

I-20 over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations

DESIGN - BUILD PROJECT

Contract ID 2847360

submitted to:

South Carolina Department of Transportation

submitted by:

Reeves Construction Company

in association with:

WSP USA Inc.



3.2 INTRODUCTION

Contracting Entity: Reeves Construction Company (Reeves), a corporation, will be the contracting entity with SCDOT for the I-20 Over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations Design-Build Project (Project). Reeves previously operated in South Carolina as Sloan Construction, a Division of Reeves Construction, now as a result of rebranding all divisions. In January 2022, we operate as Reeves throughout the Southeast Region of the U.S. Founded in 1955, Reeves is also a material supplier, providing vertical integration with 18 active asphalt plants, five AC liquid terminals, and aggregate supply from our Blacksburg, SC quarry. Reeves’ Corporate and North Division headquarters are positioned in Duncan, SC with regional offices strategically located throughout both Carolinas, with locations in Blacksburg, Columbia, and Duncan, SC, and in Cornelius and Greenville, NC. Reeves is owned by Colas, an international highway construction and materials contractor.

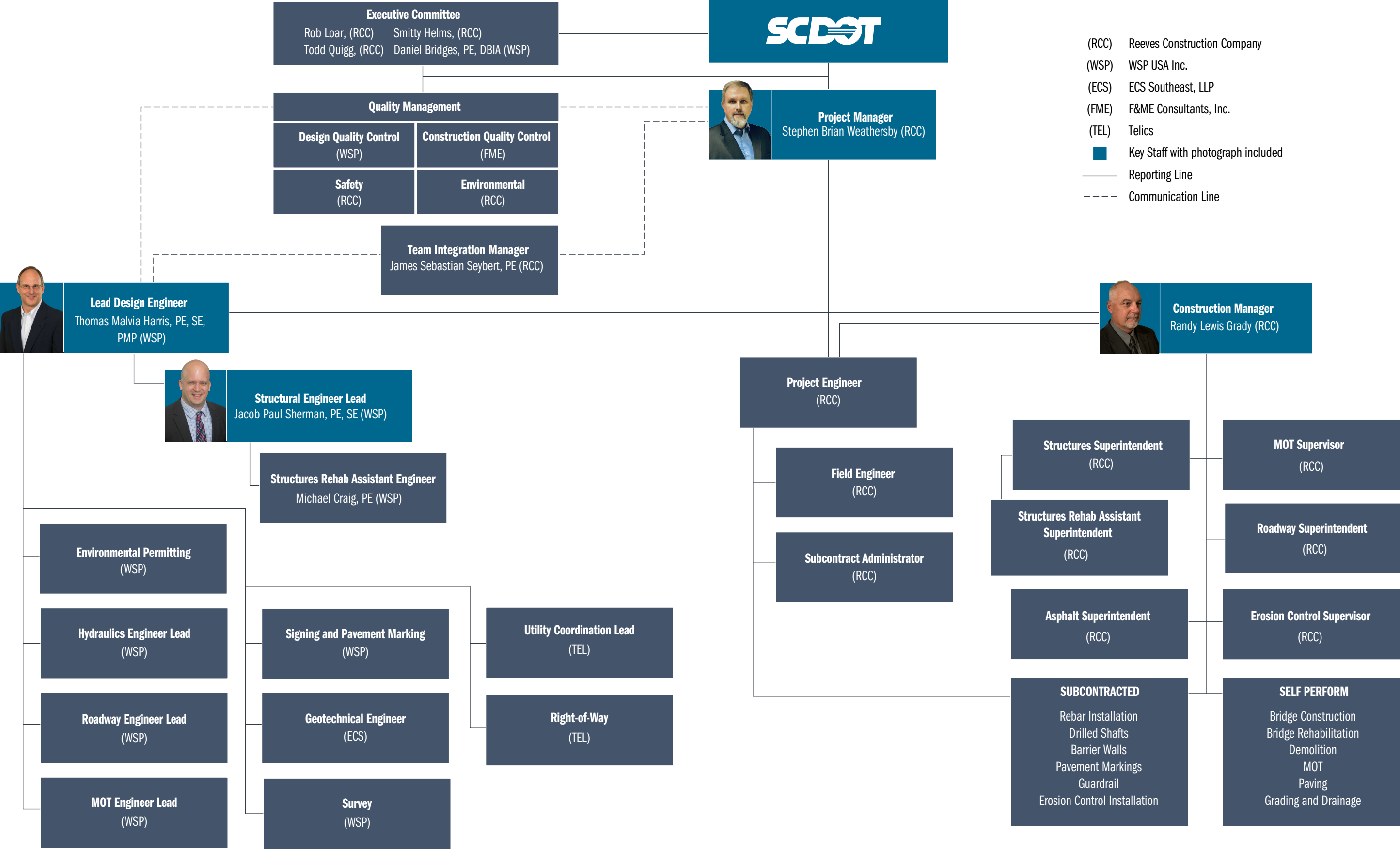
Reeves has teamed with WSP USA Inc. (WSP) to provide design services for this Project. WSP will be the lead designer and Engineer of Record for the Project working as a subcontractor to Reeves. WSP has the resources and experience to be responsible for the overall design and coordinate with experienced subconsultants to produce a project that meets and exceeds the contract requirements.

Statement of Commitment of Key Individuals: The Reeves-WSP Design-Build Team (Reeves-WSP DBT) is hereby committing to SCDOT to provide the Key Individuals listed herein and the added value position of Team Integration Manager for the duration of this Project to ensure SCDOT’s expectations for quality and schedule are met. Our Team is also committed to providing all resources and personnel required to deliver the Project successfully and on time.

Contracting Entity and Office
Todd Joel Quigg – Vice President Reeves Construction Company 250 Plemmons Road, Duncan, SC 29334 (864) 416-0225 (ph) (854) 617-2825 (cell), tquigg@reevescc.com
Two Proposer’s Points of Contact
Lead Contractor Reeves Construction Company Stephen Brian Weathersby 250 Plemmons Road, Duncan, SC 29334 (864) 416-0200 (ph) (864) 491-1431 (cell) bweathersby@reevescc.com
Lead Designer WSP USA Inc. Thomas Malvia Harris, PE, SE, PMP 1001 Morehead Square Drive, Suite 610, Charlotte, NC 28203 (919) 836-4062 (ph) (919) 270-1424 (cell) thomas.harris@wsp.com

Firm’s Full Legal Name	D.U.N.S Number
Reeves Construction Company	00-580-8449
WSP USA Inc.	05-666-8700
ECS Southeast, LLP	55-670-6401
Telics	04-191-2254
F&ME Consultants, Inc.	04-369-2531

TEAM ORGANIZATIONAL CHART



- (RCC) Reeves Construction Company
- (WSP) WSP USA Inc.
- (ECS) ECS Southeast, LLP
- (FME) F&ME Consultants, Inc.
- (TEL) Telics
- Key Staff with photograph included
- Reporting Line
- Communication Line

3.3 TEAM STRUCTURE AND PROJECT EXECUTION

Reeves and WSP each bring firms with integrity, understanding, and knowledge of challenging Design-Build (D-B) situations and the experience to solve them. Team Integration begins with the **Project Manager, Brian Weathersby**. He will have primary responsibility to ensure communication and coordination among all team members including SCDOT. The Reeves-WSP DBT will integrate their experienced staff as a united team, coordinating and working together to provide the department a best value solution to this challenging Project. Our Team will have scheduled weekly meetings to review design progress, coordinate design across all disciplines, identify project and constructability issues, research and establish mitigation strategies, and complete quality reviews of design and constructability through the design process. We will transition to monthly meetings, or as needed, through construction to discuss and monitor progress, ensure any challenges or issues found during construction are coordinated and mitigated promptly, and coordinate upcoming work to manage cost and schedule. Additionally, we will hold discipline breakout meetings, as needed, to work through any specific challenges with both design and construction personnel in attendance to ensure we are looking at all available options and constraints to determine the best solution. The Project Manager has authority to make final decisions on behalf of the Proposer, with the Executive Committee having the final approval of contract and change orders as recommended by the Project Manager.

The Reeves-WSP DBT is providing an added value position of Team Integration Manager, to capitalize on prior teaming experience. Jim Seybert, PE will serve as the Team Integration Manager, providing 33-years of experience, the last 18 of which were dedicated to the execution of complex high speed interstate D-B projects in the Carolinas totaling nearly \$1 billion. Having served as the D-B PM on the \$260M D-B Interchange Project at I-40 and I-77 in Statesville, NC, designed by WSP, Jim regularly interfaced with **Tom Harris, PE, SE, PMP**, Structure Lead and **Jake Sherman, PE** at WSP. Jim was responsible for maintaining an integrated team, and promoting balance between design and constructability including roadway, structures, MOT, and all other related disciplines. Additionally, Jim has extensive MOT experience on major interstate facilities dealing with both urban

and high-speed rural conditions. Jim will attend regularly scheduled meetings and be on site, as needed, to help facilitate coordination between design and construction.

Our Team has another unique element of combined work experience, which is the relationship between Tom Harris at WSP and Smitty Helms at Reeves. Tom and Smitty pursued their engineering degrees together at NC State University and were roommates during this time. Throughout their careers they have consulted each other on separate engineering challenges, while seeking the opportunity to work together at some point. Their continuous 35-year familiarity will serve our Team well in the design and construction of this Project.

