and merge distances and set up the project for a better tie-in to a future widening project. The design team incorporated a number of details into the bridge designs to reduce the need for future inspection and maintenance including: 1) Using a continuous for live load bridge superstructure 2) Using low permeability, low shrinkage concrete in all superstructure elements; 3) Providing corrosion resistant reinforcing steel 4) Designing a jointless bridge using VDOT’s fully integral abutments and VA Alternate Abutments; 5) Using prestressed concrete bulb-T beams without the need to paint; and 6) Using approach slabs with sleeper pads to reduce the “bump” at the end of the bridge. The D-B team embraced VDOT’s use of PlanGrid for document control, using it for plan submittals, RFIs and tracking and addressing issues in the field.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					

Key Staff
Trip Phaup, Structural Engineer

RELEVANCE TO WATEREE

- ✓ Replacement of a major interstate bridges
- ✓ Bridge demolition
- ✓ Maintenance of traffic
- ✓ Drainage systems & erosion control
- ✓ Public/Media/Community Relations
- ✓ Third Party Coordination
- ✓ Lead Paint / Asbestos Abatement
- ✓ Noise Walls
- ✓ Quality initiatives
- ✓ Management processes to avoid delays & claims

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[JMT]

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: US 76 Westbound Bridge Replacement over Wateree River Location: Richland/Sumter County, SC	Name: Design: Davis & Floyd (PM & Roadway) Construction: Zachry Construction Corp. (apparent low bidder May 12,2022)	Name of Owner: South Carolina Department of Transportation Project Manager: Jacob Meetze Phone: 803-737-1037 Email: MeetzeJ@scdot.org	Construction Estimate 05/2024 Professional Services 01/2022 (Design) 05/2024 (Constr. Support)	\$40,907	\$646
g. Narrative describing the work performed by JMT. JMT design work was performed in our Charleston, SC office					
<p>As a subconsultant, JMT was responsible for the design of a new bridge to replace the existing Westbound bridge. The design evaluated three scenarios, (1) staged construction, (2) new alignment, (3) on-alignment with redirection of traffic to the EB bridge. An on-alignment with detouring traffic to the EB bridge was selected resulting in significant reductions of wetland impacts and no impacts to the existing boat landing facility between the two bridges. The proposed WB bridge will be 2310’ long and 46’-3” wide and accommodate two 10’ shoulders, two 12’ lanes, and standard MASH barrier parapets. The main spans over the Wateree River will consist of continuous BT-74 Modified beams supported by two column/shaft bents. The approach spans will be continuous AASHTO</p>					
<p>Type IV beams supported on two column/shaft bents. Using a deeper Modified BT-74 allowed for eliminating a girder line while providing the required channel opening. JMT confirm that several local fabricators could easily fabricate the modified beams. The project is a Seismic Design Category C requiring a multimode spectral analysis (MSA) to calculate seismic displacement demands and a nonlinear static (pushover) analysis to determine the capacity and yield displacements. Bridge foundations were designed to accommodate significant scour and extensive Soil Shear Strength Loss (SSL). Bridge design was coordinated with the geotechnical engineer to meet GDM requirements as well as structural performance.</p>		<div>Key Staff Thai Trinh, Lead Design Engineer (for JMT)</div> <div>Relevance to Wateree Bridges<ul style="list-style-type: none">• Bridge replacement over the Wateree River• Demolish existing bridge• Prestressed concrete girders and drilled shafts• Long bridge with approach span units and main river span unit• 2-D Bridge hydraulic modeling• Seismic Design Category C; significant lateral spread; liquified soils; ground improvements• Evaluation of staged construction vs. close/detour</div>			
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
As a subconsultant, JMT completed the bridge design on schedule and within budget. The alignment was adjusted from off-alignment to replacement on-alignment after SCDOT approved closing the WB traffic on to the EB bridge. Significant liquated soil conditions with lateral spread was discovered during the design process. Foundations were adjusted from pipe pile footing groups to drilled shafts to account for the liquified soils and lateral spread. JMT accomplished the design adjustment without modification to the overall project budget.					
i. Quality Initiatives. Discuss JMT 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.					
During the design process, the proposed bridge was shifted from full off alignment to an on-alignment replacement with a close-and-detour of the WB traffic on to the existing EB bridge. This avoided impact to the boat landing and parking area between the two bridges. This also significantly reduced the wetland impacts. The proposed bridge utilized all concrete construction to avoid future maintenance. The existing main spans had painted steel girders. The use of a modified BT-74 allowed for the longer main span crossing and eliminated a girder line compared to using the standard BT-72 beams. JMT also confirmed with several local fabricators to verify that they could easily fabricate the deeper modified BT-74 beams.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Gannett Fleming]

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 Gannett Fleming, Inc.’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Gannett Fleming, Inc.’s (in thousands)
Name: 15BPR.57 Rehabilitation of Four Bridges Location: Ashe County, NC	Name: Gannett Fleming, Inc. served as lead design firm. Construction has not been awarded yet.	Name of Owner: North Carolina Department of Transportation Project Manager: Tim Sherrill, PE Phone: 919.707.6423 Email: tmsherrill@ncdot.gov	Prof Services (design) Estimated to be complete: 7/2022 Estimated Construction Substantial Completion Date: 10/2023 DBB	\$ 6,000 (est)	\$362

g. Narrative describing the work performed by Gannett Fleming’s Raleigh, NC office.