Critical Risks

RISK	MITIGATION	SCDOT Involvement
RISK - Limitations on in-water and over-water construction and demolition		
Potential In-Water Moratoriums	<ul style="list-style-type: none">Utilize pre-planning and CPM scheduling to ensure operations controlled by in-water moratoriums comply with permits regarding items such as work hours, slow start pile driving, noise abatement, and cofferdams.Utilize BMP's and procedures from prior Reeves' projects with similar scope and waterways such as US-301 over Cape Fear River and NC-11 over Cape Fear River.Optimize bridge pier locations by minimizing the number of piers in the water.	Collaborate with SCDOT to determine the appropriate time for lane closures. SCDOT will provide review of plans and comments. Coordination early for any potential evacuation planning.
Access to work in and over Wateree River	<ul style="list-style-type: none">Utilize a combination of temporary access roads, work trestle, and barges to get equipment and crews to the work.Pre-plan all operational activities and temporary access needs to ensure we are providing reasonable access, with permit compliance.Our PM and CM both have extensive temp access experience from multiple projects and situations to ensure constructability.	
Construction operations in and over Wateree River	<ul style="list-style-type: none">Pre-plan activities for demolition and new bridge construction, with permit compliance, utilizing experience and knowledge of various methods from multiple projects and our developed BMP procedures.Our PM and CM have extensive experience in riverine environments. Their experience will lead our constructability reviews to ensure best solution.	
RISK - Limited Site Access		
Construction operations adjacent to live traffic	<ul style="list-style-type: none">Construction operations will include pre-planning and verifying field conditions including traffic volumes, distance to traffic, and optimum time to complete operation. Schedule critical activities when lane closures are allowed to provide safe operations.PM and CM have experience in managing MOT and construction operations adjacent to traffic. They will lead evaluation of these operations.	Collaborate with SCDOT to ensure that construction operation strategies meet their expectations and are balancing project execution and public safety.
Corridor enclosed by guardrail and barrier	<ul style="list-style-type: none">Team will evaluate and determine optimum ingress/egress locations to minimize impacts to the traveling public.Setup and maintain advance warning of ingress/egress points so traveling public is aware of potential construction vehicles.	
RISK - Maintenance of Traffic for replacements and rehabilitations		
MOT Safety for construction operations and the travelling public	<ul style="list-style-type: none">Utilize Reeves' MOT experience in construction, rehabilitation, and pavement preservation to evaluate operations and driver safety for each project stage, to ensure safety of drivers and construction personnel.Our Key Team members have extensive experience in MOT on high-speed interstates. These members will meet regularly through design to ensure our MOT plan functionality or adjustments for improvements.Ensure Project MOT plan includes adequate advance warning, well-defined traffic patterns, and safe ingress/egress locations.	

	<ul style="list-style-type: none">• Install and monitor WZ devices for visibility, and promptly replace any devices that are unsuitable or damaged.• Maximize lane widths and clearance to TCB where possible.	Collaborate with SCDOT to determine the appropriate time for lane closures. SCDOT will provide review of plans and comments. Coordination early for any potential evacuation planning.
High traffic volumes and speeds	<ul style="list-style-type: none">• Rely upon Reeves’ high-speed interstate experience including the I-85 Project in Upstate, SC, that won the NAPA, 2017 Quality in Construction Award for Projects over 50,000 Tons, and as a major sub on I-77 D-B in Columbia, SC with Paving and MOT responsibility.• Minimize speed limit reductions in work zone to maintain driver expectations.• Evaluate the latest technologies and innovations in advance work zone strategies to provide an effective driver warning system.	
Temporary Alignments	<ul style="list-style-type: none">• Provide traffic control devices that enhance illumination and provide advance notice of changes in work zone.• Provide temporary drainage to comfortably manage hydraulic spread.	
Public Perception	<ul style="list-style-type: none">• Initiate and maintain construction activity upon MOT device installation.• Sequence bridge rehabilitation scope early to reduce confusion to drivers of multiple operations.• Evaluate traffic volumes counts to determine optimum times to schedule lane closures, maximize effectiveness of each closure, and reduce number of closures.	
RISK – Geotechnical Seismic Hazards		
Liquefaction, Settlement, Drag down, Uplifts, Slope Stability, Lateral Spreading	<ul style="list-style-type: none">• Hazards associated with soil shear strength loss (SSL), lateral spreading, and liquefaction-induced settlement, drag down, uplift, slope stability issues, as related to seismic loading, will be evaluated during the design-phase in accordance with Chapters 13, 14 of the SCDOT GDM.• Work closely with Structural Engineer to address lateral and axial capacities issues (deflection limits).• Work closely with Roadway Engineer to address embankment slope angles.	SCDOT review and approval of design submittals for Preliminary and Final Seismic Design Summary Reports, Bridge Geotechnical Reports and Roadway Geotechnical Reports.
RISK – Market Conditions		
Construction material fabrication and lead times	<ul style="list-style-type: none">• Reeves will have regular, informative, and transparent communication about expectations and schedules with suppliers and subs to coordinate project scope.• Reeves’ connections in industry groups like CAGC and SCAPA provide strong relationships and keen insight to market conditions.• Reeves and WSP will monitor market conditions during the pursuit to ensure we are selecting materials for the project design, based on cost effectiveness and availability.• Upon award, Reeves will aggressively pursue purchase orders and subcontracts to secure pricing and estimated delivery timeframes, with release for fabrication upon design approvals.• Our Team will utilize pre-payment of manufactured and stored materials as a mitigation to ensure timely material delivery.	Communicate with SCDOT on material fabrication and subcontractor status. Coordinate with SCDOT, should any cases arise where subcontractors are not performing, and mitigation is needed to replace subcontractors to ensure project schedule is maintained. Collaborate with SCDOT on Project Scope options to determine best value option for the Project.
Scheduling of material delivery and subcontractors	<ul style="list-style-type: none">• The P6 CPM Project schedule will include detailed activities for material deliveries and subcontractors linked to a detailed delivery matrix.• The detailed delivery matrix will be produced for each major material supplier and subcontractor. The matrix will detail material needs, referencing to locations per project stationing and will be used for; drill shaft casing, piles, reinforcing steel, girders, and concrete ready mix. The matrix will be provided to each vendor according to the P6 schedule update. The Project Engineer will be the single point of contact for suppliers and subcontractors, and responsible to manage and update the P6 schedule and delivery matrix.• Reeves is already seeing markets where coordination of ready-mix deliveries are running six weeks in advance. Reeves will continually monitor the schedule to maintain a tight grasp on actual progress and provide our Team with timely information to manage schedule adjustments.	
Subcontractor Performance	<ul style="list-style-type: none">• Reeves can self-perform project scope items of MOT, bridge demolition and construction, bridge rehabilitation, grading, drainage, and asphalt paving.• Reeves will evaluate and consider subcontractors for any scope to achieve DBE participation. Evaluations to determine contract award will be made considering performance history of all subcontractors.• Project schedule adherence will be priority to Reeves-WSP DBT. We will monitor schedule performance of all subcontractors. Should any scope pose	

	<p>a schedule threat, our Team will promptly review and enact schedule recovery measures.</p> <ul style="list-style-type: none"> • Reeves, including our PM and CM, has extensive experience with supporting drilled shaft operations and subcontractors, including shaft installations on land, in-water, in rock, and in alluvial soils requiring deep drilled shaft installations. We will utilize our expertise in developing a pre-plan to ensure the anticipated drill shafts for this Project are successful. 	
Material availability affecting design and construction elements	<ul style="list-style-type: none"> • Our Team has vast structure experience in design and construction. We will evaluate schedule risk and cost of various options for structure replacement and rehabilitation. Evaluation will consider not only structure work and access needs, but also MOT and impacts to the traveling public. • Our Team will evaluate schedule risk and cost effectiveness for pavement structures to optimize the project schedule. 	

Project Resources, Strategies, and Execution

The Reeves-WSP DBT has extensive local resources available to perform this Project. WSP’s capabilities for performance of design scope includes over 600 staff across twenty-two offices in the Carolinas and throughout the southeast. WSP has the capacity to perform all design disciplines, however, we are committed to meeting project DBE participation goals. We currently plan to utilize design subs for geotechnical and utility coordination. Reeves is a multi-disciplinary full service heavy civil transportation contractor and material supplier with approximately 400 staff and 350 pieces of equipment, in the Carolinas regions, to perform any task needed for this Project. Our Team stands ready to immediately commit staff and resources to ensure this Project meets the expectations of SCDOT.

Reeves’ diverse company makeup provides the ability to self-perform over 70% of the Project. Reeves anticipates **performing all structure work including replacement and rehabilitation scopes, roadway grading, drainage, and asphalt paving.** This level of self-performance will provide the Reeves-WSP DBT a firm grasp upon Project schedule control. We anticipate subcontracting specialty items including drilled shaft installation, rebar install, SIP install, slip-form barriers, erosion control devices, MOT devices, guardrail, pavement markings, and signing.

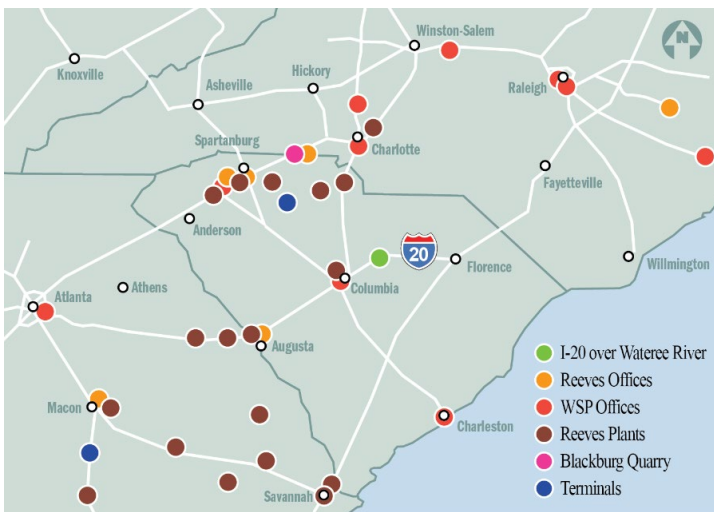
Reeves’ Team includes our Project Manager, Brian Weathersby, with 24 years of total construction experience, including the last 19 years in the transportation industry. His transportation experience includes four D-B projects in North Carolina, with one being a Pavement Preservation and Widening of I-40, a high-speed, high-volume interstate in Raleigh, NC, and roughly 38 Design-Bid-Build projects in North and South Carolina ranging from small bridge replacements up to major interstate corridors. These projects required managing similar project scopes

including utility relocations, roadway grading, bridge construction and rehabilitation, and asphalt paving. Our **Construction Manager, Randy Grady**, has 26 years of experience in highway and bridge construction. His extensive experience of construction operations throughout his career will provide the expertise necessary to execute construction of this Project. As shown in the key staff table below, our PM and CM both have extensive experience in all critical scopes of this Project.

The Reeves-WSP DBT will focus on prompt execution of this Project. To allow early construction activity and streamline construction resources, design of rehabilitation and replacement will be performed simultaneously. Rehabilitation work on the overflow bridges will begin early during the permit approval process for the bridge replacement over the Wateree River. Our Team has identified the WB bridge over Wateree River has a lower rating than the EB bridge, so we will sequence the Project to prioritize the replacement of the WB bridge. Our Team will utilize a strategic approach to construction operations, using multiple crews and coordinate staggered schedules, when needed, to maximize the overall productivity for this Project with limited and restricted access to the site. To increase DBE participation, our Team will hold “open house” events near the Project site as design progresses. At these events, our Team will provide design updates to potential subs and suppliers. These updates will provide scope clarity to firms that may not be comfortable with incomplete information at the time of bid. Team members

will attend to answer any questions and encourage feedback from attendees on ideas for increased participation.


Reeves and WSP will utilize local staff from their North and South Carolina offices to staff this Project. Key team members and lead personnel will meet in person, while also utilizing virtual meetings to make sure that all team members are engaged and have the



latest project information. Our Team will also utilize key design disciplines, such as Structures and MOT, in the same office to enhance team integration and minimize design conflicts between disciplines.

3.4 EXPERIENCE OF KEY INDIVIDUALS

The table below, shows our Team's experience in all the critical scopes needed for this Project.



Click on the key staff member's name to view their resume in Appendix A.

Right click and select Previous View to return to this page.

Staff Name Position	CONSTRUCTION										DESIGN					
	D-B Experience	Bridge on Major Interstate	Demolition	Work in River Environment	Work in Limited Site Access	Work from Work Trestle	Work from Barge	Deep Drilled Shaft Foundations	Rehab of Bridges on Major Interstate	MOT on Major Interstate	Roadway	SC Licensed PE	D-B Experience	Bridge on Major Interstate	Bridge in River Environment	Rehab of Bridges on Major Interstate
<u>Brian Weathersby</u> Project Manager	★	★	★	★	★	★	★	★	★	★	★					
<u>Randy Grady</u> Construction Manager		★	★	★	★	★	★	★	★	★	★					
<u>Thomas Harris, PE, SE, PMP</u> Lead Design Engineer												★	★	★	★	★
<u>Jacob Sherman, PE, SE</u> Structural Engineering Lead												★	★	★	★	★
Additional Team Members																
<u>Jim Seybert, PE</u> Team Integration Manager	★	★	★		★			★	★	★	★					
<u>Michael Craig, PE</u> Assistant Structural Design (Rehabilitation)												★	★			★

3.5 PAST PERFORMANCE OF TEAM

Experience of Proposer's Team



Click on the project title below to view the Work History form in Appendix B. Right click and select Previous View to return to this page.

The Reeves-WSP DBT provided, in Appendix B, the below projects that show the key experience of our Team.

CONTRACTOR	DESIGNER
<ul style="list-style-type: none"> <u>US-301 over Cape Fear River, Cumberland County, NC</u> <u>NC-11 over Cape Fear River, Bladen County, NC</u> <u>US-17 Wilmington Bypass, Brunswick County, NC</u> 	<ul style="list-style-type: none"> <u>I-20 at Savannah River D-B, Aiken County, SC</u> <u>I-40/I-77 Interchange D-B, Statesville, NC</u> <u>Pensacola Bay Bridge Replacement, D-B, Pensacola, FL</u>

Additionally, to show the extent of Reeves' experience and capabilities the following are additional projects that Reeves is currently working on or have completed, which have similarities to this Project.

LOCATION	PROJECT	DESCRIPTION	STATUS	\$ (M)
SCDOT District 2	SCDOT, D-B, CLRB Package 2020-1, Cont. 8850470	Replacement of 16 Closed or Load Restricted Bridges across SC District 2 (Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties)	Ongoing	\$17.9M
SCDOT District 4	SCDOT, D-B, CLRB Package 2021-1, Cont. 5456570	Replacement of eight Closed or Load Restricted Bridges across SC District 4 (Cherokee, Chester, Fairfield, and Union Counties, SC)	Ongoing	\$14.9M
Mecklenburg-Union Counties, NC	US-74 Monroe Connector Bypass, Design-Build Project, R-3329/R-2559	Reeves was Lead Segment Contractor role for Segment 1, a 2.1-mile section with a Directional Interchange connection of US-74 to the new US-74 Bypass. Included roadway and bridge scope of an elevated, six-lane, controlled-access highway with frontage roads located along each side of mainline and three bridges. Reeves completed this segment, while maintaining traffic on existing US-74 (60,000 AADT), a main corridor into Charlotte, NC. Reeves also completed eleven other interchange and multi-span creek structures on Segments 2 and 3.	Complete in 2019	\$32.0M
Cumberland County, NC	NC-24 (Grove Street) over Cross Creek, B-4090	Project included a temporary onsite detour with two multiple span detour bridges and approaches in limited ROW to carry four lanes of traffic (39,000 AADT), replacing one bridge over Cross Creek, and retaining walls to accommodate roadway adjustment. Key Ind: Randy Grady	Complete in 2015	\$4.2M
Jackson County, AL	SR-35 over Tennessee River, P.ID# BRF-00350-504	Bridge Replacement of a 3,055 lft bridge with drilled shaft foundations and sill footings constructed in sheet pile cofferdams; stepped footing, concrete substructure, 72" bulb tee and 84" structural steel girders, CIP bridge deck, and demolition of existing steel truss bridge. Access for construction using temp access roads and barges.	Complete in 2016	\$21.7M
Dillon-Florence Counties, SC	I-95 SBL Bridge Rehab over Great Pee Dee River, P.ID# P028312	A fast-paced project with limited access to a 3,043 lft two lane bridge on high velocity, Interstate I-95 (53,000 AADT). The scope included class II deck repairs, LMC overlay, joint replacement, and bearing painting and repairs. Key Ind: Brian Weathersby	Complete in 2017	\$3.2M
Robeson County, NC	I-74 Bridge Rehabilitation from NC-710 to NC-41, I-5938A	Bridge joint replacement on 19 bridges along a 14-mile stretch of high-speed rural interstate I-74 corridor (17,000 AADT), self-performing the MOT for the project. Key Ind: Brian Weathersby, Randy Grady	Complete in 2018	\$1.4M
Brunswick County, NC	NC-133 over Intracoastal Waterway, 15BPR.25, C204185	Pavement and bridge rehabilitation project included replacing 28 Spans of deck slab units, safety retrofit of 8,500 lft of CIP concrete barrier and 2-bar metal rail, PPC Overlay of the full bridge deck (2,108 SY) and replaced the joints. Substructure repairs included shotcrete, epoxy injection, and cathodic protection system using pile jackets and bulk anodes. HMA resurfacing of 16.8 lane miles of existing roads. Key Ind: Brian Weathersby, Randy Grady	Complete in 2019	\$15.8M
City of Charlotte, NC	Charlotte, Bridge Deck Overlay FY2019, Pr ID # 4292000185	WSP USA Inc. was the Owner's Representative (PM), and Reeves was Prime contractor for this project. WSP and Reeves coordinated with each other to complete the work which included, MOT, bridge deck repairs, link slabs, LMC overlays, and joint replacement for three bridges in Charlotte, NC. Team Ind: Brian Weathersby (RCC), Michael Craig (WSP)	Complete in 2020	\$1.1M
Mecklenburg County, NC	I-77 from I-277 to NC-27, Pavement and Bridge Rehab, Pr ID # I-5769	Reeves, a subcontractor to Boggs Paving, completed LMC overlays and replaced joints on seven bridges, on a high-speed interstate route, with AADT ranging from 75,000 up to 150,000 depending upon project location. Key Ind: Randy Grady	Complete in 2021	\$4.6M

Quality of Past Performance

No individuals or firms have been suspended, debarred, disqualified from bidding, or declared ineligible for work in the last five years.