This project involved the rehabilitation of two PCG bridges and two steel I-beam bridges. The PCG bridge scope included link slab conversions for joint elimination in addition to latex modified concrete deck overlays with hydro-demolition surface preparation, PCG repairs, and substructure concrete repairs. The steel I-beam bridges included very early strength latex modified concrete overlays with hydro-demolition, joint replacements, steel repairs, bearing replacements, cleaning and painting bearings with High Ratio Calcium Sulfonate (HRCSA), painting of structural steel, and substructure concrete repairs. The bridges have substructure condition grades of Fair or Good with superstructure condition grades ranging from Fair to Poor. Gannett Fleming is responsible for



Relevance to Wateree Bridges

- Concrete bridge rehabilitation
- Bridge Rehabilitation
- Deck slab rehabilitation
- Joint replacement
- Elimination of some joints with link slabs
- Substructure spall repairs
- Traffic management plan (including weekend closures and short-term lane closures)
- Field inspections to verify scope and quantities of repairs

structural design, traffic management plans, technical provisions, contract working time, and engineers estimate. **Structural:** Gannett Fleming performed field inspections of bridges for scope development and repair quantities in addition to bridge deck evaluations with concrete sampling and chloride analysis for optimal selection of overlay type. Gannett Fleming prepared a field scoping report and coordinated with the NCDOT, municipality, and local businesses to develop the design scope and traffic management strategy to meet stakeholder needs. Gannett Fleming is preparing structural plans to meet the design scope including the use of Very High-Performance Concrete (VHPC) for link slab conversions for two bridges with 30- and 60-degree skews to the roadway alignments, and VHPC with fiber reinforced polymer (FRP) strengthening for the PCG repairs. Beam end cut out and replacement with tapered beam end section and custom bearing designs are required for one of the 6-span steel I-beam structures on a 60 deg skew. **Traffic Management Plans:** Traffic management plans include a mix of weekend closures and short-term lane closures, as well as long term lane closures with portable temporary signals to allow staging of the link slab conversions.

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

Gannett Fleming is developing the contract working time and overall contract time recommendation to be used in the contract documents. Standard production rates for many rehabilitation activities have yet to be documented by the Department so Gannett Fleming will establish reasonable production rates and use a CPM schedule approach to establish a fair contract time to mitigate risks to schedule and reduce bid costs associated with liquidated damages. Gannett Fleming is also developing new technical specifications for the VHPC link slabs and PCG repair with VHPC and FRP. As a trusted bridge rehabilitation advisor to NCDOT, Gannett Fleming is routinely tasked with complex assignments which require the development of new repair details and innovative approaches to accomplish bridge rehabilitation in the most cost-efficient manner while achieving goals for service life extension.

i. Quality Initiatives. Discuss Gannett Fleming 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.

One of the bridges carries the only truck access route to a manufacturing plant and a local waste recycling plant and developing workable maintenance of traffic strategies which would also facilitate construction activities was a challenge. Gannett Fleming coordinated closely with the Town of Bina Recycling Center and the United Chemi-Con plant to minimize disruptions to employees, customers, and truck deliveries while providing reasonable working times for construction progress.

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

Gannett Fleming’s response was “No” to all questions.

APPENDIX C

WORK HISTORY AND QUALITY FORM

CONTRACTOR/DESIGNER (SECTION 3.5.2)



Conti Civil 

In partnership with:



Gannett Fleming



ESP

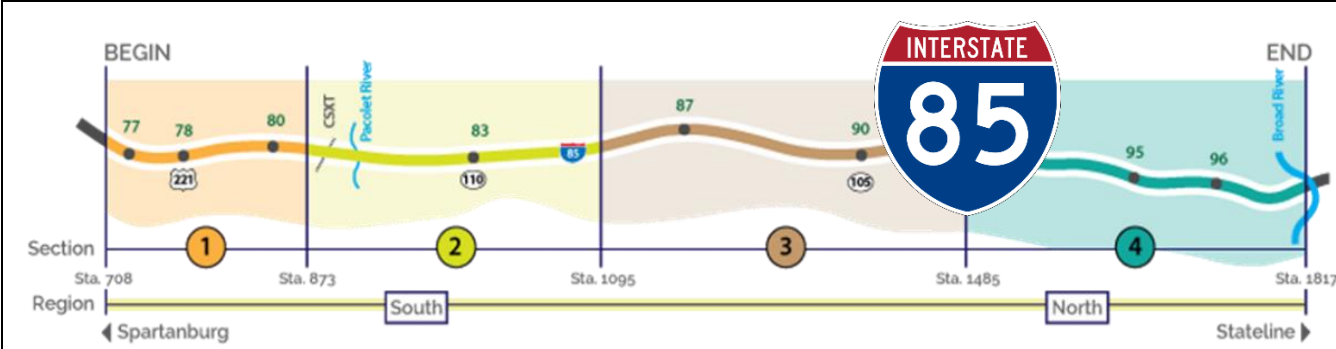
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
CONTI