*“Those who cannot remember the past are condemned to repeat it.” –
George Santayana,
The Life of Reason, 1905.*

Reeves and WSP strive to design and construct quality projects, safely, and ahead or on schedule. In review of the list of projects with LD’s contained within **Appendix C**, Reeves has identified two common performance issues and have established internal process improvements which will be utilized for this project.

Finally, in an inverse view of these LD’s, this list does reflect Reeves’ accountability in contract management.

Common Performance Issue	Process Improvements
Multiple projects managed thru a single office	Completely dedicated onsite management staff
Over committed subcontractors	Scrutinize subcontractor backlog during contract award process

The Reeves-WSP DBT recognizes SCDOT will utilize performance evaluation scoring systems to evaluate the performance of the Proposers. Reeves would like to note that our CPS score is currently being updated, due to complications of Reeves rebranding in January 2022. The only projects brought over were active projects in lieu of full project history, causing Reeves’ CPS score to suffer a reduction. An action plan was initiated and has already shown to be positive for future quarters, however, the CPS will not be updated in the system until July 2022. For any questions regarding this re-evaluation, the DOC will be able to assist for purposes of this SOQ evaluation.

Reeves requires that all self-perform and subcontractor personnel prioritize safety and follow our safety policies for all operations.

EMR	2020	2021	2022
Reeves	0.63	0.60	0.59




APPENDIX

Appendix A

Key Individual Resume Forms

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Stephen Brian Weathersby Senior Project Manager</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>15</u> Years</p> <p>Firm 1) Reeves Construction Company: Multiple Roles (2013 – Present)</p> <ul style="list-style-type: none"> Senior Project Manager – Responsible for managing Design-Build (D-B) Pursuits, D-B Projects thru design and construction, Design-Bid-Build (D-B-B) projects from estimating thru project closeout; evaluate operational procedures and performance thru schedule and cost reviews, to improve the team's BMP operational policies, as assigned, 2017 – Present Project Manager – Responsible for managing all aspects from estimating thru project closeout of Heavy Civil Infrastructure projects. Managing self-perform and subcontracted operations for scopes including: MOT, utility relocation, storm drainage, grading, structures, structures rehab, asphalt and concrete paving, and specialty items, as assigned, 2013 – 2017 <p>Firm 2) S. T. Wooten Corporation: Multiple Roles (2006 – 2013)</p> <ul style="list-style-type: none"> Project Manager – Responsible for managing all aspects from estimating thru project closeout of Heavy Civil Infrastructure projects, including D-B and D-B-B. Managing self-perform and subcontracted operations covering all scopes of transportation projects, as assigned, 2008 – 2013 Superintendent – Responsible for supervising multiple self-perform crews, subcontractors, and material deliveries in Heavy Civil Infrastructure operations, as assigned, 2006 – 2008 Foreman – Supervising field crew(s) on Heavy Civil projects, as assigned, 2006 <p>Firm 3) McDavid Associates: Project Inspector – CE&I Firm – Field inspector of Civil Projects including water and sewer utility installation and rehab, site development, and asphalt paving, 2003 – 2005</p> <p>Firm 4) Albritton Company: Estimator & Project Manager – Responsible for all aspects from estimating thru project closeout for a specialty subcontractor in Vertical Commercial Industry, 1998 – 2003</p>	
<p>e. Education: East Carolina University / Greenville, NC / Bachelor of Science / 2000 / Construction Management</p>	
<p>f. Active Registrations: 2015 / NC / TC Work Zone Supervisor / NC20150697 2011 / OSHA 30 Hour Certification / 24-800762550 2006 / NC / EC Level II Supervisor / 1297</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>NC-11 over Cape Fear River and overflows, B-4028, Bladen County, NC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly HRI Bridge Company)</p> <p>Project/Assignment Duration: Project Fall 2012 – June 2017, Assigned June 2013 – Jan 2015; and Sept 2015 – June 2017</p> <p>Owner Contact Information: NCDOT, Blythe Jordan, bljordan@ncdot.gov, (910) 788-5300</p> <p>Design/Construction Value: \$ 16.4 Million</p> <p>Project Description: The project included 1.3 miles of new alignment roadway with three bridge structures spanning Cape Fear River (1,275 lft) and overflows (375 lft, 375 lft). While maintaining traffic thru the project, the new alignment was constructed adjacent to the existing, shifted traffic to the new alignment, and then completed the demolition and removal of the existing three bridge structures and roadway in Kelly, NC area. The bridges included steel pile foundations, concrete and structural steel girders, CIP bridge decks, etc., with all the bridges constructed from temporary work trestles and/or barges. Brian's responsibilities included coordination with the Owner; managing self-perform operations, subcontractors, and material vendors; ensure timely preparation and submission of submittals; complete schedule and cost control reviews to ensure project was performing to meet the owner's expectations.</p>	

US-17 (Future I-140 - Wilmington Bypass), R-2633BA, Brunswick County, NC

Key Personnel Role: Project Manager

Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly HRI Bridge Company)

Project/Assignment Duration: Project 2014 – March 2018, Assigned 2014 – Feb 2018

Owner Contact Information: NCDOT, Alex Stewart, adstewart2@ncdot.gov, (919) 814-4933 | Prime Contractor, Barnhill Contracting Company

Design/Construction Value: \$ 82 Million, Reeves' Subcontract value for portion of project: \$ 23.0M

Project Description: The project included 4.6 miles of new alignment roadway with nine bridge structures in Leland, NC area. Reeves' scope included constructing a combination of bridge structures spanning over CSXT RR, wetlands/water crossings, and grade separations. Scope included steel pile, concrete pile, and 155 ft deep drilled shaft foundations; CIP substructure and RR crash walls; concrete and structural steel girders; CIP bridge decks; etc. Brian's responsibilities included coordination with the Owner and Prime; manage and coordinate self-perform operations, subcontractors, and materials with the Project Superintendent; ensure timely submission of submittals; complete schedule and cost control reviews to ensure project was performed and coordinated with Prime to meet the Owner's expectations.

NC-133 (BR #14) over Intracoastal Waterway, 15BPR.25, C204185, Brunswick County, NC

Key Personnel Role: Project Manager

Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly Sloan Construction)

Project/Assignment Duration: Project June 2018 – December 2019, Assigned June 2018 – Dec 2019

Owner Contact Information: NCDOT, Alex Stewart, adstewart2@ncdot.gov, (919) 814-4933

Design/Construction Value: \$ 15.8 Million

Project Description: The project included pavement and bridge rehabilitation work. Replacement of 28 Spans of precast slabs bridge deck units, safety improvement retrofit of 8,500 LF of CIP concrete barrier and 2-bar aluminum railing, resurfaced the entire bridge deck (18,973 SF) with new PPC overlay. Substructure repairs included shotcrete, epoxy injection, and cathodic protection system consisting of pile jackets and bulk anodes. Asphalt pavement resurfacing of 16.8 lane miles of existing roads in Oak Island, NC. Brian's responsibilities included coordination with the Owner; managing self-perform operations, subcontractors, and material vendors; ensure timely preparation and submission of submittals; complete schedule and cost control reviews to ensure project was performing to meet the owner's expectations.

D-B: I-40 from SR1728 (Wade Ave, MM289) to I-440/US-1-64 (MM293), I-4744, Wake County, NC

Key Personnel Role: Assistant Construction Manager

Experience with Current Firm: No, Firm 2, S. T. Wooten Corporation

Project/Assignment Duration: Project 2009 – 2011, Assigned 2009 – June 2011

Owner Contact Information: NCDOT, David Moore, dbmoore@ncdot.gov, (919) 263-6260

Design/Construction Value: \$ 49.0 Million

Project Description: This Design-Build project included widening and pavement preservation of 6.2 miles of I-40, with 100,500 AADT, widen four bridges, add median barrier, and sound walls in Raleigh, NC area. Brian's responsibilities included coordination with the Owner, DBPM, Lead Designer, and CM; managing self-perform operations, subcontractors, and materials; ensure timely submission of submittals; complete schedule and cost reviews to ensure project was performing to meet the owner's expectations.

D-B: NC-147 Triangle Expressway from I-40 to I-540, U-4763, Wake/Durham Counties, NC

Key Personnel Role: Assistant Construction Manager

Experience with Current Firm: No, Firm 2, S. T. Wooten Corporation

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

Owner Contact Information: NC Turnpike Authority, Jason Peterson, (No longer employed with NCTA or NCDOT) jpeterson@rkk.com, (919) 878-9560

Design/Construction Value: \$ 137.4 Million


Project Description: This Design-Build project included a 4-mile extension of NC-147 from I-40 to I-540, new alignment roadway, with all associated scopes, seven bridge structures, MSE walls, box culverts, sound walls, and Tolling gantries in Durham, NC area. Brian's responsibilities included coordination with the Owner, DBPM, Lead Designer, and CM; managing self-perform operations, subcontractors, and materials; ensure timely submission of submittals; complete schedule and cost control reviews to ensure project was performing to meet the owner's expectations.