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 Conti’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 Conti’s (in thousands)
Name: Interstate Connector Outer Loop Roadway and Bridges Location: Fayetteville, North Carolina	Name: RK&K Engineers	Name of Owner: NCDOT Project Manager: Jason Salisbury, Resident Engineer Phone: (910) 486-1401 Email: jsalisbury@ncdot.gov	Construction 07/2020	\$150,425	\$112,950
g. Narrative describing the work performed by Conti.					
<p>The Fayetteville Outer Loop was an extensive, multi-year transportation project designed to improve traffic flow in North Carolina’s sixth-largest city, which is home to Fort Bragg, one of the U.S. Army’s largest installations. The project scope involved the construction of a new 6.8-mile stretch of interstate from Cliffdale Road to the east of All American Freeway, including 17 new bridges and 6 miles of new highway. Included in the highway portions were 3 major interchanges, 2 of which serve as major entrances to Fort Bragg. The All-American Interchange, located near the main entrance to Fort Bragg, was comprised of 6 steel bridges totaling over 5,000’ in length. The Canopy Interchange included 2 steel bridges and the Cliffdale Road Interchange included 1 steel bridge. The main line included 4 concrete girders bridges each over 1,000’ in length and required temporary trestles to access and construct.</p> <p>Conti’s major scope of work includes:</p> <div><div>Structure Scope</div><ul style="list-style-type: none">Place over 8,000 CY of ConcreteInstall 275,000 SF of MSE/Sound/Visual WallInstall 2,200,000 LB of reinforcing steelInstall over 980,000 LB of structural steel girdersInstall over 450,000 SF of concrete deck slabsInstall over 18,000 LF of concrete bridge barrierInstall over 20,000 LF of prestressed precast girdersInstall over 71,000 LF of H-PileInstall over 20,000 LF of pipe pileInstall and remove 5 temporary access trestles</div> <div>Roadwork Scope<ul style="list-style-type: none">Over 2,586,000 CY of earth movingInstall over 36,000 LF of storm drainageInstall over 230,000 Ton of aggregate baseInstall over 265,000 Ton of asphaltPlace over 4,500 SY of concrete slope protection</div>					



PROJECT CHALLENGES & INNOVATIVE SOLUTIONS

Some of the major challenges of the project included coordination with Fort Bragg and the availability of work force. These challenges were mitigated thru intense daily communication with Fort Bragg regrading project logistics along with monthly team meetings to review upcoming major activities that could potentially impact the Base. To keep up with the ambitious schedule goals, Conti employed a full-time team of craft recruiters focused on recruiting and staffing the Project.