- 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.

Brian Weathersby is currently assigned to D-B Pursuits and Estimating D-B-B projects and will be available to fulfill the role of DBPM for this project beginning immediately:

- No Active Construction Projects

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Randy Lewis Grady Senior Project Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>13</u> Years With Other Firms <u>13</u> Years Firm 1) Reeves Construction Company: Multiple Roles (2009 – Present)</p> <ul style="list-style-type: none"> Senior Project Superintendent – Responsible for managing construction operations for Heavy Civil Infrastructure Transportation projects, to coordinate superintendents, foremen, crews, equipment, and subcontractors across large and/or multiple projects to provide optimum utilization of resources. Plan and monitor field operations to ensure they are meeting the required project schedule milestones and cost budgets. Review projects to ensure operational safety and MOT to protect the employees and the travelling public. Monitor projects for environmental compliance and ensure field personnel are performing erosion control inspections and maintenance. Review submittals for operational compliance and constructability. Provides training to supervisors and craft personnel in best practices for operational procedures, as assigned, 2012 – Present Superintendent – Responsible for supervising construction operations for Heavy Civil Transportation projects, coordinate and schedule multiple self-perform crews, subcontractors, and material deliveries for the project, 2009 – 2012 <p>Firm 2) Blythe Construction: Multiple Roles (1996 – 2009)</p> <ul style="list-style-type: none"> Superintendent – Responsible for supervising construction operations for Heavy Civil Transportation projects, coordinate and schedule multiple self-perform crews, subcontractors, and material deliveries for the project, as assigned, 2001 – 2009 Foreman – Supervising bridge structure field crew to complete specific tasks, as assigned, 1996 – 2001 	
<p>e. Education: Brunswick Senior High School / Lawrenceville, VA</p>	
<p>f. Active Registrations: 2021 / OSHA 10 Hour Certification / 18-006056107 2015 / ATSSA TC Supervisor - NC State Specific</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>US-17 (Future I-140 - Wilmington Bypass), R-2633BA, Brunswick County, NC</u> Key Personnel Role: Project Superintendent Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly HRI Bridge Company) Project/Assignment Duration: Project 2014 – March 2018, Assigned Oct 2015 – Jan 2018 Owner Contact Information: NCDOT, Alex Stewart, adstewart2@ncdot.gov, (919) 814-4933 Prime Contractor, Barnhill Contracting Company Design/Construction Value: \$ 82 Million, Reeves' Subcontract value for portion of project: \$ 23.0M Project Description: The project included 4.6 miles of new alignment roadway with nine bridge structures in Leland, NC area. Reeves' scope included constructing a combination of bridge structures spanning over CSXT RR, wetlands/water crossings, and grade separations. Scope included steel pile, concrete pile and 155 ft deep drilled shaft foundations; CIP substructure and RR crash walls; concrete and structural steel girders; CIP bridge decks; etc. Randy's responsibilities included coordination and scheduling the daily activities of Reeves' multiple self-perform crews, subcontractors, and material deliveries; coordinate construction operations with the Prime's Project Superintendent and DOT inspection staff; coordinate with Reeves' Project Manager to monitor project schedule requirements, cost control reviews, and review submittals for operational compliance and constructability; monitor crews for operational safety and quality compliance.</p>	

US-301 (I-95 Bus) over Cape Fear River and Cross Creek, B-4091/B-4949, Cumberland County, NC

Key Personnel Role: Project Superintendent

Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly HRI Bridge Company)

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

Owner Contact Information: NCDOT, Jason Salisbury, jsalisbury@ncdot.gov, (910) 364-0600

Design/Construction Value: \$ 16 Million

Project Description: The project included removal and replacement of two bridge structures (980 lft and 330 lft), raising and widening nearly one mile of mainline roadway and adjacent service roads with upgraded drainage, signage, and signalization in Fayetteville, NC. The bridge over Cross Creek (330 lft) was constructed in two stages to maintain traffic to local businesses and residents. The bridges included steel pile and drilled shaft foundations, 74" Modified Bulb Tee girders, CIP bridge decks, etc., with all the bridges constructed from temporary access roads, work trestles, and/or barges. Randy's responsibilities included coordination and scheduling the daily activities of Reeves' multiple self-perform crews, subcontractors, and material deliveries; coordinate construction operations with DOT inspection staff; coordinate with Reeves' Project Manager to monitor project schedule requirements and cost control reviews; monitor crews for operational safety and quality compliance.

NC-24 (Grove Street) over Cross Creek, B-4090, Cumberland County, NC

Key Personnel Role: Project Superintendent

Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly HRI Bridge Company)

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

Owner Contact Information: NCDOT, Jason Salisbury, jsalisbury@ncdot.gov, (910) 364-0600

Design/Construction Value: \$ 4 Million

Project Description: The Project included a temporary onsite detour for MOT with two multiple span detour bridges and roadway approaches in limited ROW to carry four lanes of traffic, replacement of one bridge over Cross Creek, and soldier pile retaining walls to accommodate the vertical alignment adjustment of the roadway in Fayetteville, NC. The bridge included steel pile foundations, concrete girders, CIP bridge decks, and church window CIP barrier rail. Randy's responsibilities included coordination and scheduling the daily activities of Reeves' multiple self-perform crews, subcontractors, and material deliveries; coordinate construction operations with DOT inspection staff; coordinate with Reeves' Project Manager to monitor project schedule requirements and cost control reviews; monitor crews for operational safety and quality compliance.

Fayetteville Outer Loop (I-295) from NC-24 (Bragg Blvd.) to NC-210/NC-87 (Murchison Rd), U-2519E & X-0002B, Cumberland County, NC

Key Personnel Role: Project Superintendent

Experience with Current Firm: Yes, Firm 1, Reeves Construction (formerly HRI Bridge Company)

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

Owner Contact Information: NCDOT, Randy Wise, (No longer employed with NCDOT) randy.wise@ice-eng.com, (984) 255-0410 | Prime Contractor, R.E. Goodson Construction

Design/Construction Value: \$ 52.5 Million, Reeves' Subcontract value for portion of project: \$ 20.4M

Project Description: The Project included a new alignment roadway with 11 Bridge structures in Fayetteville, NC. Reeves' scope included bridge structures ranging from single span structural steel bridges, multi-span cored slab bridge by top-down construction, 63" bulb tee girder bridges over wetlands utilizing a work trestle access, and a 1,600 lft curved structural steel girder bridge on hammerhead caps. Bridge foundations consisted of multiple sizes of steel H-pile with over 74,000 lft of pile being driving on the project. Randy's responsibilities included coordination and scheduling the daily activities of Reeves' multiple self-perform crews, subcontractors, and material deliveries; coordinate construction operations with DOT inspection staff; coordinate with Reeves' Project Manager to monitor project schedule requirements and cost control reviews; monitor crews for operational safety and quality compliance.

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

Randy Grady is currently assigned as General Superintendent overseeing and coordinating Reeves' superintendents, foremen, and crews on these projects:

- Horry-Georgetown Counties, SC – bridge rehabilitation – scheduled completion August 2022
- Chesterfield County, SC – bridge rehabilitation – scheduled completion August 2022
- York County, SC – bridge replacement – scheduled completion August 2022
- Anson-Stanley Counties, NC – bridge replacement – scheduled completion June 2023
- Gaston-Mecklenburg Counties, NC – bridge rehabilitation – scheduled completion June 2023

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

Thomas Malvia Harris, PE, SE, PMP
Assistant Vice President
Senior Project Manager



b. Role of Key Individual for this Project:

Lead Design Engineer

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

WSP USA Inc.

d. Years of Experience: With this Firm 5 Years With Other Firms 29.5 Years

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

e. Education:

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

f. Active Registrations:

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

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

NCDOT Division 14 Group H Bridge Replacements, Haywood, Swain and Clay Counties, NC

Key Personnel Role: Lead Design Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2016-Present, Assigned 2017-Present

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

Design/Construction Value: \$1.5 Million / \$15 Million

Project Description:

Shortly after joining WSP, Tom was assigned the lead design engineer role for the Group H bundled bridge replacements. He was responsible for client coordination, monitor and updated schedules and budgets, and supervised discipline leads for these bridge replacements. Bridges are rural, two-lane bridge replacements with required design services including roadway, hydraulics, structures, geotechnical, maintenance of traffic and environmental permitting.

I-40 from I-440 to north of SR 1525 (Preliminary Design) Design-Build, Wake and Johnston Counties, NC

Key Personnel Role: Lead Design Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2017-2018 (Preliminary Design), Assigned 2017-2018
Owner Contact Information: NCDOT, Tim McFadden, tmcfadden@ncdot.gov, (919) 707-6615
Design/Construction Value: \$1.1 Million (Preliminary Design) / \$360 million

Project Description:

Managed preliminary design development for pricing, supervised discipline leads, developed design schedule and coordinated with Design-Builder. Project involved widening of 12 miles of I-40 from I-440 south of Raleigh to north of SR 1525, replacing interstate and overhead bridges, new retaining walls, noise walls, maintenance of traffic, drainage and utility coordination. For preliminary design managed discipline leads, monitored schedule and deliverables to Design-Builder, developed and tracked design fee and coordinate development and preparation of Alternative Technical Concept submittals to NCDOT.

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

Key Personnel Role: Lead Design Engineer (Design Manager, 2012)
 Assistant Design Manager and Lead Structural Engineer (2010-2011)
Experience with Current Firm: No, CDM Smith (formerly Wilbur Smith Associates)
Project/Assignment Duration: Project 2009-2015, Assigned 2009-2012
Owner Contact Information: NCDOT, Teresa Bruton, tbruton@ncdot.gov, (919) 707-6610
Design/Construction Value: \$10 Million / \$140 million

Project Description:

Lead structural engineer and Assistant Design Manager at the inception of this project and became Design Manager in 2012. This project was the 5.1-mile extension of I-485 around Charlotte from west of NC 115 to west of the I-85 interchange. The project included design and construction of 20 prestressed concrete girder bridges, retaining walls and sound barrier walls. As Assistant Design Manager and lead structural engineer coordinated design subconsultants for structures, geotechnical and hydraulics services and monitored submittal schedules, progress and budgets for structures and associated disciplines. As Design Manager responsible for schedule and budget of remaining design deliverables; negotiated design fee and prepared schedule for Owner added scope post-award.

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

Key Personnel Role: Lead Design Engineer (Design Manager, 2009-2011)
 Lead Structural Engineer (2007-2011)
Experience with Current Firm: No, CDM Smith (formerly Wilbur Smith Associates)
Project/Assignment Duration: Project 2007-2011, Assigned 2007-2011
Owner Contact Information: NCDOT, Teresa Bruton, tbruton@ncdot.gov, (919) 707-6610
Design/Construction Value: \$54 Million (Design-Build Contract)

Project Description:

Served as the lead structural engineer on this project since inception and took on Design Manager responsibilities in 2009. The project consisted of widening NC 146 from west of Clayton Road to east of I-26 and converting the existing NC 146 / I-26 interchange from a diamond to a SPUI. The project included replacing the existing bridge over the French Broad River with a 400 foot, four span, prestressed concrete girder bridge and replacing the existing dual bridges on I-26 over NC 146 with a stage constructed 257-foot single span curved steel plate girder bridge which accommodates the ultimate eight lane section of I-26. As structures lead was responsible for designs, plans, and specifications; coordinated with discipline leads, including subconsultants, and managed the structure design schedule and budget. As Design Manager responsible for schedule and budget for delivery of the remaining design deliverables, design support during construction, submittal of as-built plans and project closeout.

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

Not Applicable

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

Jacob (Jake) Paul Sherman, PE, SE
Director, Structural Engineer



b. Role of Key Individual for this Project:

Structural Engineer Lead

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

WSP USA Inc.

d. Years of Experience: With this Firm 8.5 Years With Other Firms 11 Years

- WSP USA Inc, Director: Jake is currently serving as a Bridge Group Lead providing direct supervision for local structures staff. He is responsible for designs, drawings, specifications, budgets, and quality control. He has served as lead structural engineer on multiple large (>\$100M) Designs Build projects both pre- and post-award including during the construction phase. 2013 - Present
- Michael Baker International (formerly The LPA Group), Senior Bridge Engineer: Progressively increasing responsibilities. At the end of his tenure Jake served as a bridge design squad lead and was responsible for designs, drawings, specifications, budgets, and quality control. He was Engineer of Record for multiple bridge sites on both large and small Design Build projects. 2005-2013
- Mulkey Engineers and Consultants (now NV5), Bridge Engineer: Jake prepared bridge design calculations and drawings on projects in South Carolina and North Carolina. Bridge types included structural steel plate girders and precast prestressed concrete girders. Coordinated with drafting technicians and other junior engineers to prepare calculations and drawings. 2002-2005
- CH Engineering, Engineering Intern: Jake served as an entry level Engineering Intern performing field inspections, acting as both rodman and instrument operator. Compiled geomatic files from field surveys, assisted with civil site engineering and drafted plans. 2001-2002

e. Education:

North Carolina State University / Raleigh, NC / Master of Civil Engineering / 2003 / Structures & Mechanics
 North Carolina State University / Raleigh, NC / Bachelor of Science / 2001 / Construction Engineering and Management

f. Active Registrations:

2009 / SC / Civil / 31959	2010 / MO / Civil / 2010004545	2021 / GA / Civil / PE046722
2006 / NC / Civil / 31988	2012 / OR / Civil / 86741PE	
2007 / FL / Civil / 67269	2021 / TN / Civil / 124687	
2010 / IL / Structural / 081006887		
2021 / GA / Structural / SE000746		

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

NCDOT DB I-485 Express Lanes I-77 to US-74 (I-5507), Mecklenburg County, NC

Key Personnel Role: Lead Structural Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2018-Present, Assigned 2018-Present

Owner Contact Information: NCDOT, Malcolm Watson, PE, mcwatson@ncdot.gov, (919) 707-6614

Design/Construction Value: \$26.5 Million / \$346 Million

Project Description:

This Design-Build project provides an eastbound and westbound express lane for 17.5 miles and includes direct connections from express lanes to adjacent streets. The project includes the widening of twelve steel/concrete girder bridges, three bridge replacements and two new direct connect bridges. Jake's responsibilities include direct oversight for the structural design on the project including all bridges, culverts, retaining walls and noise walls.

FDOT DB D3 Pensacola Bay Bridge Replacement, Escambia and Santa Rosa Counties, FL

Key Personnel Role: Lead Structural Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2016-Present, Assigned 2016-2018
Owner Contact Information: FDOT District 3, Kerrie Harrell, PE, kerrie.harrell@dot.state.fl.us, (850) 330-1492
Design/Construction Value: \$26 Million / \$423 Million

Project Description:

This Design-Build project includes the design and construction of westbound and eastbound bridges on Route 30 (US 98) to replace the existing 3-mile-long bridge that links Pensacola and Gulf Breeze. Jake led a team of structural engineers responsible for superstructure design and drawings for the approach spans. Each bridge is comprised of 102 approach spans using 72 inch Florida I-beams varying in the from 135 to 150 feet. Girder designs incorporated thickened webs and shear keys for transfer of vessel collision forces between substructure units.

NCDOT DB I-40/I-77 Interchange (I-3819B) Iredell County, NC

Key Personnel Role: Senior Structural Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2018-Present, Assigned 2018-2019
Owner Contact Information: NCDOT, Larry Carpenter, Jr., PE, lcarpenter@ncdot.gov, (980) 552-4205
Design/Construction Value: \$17.6 Million / \$260 Million

Project Description:

This Design-Build project reconstructed the existing I-40/I-77 cloverleaf interchange to a turbine interchange, which was part of an ATC that eliminates 3rd level structures, improves constructability, optimizes structure quantities, reduces costs, and expedites construction. The project included bridge widenings, bridge retrofits, bridge replacements and new bridges at 15 locations. Jake provided quality control reviews of design elements and plans as a Senior Structural Engineer on the Design Team.

NCDOT Topsail Island Bridge Replacement (B-4929) Pender County, NC

Key Personnel Role: Lead Structural Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2015-2019, Assigned 2015-2019
Owner Contact Information: NCDOT, David Stutts, PE, dstutts@ncdot.gov , (919) 707-6442
Design/Construction Value: \$580,000 / \$53 Million

Project Description:

This project replaced a structurally deficient steel truss swing span with a new high-rise bridge providing 65 feet of vertical clearance over the navigational channel. The replacement bridge is 3,775-ft long with 28 spans of precast prestressed concrete girders. In addition to spanning Intracoastal Waterway, the bridge also spans sensitive wetlands and regions of subaquatic vegetation. Jake provided oversight to a team of engineers responsible for superstructure and substructure design of multiple approach units for this bridge and provided all coordination with NCDOT during the post-design phase of the project.

NCDOT DB I-85 Widening & Improvements (I-3802A) Cabarrus County, NC

Key Personnel Role: Lead Structural Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2014-2021, Assigned 2014-2021
Owner Contact Information: NCDOT, Jeff Littlefield, PE, jslittlefield@ncdot.gov, (704) 983-4400
Design/Construction Value: \$18.6 Million / \$230 Million

Project Description:

This Design-Build project includes the design and construction of an eight-mile segment of I-85 that will include widening the roadway from four to eight lanes. Many bridge replacements were designed on this project (including multiple interstate bridge replacements). Sixteen total new bridges were designed. The bridges included a railroad bridge, stage construction, widening of an existing bridge, horizontally curved steel plate girders and prestressed concrete girders. Jake provided oversight to a team of structural engineers responsible for design and plan production on multiple bridges on this project and provided all coordination during the post-design phase of the project.