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

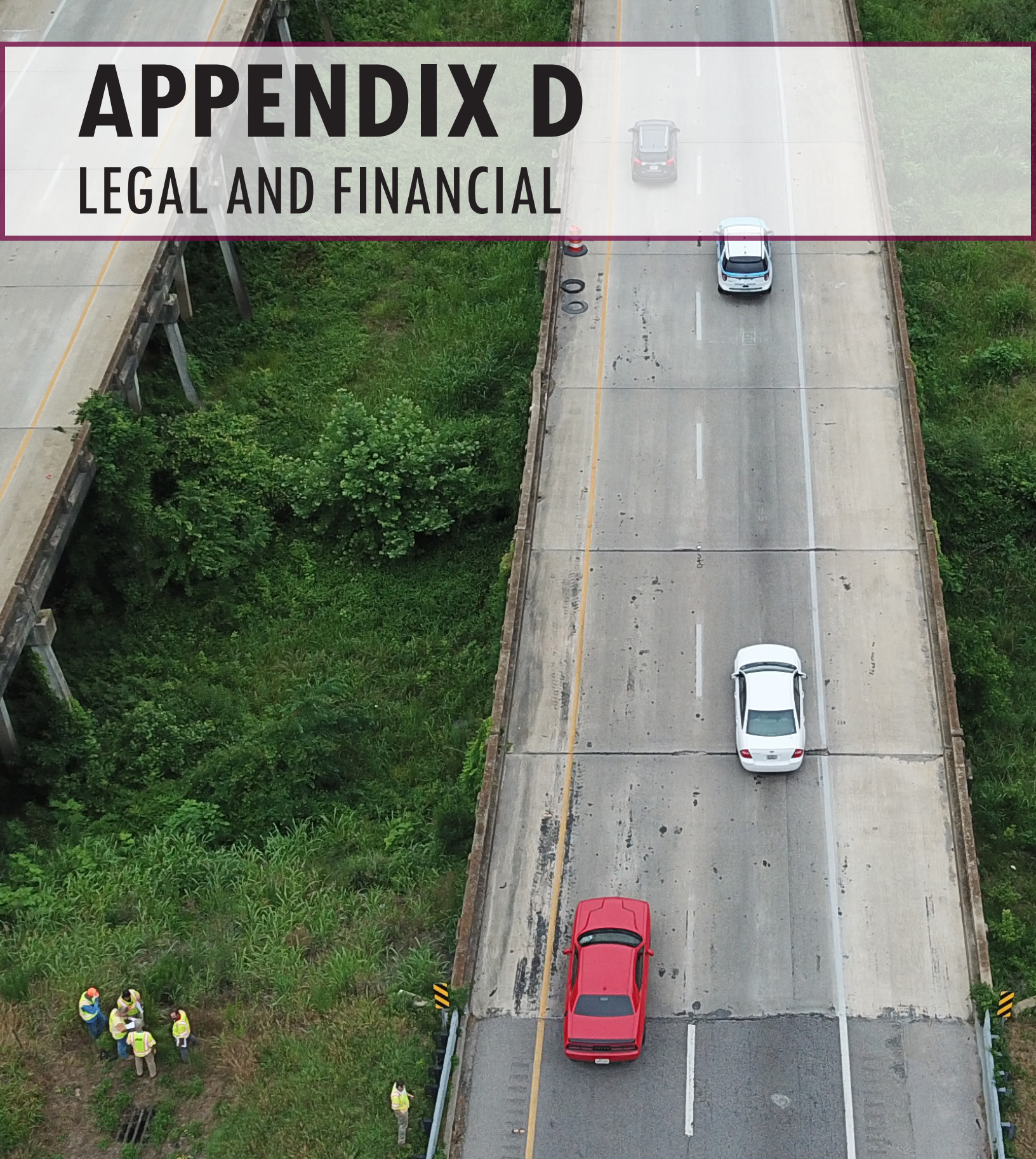
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction Date: Ongoing Professional Services Completion Date: 12/2018	\$435,577	\$4,942
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC					
			<p>Project Description: Includes improvements to 21-miles of I-85 designed to rehabilitate asphalt, increase capacity, and upgrade interchanges and overpass bridges to meet state and federal design requirements. As a subconsultant, JMT provided Lead <u>Traffic/MOT Engineer</u>, <u>Lead Hydraulic Engineer</u> and <u>Lead Environmental Manager</u> and performed road and bridge design within our segments. <u>Structural Design:</u> JMT designed the dual bridge rehab over Pacolet River, new interchange bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 & 2. <u>Roadway Design:</u> JMT provided roadway design services for Sections 1 and 2 on the project including interchange ramp improvements to 3 interchanges in JMT’s Section. I-85 mainline design retained the existing median barrier, significantly reducing the costs, and included widening to the median to provide a new lane in each direction with barrier separated travel lanes. Project also included a CSX rail crossing by third party over the interstate. <u>Traffic Engineering & Maintenance of Traffic:</u> JMT was Lead Traffic/MOT Engineer. The widening section included the reconstruction of 4 interchanges with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety. A transportation management plan was developed for the entire project. JMT conducted the design of signing, pavement markings, signals and ITS. Traffic signal plans included both the MOT and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro <u>Hydraulic Design:</u> JMT was Lead Hydraulic Engineer and provided in-house design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 interchange. JMT coordinated CCTV of existing storm drain systems including video review, repair recommendations and designed remediation work. As Lead Hydraulic Engineer JMT was responsible for responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI and Major Modifications of permits. <u>Environmental:</u> The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability. As Environmental Lead, JMT recommended the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation. <u>Key Individuals:</u> Thai Trinh, PE, Lead Structural for JMT portion, 2016-2017 (Design).</p>		
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.					
The design build contractor has submitted a claim in connection with the construction of this project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities. Contractor’s claims are based upon pricing and quantities developed using preliminary plans and increases to those quantities alleged to be due to the post-award final design development process. JMT performed services as a subconsultant design firm. The design by JMT is not alleged to be erroneous and no issues have been raised with the final RFC plans. JMT disputes all allegations and liability for the contractor’s quantity changes. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages.					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: Port Access Road from I-26 - Exit 218 to New Port Terminal Location: North Charleston, South Carolina	Name: Fluor-Lane South Carolina, LLC	Name of Client: South Carolina Department of Transportation Project Manager: Jae H. Mattox, III, PE Phone: 803-737-1805 Email: mattoxjh@scdot.org	Original Est. Construction completion 12/2019 Phase 1 construction: 2021 Phase 2 construction: 2022 Design services substantial completion 12/2018	Construction cost \$220,700	\$5,844
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, Hunt Valley, MD,					
<div></div> <p><u>Project Description:</u> JMT is Lead Designer for the D-B Team for the Port Access Road Project in Charleston County, SC. Project provides direct access between the Hugh Leatherman Terminal and I-26 while maintaining local access for commuter and commercial traffic. Project safely integrates container terminal traffic with existing traffic; supports local and regional planning policies and strategies; and minimize adverse impacts on communities and the environment.</p> <p><u>Structures:</u> Project included 8 new bridges over I-26, CSX and NS railroads, and local roadways. These complex bridges had long spans & horizontal curves. RR’s, roads, and utilities drove some substructure locations. Superstructures were curved steel girders, chorded & flared prestressed concrete beams, and flat slabs. Substructures were drilled shafts, pipe pile footings, and pile bents. A multi modal response spectral analysis and nonlinear static (pushover) analysis was performed to determine seismic demand and meet SCDOT Specifications. Complex geometry in a high seismic zone made this project challenging. <u>Roadway:</u> Project involves about 1,000 ft. along I-26. The new road crosses North Meeting Street, King Street Extension, Spruill Avenue & RRs as well as Shipyard Creek to reach the Terminal. A local access road connects Bainbridge Ave. to the main alignment and parallels Shipyard Creek. <u>Interchange:</u> Project consists of a new fully directional interchange on I-26 and associated ramp tie-in improvements. <u>Right of Way:</u> Some right of way was purchased by SCDOT and some the D-B team’s responsibility. Geometric optimization and retaining walls were implemented to stay within the right of way. 3D modeling in OpenRoads helped accurately define cuts, fills and vertical clearances. <u>Environmental:</u> Project utilized an elevated viaduct to reduce impacts to tidal creeks and hazardous material sites. Commitments from the environmental process are provided on the project webpage to ensure transparency in the NEPA process. <u>Utilities:</u> Design was tailored to avoid utility conflicts when feasible. Early coordination was held with utility owners to expedite relocation. <u>Public Involvement:</u> The D-B Team worked with SCDOT throughout design/construction to provide public relations support. The team has held job fairs and promoted DBE involvement as well as providing monthly project updates to the surrounding community. The project also has a webpage and a Facebook page to keep the public current on project status. <u>Key Individuals:</u> Thai Trinh, PE, Structural Engineer of Record; 2016-2018 Trip Phaup, PE, Structural Engineer, 2016-2017</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
<p>Has an owner, a Lead Contractor, or any member of a joint venture filed a claim against the Lead Designer’s Errors and Omissions Insurance? Yes.</p> <p>The design build contractor JV has submitted a claim for arbitration against the design team for costs associated with the construction of the project. A pre-award phase preliminary design was prepared and used by the contractor to estimate construction and material quantities.</p> <p>Contractor’s pricing was based on preliminary plans, and certain components increased in the post-award design development process. JMT disputes all allegations and liability. The claim has been reported to JMT’s professional liability insurance carrier and is in the early dispute resolution stages and arbitration has been initiated.</p>					