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

Not Applicable




Appendix B


Work History and Quality Forms

Contractor/Designer

Section 3.5.1

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
US-301 over Cape Fear River and Cross Creek, B-4091/B-4949 Cumberland County, NC	North Carolina Department of Transportation (NCDOT) as Lead Designer / Owner	Name of Owner: NCDOT Project Manager: Jason Salisbury, PE Phone: (910) 364-0600 Email: jsalisbury@ncdot.gov	Design: June 2012 Construction: August 2016 (construction began in Oct 2012)	\$17,102	\$17,102
g. Narrative describing the work performed by Reeves Construction Company. Reeves’ Structures Division was formerly known as HRI, Inc. dba HRI Bridge Company, who was the Prime Contract holder of this Project.					
<div><div><p>This NCDOT-managed Design-Bid-Build project scope included the replacement of two bridges, raising and widening nearly one mile of mainline roadway and adjacent service roads with upgraded drainage, signage, and signalization of US-301/Business I-95. The bridge scope included demolition of the existing bridges that consisted of a combination of cast-in-place concrete girder spans and continuous structural steel girder spans. The new bridges included:</p><ul style="list-style-type: none">Cross Creek Bridge: A 330-foot-long, three span bridge was constructed utilizing steel pile foundations, concrete substructure, 72” modified bulb tee girders, and reinforced concrete deck. This bridge was built using two-stage construction for maintenance of traffic to allow access for the traveling public to access residences and local businesses. Temporary construction access by temporary work trestle.Cape Fear River Bridge: A 980-foot-long, seven span bridge was constructed utilizing steel pile foundations outside of the river and 78” diameter drilled shaft foundations at three bents in the river and at the river banks, concrete substructure, 140-foot 74” modified bulb tee girders, and reinforced concrete deck. Temporary construction access to this bridge included temporary access roads, work trestle, and barges in the river.<p>The Roadway scope of the project included adjusting the vertical alignment to match with the new bridge profiles, widening of the roadway to accommodate vehicular and pedestrian traffic, and adjustment to the existing service roads to allow for the widened US-301. Reeves self-performed the roadway grading and bridge demolition and construction scopes, and managed the remaining work performed by subcontractors.</p></div><div><div>Key Project Similarities: Construction in a riverine environment Demolition of Large Structures over Rivers Girder Erection from Barge Access D-B Team Key Individuals Involved, Role: Randy Grady, Construction Superintendent</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Reeves that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration. The project’s main constructability issues included: demolition, drilled shaft installation and girder erection in/over the Cape Fear River, and working from work trestles and barges on the River. Reeves utilized our pre-planning practices to develop a plan to mitigate each of those risks, which included: demolition in a sequenced manner to ensure stability of the remaining structure, assembled drilled shaft cages and a skid to transport the cages to the river, and a detailed girder erection plan. Safety management included: pre-planning, daily safety huddles, site inspections, daily MOT inspections, and investigate and report out on all near misses or incidents. Reeves’ level of pre-planning and safety management allowed us to perform this project safely, with no lost time injuries or OSHA violations, and no quality issues.					
i. Quality Initiatives. Discuss Reeves 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. This project lead to team growth by improving our operation procedures, based on the delay explained below, we require P6 project schedules to find scheduling issues on the front end, so we can manage them appropriately. Reeves’ current standards: QC begins with Project pre-planning, where Reeves has established BMP practices to pre-plan each project with a team of experienced managers to ensure recognition of potential constructability issues, develop a mitigation strategy for each issue, and when needed we coordinate engineering verification of our plans, to ensure the quality work will be performed in a safe manner. QC in operations includes: utilizing P6 CPM schedules for the overall project schedule, three week look ahead schedules for the daily activities of each individual crew, BMP procedures in place so that we verify our work at specified stages. We hold weekly operational meetings with field supervisors and managers to coordinate resources, review schedules to monitor performance and ensure the entire team is aware of operation goals, and review production and cost reports.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below. The drilled shafts in the River should have been completed before the first year in-water moratorium began, putting the overall project behind one season. The project finished 267 days behind schedule, in efforts to mitigate impacts, Reeves worked with NCDOT to modify the MOT to open the project to traffic.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR Reeves Construction Company (Reeves)					
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 Reeves’ 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 Reeves (in thousands)
NC-11 Hwy over Cape Fear River and Overflows, B-4028 Bladen County, NC	Name: North Carolina Department of Transportation (NCDOT) as Lead Designer / Owner	Name of Owner: NCDOT Project Manager: Blythe Jordan, PLS Phone: (910) 788-5300 Email: bljordan@ncdot.gov	Design: July 2012 Construction: April 2017 (construction began in Oct 2012)	\$ 16,413	\$ 16,413
g. Narrative describing the work performed by Reeves Construction Company. Reeves’ Structures Division was formerly known as HRI, Inc. dba HRI Bridge Company, who was the Prime Contract holder of this Project.					
<div><div></div><div><p>This NCDOT-managed Design-Bid-Build project scope included, maintaining traffic on the two lane NC-11 Hwy throughout construction. TMP, Phase 1 was the construction of 1.26 miles of roadway alignment and three bridge structures over the Cape Fear River and two wetland overflows, adjacent to the existing alignment. Phase 2 was to complete “tie ins” under lane closures and shift traffic into the new pattern. Phase 3 was the demolition of three existing bridge structures and removal of a portion of the roadway embankment to meet permitting requirements. The construction scope included: installation of Class 7 Rip Rap, 57 Stone, and earth fill to construct the roadway embankments, and gain access to construct the new bridges from temporary work trestle and barges. The bridges included one bridge (1,275 lft) over the Cape Fear River and two bridges (375 lft, 375 lft) over wetland overflow channels north of the Cape Fear River. The Cape Fear River bridge included steel pile foundations, concrete substructure, 54” Type IV (95 lft) and 71” continuous structural steel girders (three spans over River to provide 161 lft horizontal clearance for navigable waters), and CIP reinforced bridge deck. The overflow bridges included steel pile foundations, concrete substructure, 45” Type III (75 lft) girders, and CIP reinforced bridge deck. The demolition of the existing three bridge structures, including one 250 lft steel truss span over the river, and the remaining spans were all cast in place girder and deck bridges on concrete pile bents. All the construction and demolition operations had to be planned out as to not affect the traveling public on the open roadway adjacent to the work area, which was only separated by temporary concrete barrier. The bent piers in the river were steel pile footings, which quickly showed would be a maintenance issue for collecting debris floating down the river. Reeves worked through multiple design and constructability analyses with NCDOT to develop a debris deflector to be installed. The additional work was negotiated and added to the contract and installed outside of the in-water moratorium.</p></div></div>			<div></div> <div><p>Key Project Similarities: Construction operations adjacent to Live Traffic Construction in limited site access and from Barges or Work Trestle Construction in a riverine environment</p><p>D-B Team Key Individuals Involved, Role: Brian Weathersby, Project Manager</p></div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Reeves that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Reeves focused on a triangle of Safety, Quality and Productivity for this project, by prioritizing the Safety and Quality aspects first, the productivity followed. The project’s main constructability issues included: limited site access, MOT, live traffic, girder erection, demolition, and working from work trestles and barges on the river. Reeves utilized our pre-planning practices to develop a plan to mitigate each of those risks. Safety management included: pre-planning, daily safety huddles, stretch and flex exercise, site inspections, and investigate and report out on all near misses or incidents. We performed daily inspections of MOT to ensure safety of the travelling public, and the Owner assisted with Highway Patrol resources to periodically enforce speeding in the WZ. Reeves’ level of pre-planning and safety management allowed us to perform this project safely, with no lost time injuries or OSHA violations, and no quality issues. The combination of these efforts, being the Owner’s construction design partner on extra scope, and team work; we were able to complete this Project to meet the Owner’s expectations.					
i. Quality Initiatives. Discuss Reeves’ 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.					
Reeves perceives Quality as the 2 nd most important factor of a project only behind Safety. Quality Control is the most effective tool in managing schedule and cost, by ensuring we complete the work correctly the first time. QC begins with Project pre-planning, where Reeves has established BMP practices to pre-plan each project with a team of experienced managers to ensure recognition of potential constructability issues, develop a mitigation strategy for each issue, and when needed we coordinate engineering verification of our plans, to ensure the quality work will be performed in a safe manner. QC in operations includes: utilizing P6 CPM schedules for the overall project schedule, three week look ahead schedules for the daily activities of each individual crew, BMP procedures in place so that we verify our work at specified stages. We hold weekly operational meetings with field supervisors and managers to coordinate resources, review schedules to monitor performance and ensure the entire team is aware of operation goals, and review production and cost reports.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
No “Yes” responses per Section 3.5.2 of the RFQ for this Project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