APPENDIX D

LEGAL AND FINANCIAL



Conti Civil 

In partnership with:



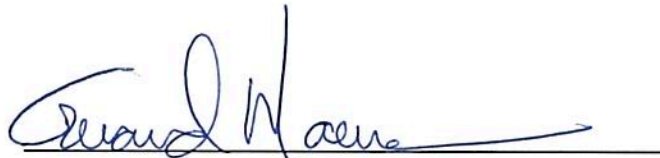
Gannett Fleming



AFFIDAVIT

STATE OF NEW JERSEY
COUNTY OF MIDDLESEX

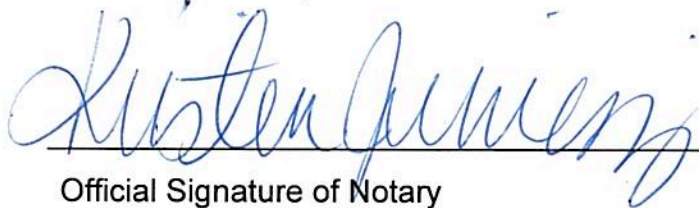
I, Gerard Maurer, President/CEO of Conti Civil, LLC, do hereby swear and affirm that
Conti Civil, LLC has the financial capacity and the resources necessary to complete the
SCDOT Design-Build I-20 over Wateree River Bridge Replacement and
Overflow Bridge Rehabilitations (Contract ID 2847360), as proposed in the RFQ.



Gerard Maurer, President/CEO
Conti Civil, LLC

Sworn to (or affirmed) and subscribed before me this 9th day of June 2022.

(Official Seal)



Official Signature of Notary

Kristen Jimenez, Notary Public
Printed or Typed Name

My Commission Expires _____

KRISTEN JIMENEZ
NOTARY PUBLIC OF NEW JERSEY
Comm. # 2301436
My Commission Expires 6/9/2023



June 9, 2022

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

RE: Conti Civil, LLC
2045 Lincoln Highway
Edison, NJ 08817

To Whom It May Concern:

The Travelers Casualty and Surety Company of America has extended surety bonds to Conti Civil, LLC for more than 20 years. During this time, we supported bonding projects with single project amount of \$650,000,000 with an aggregate program of \$1,200,000,000. Our experience has been excellent, and we highly recommend them to you.

As surety for Conti Civil, LLC, The Travelers Casualty and Surety Company of America will provide the requisite bonding for any project, provided a contract or task order is awarded to and executed by Conti. Travelers expressly reserves the right to review the terms and conditions of the contract or task order and bond forms, evaluate pertinent underwriting data, and verify the adequacy of project financing prior to the issuance of the aforementioned bonds.

Travelers Casualty and Surety Company of America is listed on the U.S. Department of the Treasury's Listing of Certified Companies and is rated A++ XV by A.M. Best Company.

Should you need further assurances, please feel free to contact me at Lockton Companies, LLC. My email address is htallone@lockton.com or by phone at 215-583-9246.

Sincerely,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA



Holly Tallone
Attorney-in-Fact



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

POWER OF ATTORNEY

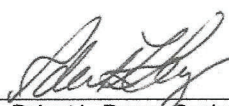
KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st** day of **April**, **2021**.



State of Connecticut

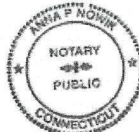
City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

On this the **21st** day of **April**, **2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

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

My Commission expires the **30th** day of **June**, **2026**




Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

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

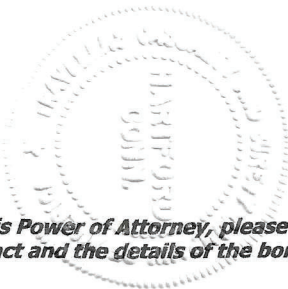
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing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

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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **9th** day of **June**, **2022**.




Kevin E. Hughes, Assistant Secretary

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

APPENDIX E

ORGANIZATIONAL CONFLICT OF INTEREST



Conti Civil 

In partnership with:



Gannett Fleming



ESP

Appendix E- Conflict of Interest

No members of the Conti Team have a potential conflict of interest related to the I-20 over Wateree River Bridge Replacement and Swamp Overflow Bridge project

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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



Signature

6-9-22

Date

Kerry Kennedy

Print Name

Conti Civil, LLC

Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

Attach additional sheets as necessary.

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


Signature

6/8/2022
Date

JAMES K. O'CONNOR
Print Name

JOHNSON, MIRMIRAN & THOMPSON (JMT)
Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

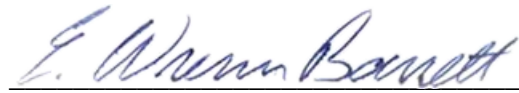
 x Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

6/8/2022

Date

E. Wrenn Barrett

Print Name

Vaughn & Melton, A JMT Company

Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 x Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

4/21/2022

Date

Michael L. Holder, PE

Print Name

Gannett Fleming, Inc.

Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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


 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

Brian_F._Welch
Director
2022.05.12 10:39:33-04'00'

5/12/22

Date

Brian F. Welch

Print Name

ESP Associates, Inc.

Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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


Signature

May 17, 2022
Date

Linda Katelyn Henry
Print Name

Aulick Engineering, LLC
Company

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

Name

Phone

Company

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

_____ Determined a potential organizational conflict of interest as follows:

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

2. Describe measures proposed

Date _____

Print Name

Company

Company

APPENDIX F

CONFIDENTIAL OR PROPRIETARY

INFORMATION SUMMARY LIST

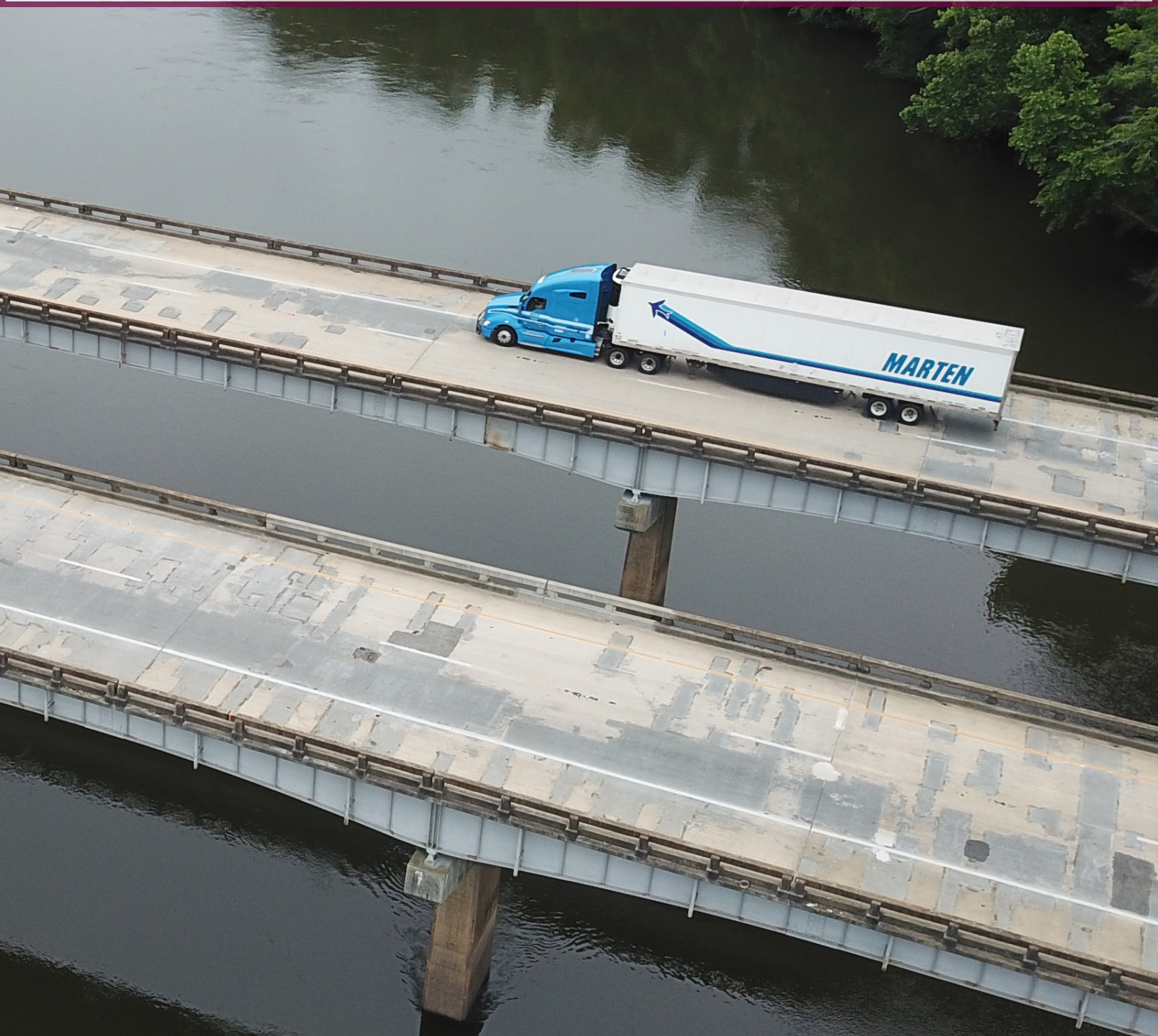


Appendix F- Confidential or Proprietary Information Summary List

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

APPENDIX G

ADDENDUM RECEIPT FORM



Conti Civil 

In partnership with:



Gannett Fleming



ESP

NOTICE OF RECEIPT
I-20 over Wateree River Bridge Replacement
and Swamp Overflow Bridge Rehabilitations
Design-Build Project Design-Build – Contract
ID 2847360
Kershaw County

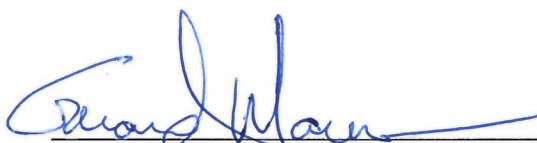
Addendum 1

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

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

Confirmation Statement:

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



PROPOSER's Signature

5-31-22

Date

Gerard Maurer, President/CEO

Printed Name

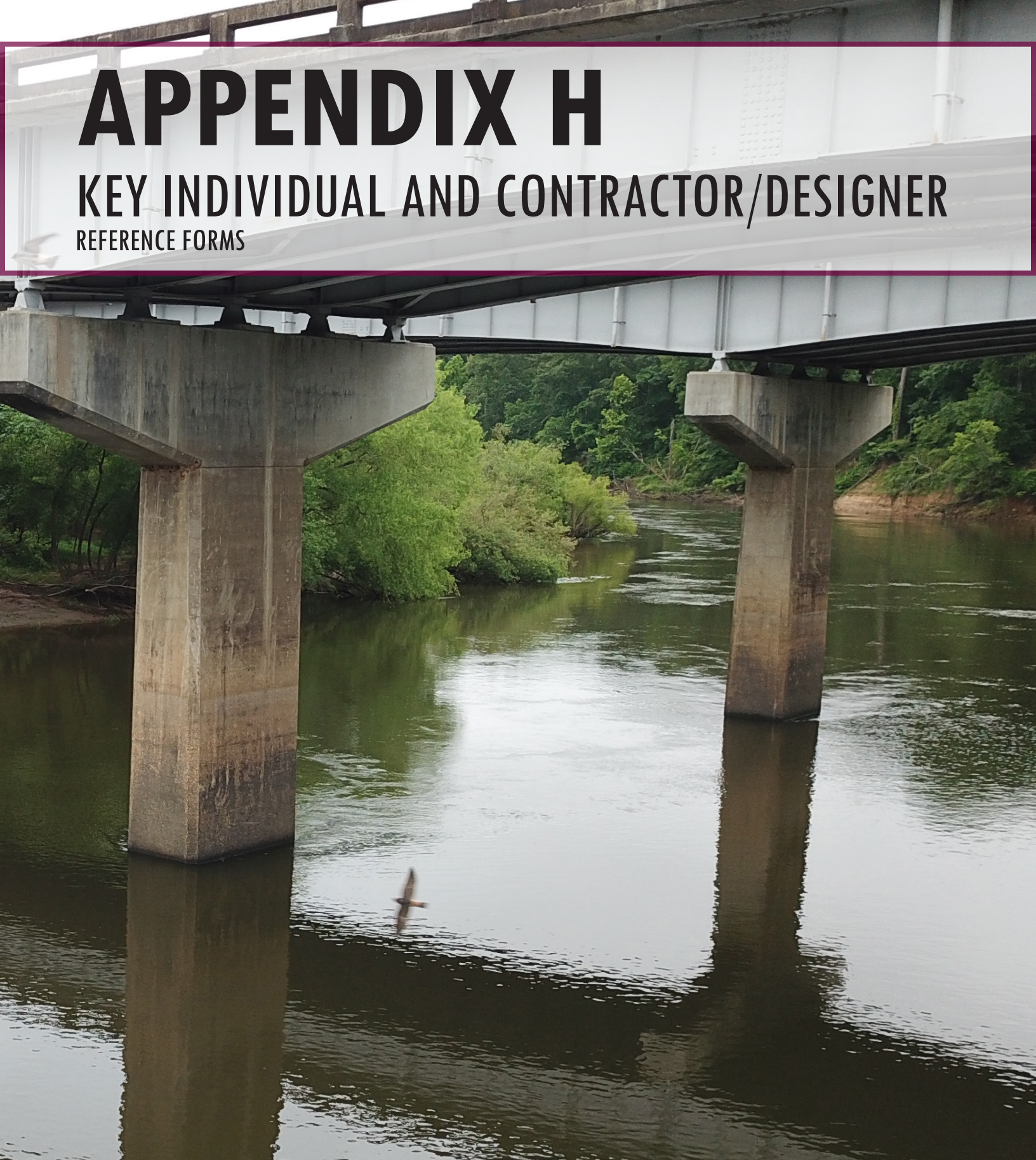
For: Conti Civil, LLC

Design-Build Team Name



APPENDIX H

KEY INDIVIDUAL AND CONTRACTOR/DESIGNER REFERENCE FORMS



Conti[®] Civil 

In partnership with:



Gannett Fleming



ESP

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
msutton@davisfloyd.com	Michael	Sutton	JOHN E. KRISTENSEN, PE, PLS, PMP	Spring/Fishburne US 17 Drainage Improvements Division II Pump Station Wet Well and Outfall, City of Charleston, SC	Project Manager	Conti
gregory.kozma@ct.gov	Gregory	Kozma	JOHN E. KRISTENSEN, PE, PLS, PMP	CTDOT #171-431, I-84 DB Accelerated Bridge Bundle, East Hartford, CT	Project Manager	Conti
aot.chiefengineersoffice@vermont.gov	Ann	Gammell	JOHN E. KRISTENSEN, PE, PLS, PMP	VTrans #IM-091-1(64), I-91 Design Build Bridges, Windsor, VT	Project Manager	Conti
john.porter@dot.ny.gov	John	Porter	JOHN E. KRISTENSEN, PE, PLS, PMP	NYS DOT D262025, I-87 Twin Bridges, Albany, NY	Project Manager	Conti
kcrum@southnorfolkjordanbridge.com	Kevin	Crum	JOHN E. KRISTENSEN, PE, PLS, PMP	South Norfolk Jordan Bridge, Chesapeake, VA	Project Manager	Conti
mattoxjh@scdot.org	Jae	Mattox	THAI G. TRINH, PE	I-26/Volvo Interchange Design Build – Approximate Mm 189 - Berkeley County, SC	Lead Design Engineer	JMT
MeetzeJ@scdot.org	Jacob	Meetze	THAI G. TRINH, PE	US 76 WB Bridge Replacement over Wateree River, Richland/Sumter County, SC	Lead Design Engineer	JMT
pittsme@scdot.org	Michael	Pitts	THAI G. TRINH, PE	Emergency Bridge Replacement 2020-2, Wagener Road (SC 4/SC 302) over South Edisto River, Aiken County, SC	Lead Design Engineer	JMT
reynoldsbs@scdot.org	Brad	Reynolds	THAI G. TRINH, PE	I-85 Rehab and Widening Design Build –From Mm 77 To Mm 80, Phase 1 Widening from Exit 80 (S-57) To Exit 90 (SC 105) & Phase 2 Widening From Exit 90 (SC 105) To Exit 96 (SC 18) – Spartanburg and Cherokee Counties	Lead Design Engineer	JMT
BoylstonJD@scdot.org	John	Boylston	THAI G. TRINH, PE	SC 802 Bridge Repl. over the Intracoastal Waterway, Beaufort Co., SC	Lead Design Engineer	JMT
rmcftee@sepiinc.com	Rob	McFee	THAI G. TRINH, PE	SC 802 Bridge Repl. over the Intracoastal Waterway, Beaufort Co., SC	Lead Design Engineer	JMT
michaelt.coffey@vdot.virginia.gov	Michael	Coffey	ARTHELIUS “TRIP” A. PHAUP, PE	I-95 SB CD Lanes – Rappahannock River Crossing Project, City of Fredericksburg, Stafford and Spotsylvania Counties, VA (Design Build)	Structural Engineer	JMT
michaelt.coffey@vdot.virginia.gov	Michael	Coffey	ARTHELIUS “TRIP” A. PHAUP, PE	I-95 NB Rappahannock River Crossing Project, City of Fredericksburg, Stafford and Spotsylvania Counties, VA (Design Build)	Structural Engineer	JMT
raina.rosado@vdot.virginia.gov	Raina	Rosado	ARTHELIUS “TRIP” A. PHAUP, PE	Odd Fellows Road Interchange at US Route 29/460 and Road Improvements, City of Lynchburg, VA (Design Build)	Structural Engineer	JMT
M.Mann@VDOT.Virginia.gov	M. Duane	Mann	ARTHELIUS “TRIP” A. PHAUP, PE	Route 61 (MacArthur Avenue) over the New River, Route 460, and Old Virginia Avenue Bridge Replacement, Town of Narrows, VA (Design Build)	Structural Engineer	JMT
msutton@davisfloyd.com	Michael	Sutton	TODD FANCHER	Spring/Fishburne US-17 Drainage Improvements Division II Pump Station Wet Well and Outfall, City of Charleston, SC	Construction Manager	Conti
mattoxjh@scdot.org	Jae	Mattox	TODD FANCHER	I-26/Volvo Interchange Design Build – Approximate Mm 189 - Berkeley County, SC	Construction Manager	Conti
rgarris@dot.state.nc.us	Randy	Garris	TODD FANCHER	NCDOT Fayetteville Interstate Connector Outer Loop Roadway and Bridges, Fayetteville, NC	Construction Manager	Conti
tom.wiser@dot.ny.gov	Tom	Wiser	TODD FANCHER	NYS DOT D260985, NY-17, Town of Liberty, NY	Construction Manager	Conti
Christopher.strack@dot.ny.gov	Chris	Strack	TODD FANCHER	NYS DOT D261407, Rt. 17 Interchange, Town of Thompson, NY	Construction Manager	Conti



Email	First Name	Last Name	Company Name	Project Name	Team
mattoxjh@scdot.org	Jae	Mattox	SCDOT	I-26 Volvo Interchange Design Build	Conti/JMT/Ulmer
jmetcalfe@ncdot.gov	Johnny	Metcalfe	NCDOT	US-70 Radio Island Bridge	Conti
sheedy@njta.com	Joseph	Sheedy	NJTA	I-95 Hackensack Bridge/Highway	Conti
michaelt.coffey@vdot.virginia.gov	Michael	Coffey	VDOT	I-95 Southbound CD Lanes Rappahannock River Crossing (Design-Build)	JMT
Meetzel@scdot.org	Jacob	Meetze	SCDOT	US 76 Westbound Bridge Replacement over Wateree River	JMT
tmsherrill@ncdot.gov	Tim	Sherrill	NCDOT	15BPR.57 Rehabilitation of Four Bridges	Gannett
Dloomis@elizabethnj.org	Daniel	Loomis	Town of Elizabeth, NJ	Jersey Gardens Blvd over Conrail and Norfolk Southern RR MSE Wall Repairs	Conti/JMT
msutton@davisfloyd.com	Michael	Sutton	Davis & Floyd	Spring/Fishburne US17 Drainage Improvements Division II Pump Station Wet Well and Outfall	Conti/JMT
tobias.morello@dot.nj.gov	Tobias	Morello	NJDOT	NJDOT I-295/I-76/Route 42 Interchange	Conti/Gannett Fleming
felix.fuster@dot.state.nj.us	Felix	Fuster	NJDOT	NJDOT Rt. 7 Wittpenn Bridge	Conti/Gannett Fleming
carl.kneidinger@dot.nj.gov	Carl	Kneidinger	NJDOT	NJDOT Rt. 18 Widening & Rehab	Conti/Gannett Fleming
reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	Emergency Bridge Package 2020-1, DB	V&M a JMT company/Aulick
derek.staton@carolina-TEA.com	Derek	Stanton	Carolina-TEA	Emergency Bridge Package 2020-1, DB	V&M a JMT company/Aulick
pittsme@scdot.org	Michael	Pitts	SCDOT	Emergency Design-Build Wagener Road (SC 4/SC 302) over the South Edisto River	JMT/ESP
mattoxjh@scdot.org	Jae	Mattox	SCDOT	Port Access Road	JMT/Ulmer