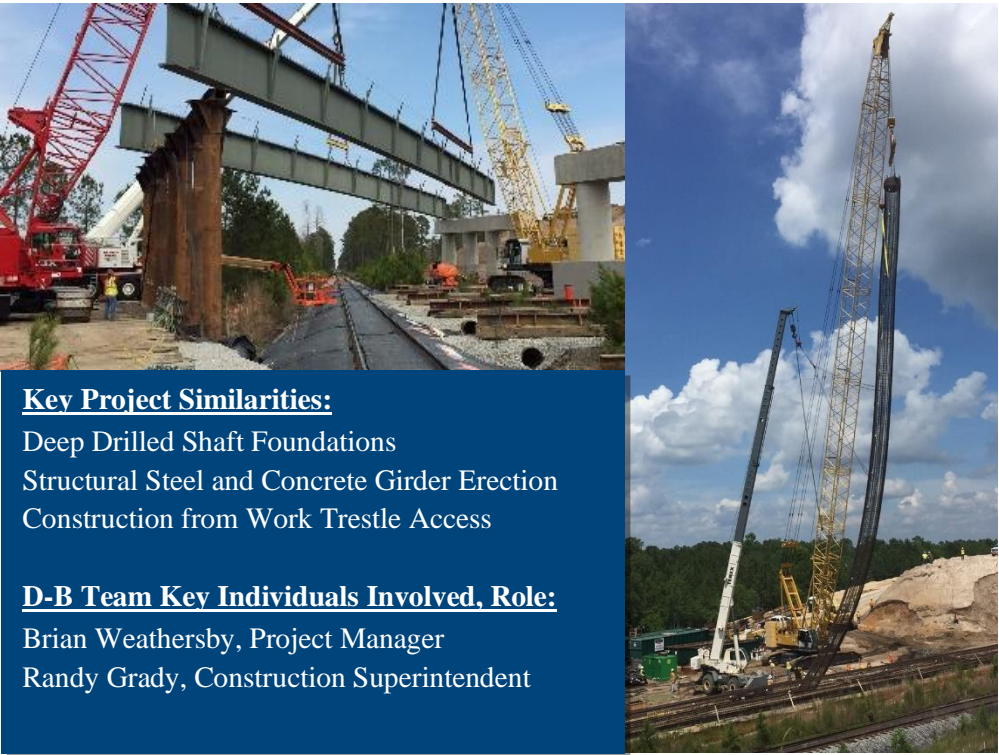
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Reeves’ responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Reeves (in thousands)
US-17 (future I-140) Wilmington ByPass, R-2633BA Brunswick County, NC	Name: North Carolina Department of Transportation (NCDOT) as Lead Designer / Owner	Name of Owner: NCDOT Project Manager: Alex Stewart, PE, Phone: (919) 814-4933 Email: adstewart2@ncdot.gov	Design: November 2013 Construction: June 2018 (construction began in March 2014)	\$81,297	\$23,060

g. Narrative describing the work performed by **Reeves Construction Company. Reeves’ Structures Division was formerly known as HRI, Inc. dba HRI Bridge Company, who was a Subcontractor on this Project.**



Reeves performed as a subcontractor under Barnhill Contracting (Prime), on this project completing the bridge structures package. This NCDOT-managed Design-Bid-Build project included 4.64 miles of new roadway, two Y Line interchanges, and nine bridges.

- **Dual (2) Bridges for the Mainline over CSX Railroad:** Includes two, 515-foot-long, three-span, CIP concrete deck on simple span 84” structural steel girders. The 270-foot-long center span of girders, had to be fabricated in three sections, requiring shoring tower bents. Bents included 154-foot deep, 72” diameter drilled shafts, and RR crash-walls.
- **Y7 Bridge over Mainline:** One 210-foot-long, two-span, CIP concrete deck on 63” modified bulb tee (MBT) girders, caps on steel and concrete piles.
- **Y7 Bridge over CSX Railroad:** One single-span structure, 98-foot-long, with CIP concrete deck on 63” MBT girders, supported by end bents on mechanically stabilized earth (MSE) wall embankments, with railroad crash-walls on battered concrete piles to protect the MSE walls.
- **Dual (2) Bridges for the Mainline over Cartwheel Branch:** Two 326-foot-long, four-span, CIP concrete deck on 54” Type IV girders. Interior bents are caps on 24-inch concrete piles with alternating batter. Access to these bridges required a temporary work bridge installed in the median.
- **Dual (2) Bridges for Mainline over Y8:** Two 145-foot-long, single-span, CIP concrete deck on 65” structural steel girders.
- **Y8 Bridge over Cartwheel Branch:** One 328-foot-long, four-span, CIP concrete deck on 54” Type IV girders. Interior bents are caps on 20-inch concrete composite piles with steel H-pile stingers. A temporary work bridge was required for access to this site, which was completed in two phases to limit the traffic impacts to the traveling public.



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

Reeves focused on a triangle of Safety, Quality and Productivity for this project, by prioritizing the Safety and Quality aspects first, the productivity followed. The project’s main constructability issues included: limited site access at CSX RR, embankment settlement delayed access to critical path bridges over CSX RR, drilled shaft install and girder erection at CSX RR, and working from work trestles. Reeves utilized our pre-planning practices to develop a plan to mitigate each of those risks. Safety management included: pre-planning, daily safety huddles, stretch and flex exercise, site inspections, and investigate and report out on all near misses or incidents. Reeves’ level of pre-planning and safety management allowed us to perform this project safely, with no lost time injuries or OSHA violations, and no quality issues. The combination of these efforts and team work, provided our team the tools to complete this Project to the expectations of the Owner. The Owner requested acceleration of the project to complete and open US-17 to traffic six months early, with commitments by the Owner, Prime and Reeves, the Project Team developed a schedule and all parties worked together to meet the Owner’s request. Pre-planning performed by Reeves, for the construction of the bridges over CSX RR, which occurred prior to the Owner’s request was critical to feasibility of the acceleration option.

i. Quality Initiatives. Discuss **Reeves’** 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.


Reeves perceives Quality as the 2nd most important factor of a project only behind Safety. Quality Control is the most effective tool in managing schedule and cost, by ensuring we complete the work correctly the first time. QC begins with Project pre-planning, where Reeves has established BMP practices to pre-plan each project with a team of experienced managers to ensure recognition of potential constructability issues, develop a mitigation strategy for each issue, and when needed we coordinate engineering verification of our plans, to ensure the quality work will be performed in a safe manner. QC in operations includes: utilizing P6 CPM schedules for the overall project schedule, three week look ahead schedules for the daily activities of each individual crew, BMP procedures in place so that we verify our work at specified stages. We hold weekly operational meetings with field supervisors and managers to coordinate resources, review schedules to monitor performance and ensure the entire team is aware of operation goals, and review production and cost reports.

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


No “Yes” responses per Section 3.5.2 of the RFQ for this Project.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER


Lead Designer – WSP USA Inc. (WSP)

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 WSP’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by WSP (in thousands)																								
Name: I-20 at Savannah River Design Build Bridge Replacement Location: Richmond County, GA and Aiken County, SC	Name: Superior Construction Company Southeast, LLC David Nardon 7072 Business Park Boulevard North Jacksonville, FL 32256 dnardon@superiorconstruction.com	Name of Owner: Georgia DOT Project Manager: Butch Welch, PE Phone: 404-772-6969 Email: awelch@dot.ga.gov	Design Completion: 01/15/2019 Construction Completion: 07/2023 (estimated)	\$72,000	\$5,800																								
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of WSP, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether WSP was the lead designer or a sub-consultant.																													
<div><div></div><div>WSP is the Lead Design Engineer for this Design-Build project and performed services from the Atlanta, GA, Raleigh, NC and Charlotte, NC offices. The project replaces and widens the existing I-20 bridges over the Augusta Canal and Savannah River, and widens and reconstructs portions of the I-20 roadway approaches. The project begins in Richmond County, Georgia, and extending easterly beyond the Savannah River bridges to the first interchange in Aiken County, South Carolina. WSP is the project’s lead structural, roadway, and drainage/MS4 designer. WSP also led the environmental permitting (including noise analysis/mitigation and cultural resources), maintenance of traffic/ITS, signing and pavement markings, and design quality assurance/control tasks. Bridges on the project are listed in the table below:</div><table><tr><th>Bridge Location</th><th>Number of Spans</th><th>Bridge Length</th><th>Span Arrangement</th><th>Out-to-Out Deck Width</th><th>Superstructure Type</th><th>Pier Foundations</th><th>Stage Construction</th></tr><tr><td>Bridge on I-20 over Savannah River</td><td>9</td><td>1278'-0"</td><td>9 spans @ 142'-0"</td><td>125'-7"</td><td>BT-74</td><td>60" Drilled Shafts and Spread Footings</td><td>Yes</td></tr><tr><td>Bridge on I-20 over Augusta Canal</td><td>3</td><td>384'-0"</td><td>2 @ 160'-0"; 1 @ 64'-0"</td><td>125'-7"</td><td>BT-74; FIB-36</td><td>60" Drilled Shafts</td><td>Yes</td></tr></table></div> <div>Key Project Relevancies: Design-Build Delivery; Freeway/Interstate/Complex MOT; Environmental Permitting</div>						Bridge Location	Number of Spans	Bridge Length	Span Arrangement	Out-to-Out Deck Width	Superstructure Type	Pier Foundations	Stage Construction	Bridge on I-20 over Savannah River	9	1278'-0"	9 spans @ 142'-0"	125'-7"	BT-74	60" Drilled Shafts and Spread Footings	Yes	Bridge on I-20 over Augusta Canal	3	384'-0"	2 @ 160'-0"; 1 @ 64'-0"	125'-7"	BT-74; FIB-36	60" Drilled Shafts	Yes
Bridge Location	Number of Spans	Bridge Length	Span Arrangement	Out-to-Out Deck Width	Superstructure Type	Pier Foundations	Stage Construction																						
Bridge on I-20 over Savannah River	9	1278'-0"	9 spans @ 142'-0"	125'-7"	BT-74	60" Drilled Shafts and Spread Footings	Yes																						
Bridge on I-20 over Augusta Canal	3	384'-0"	2 @ 160'-0"; 1 @ 64'-0"	125'-7"	BT-74; FIB-36	60" Drilled Shafts	Yes																						
h. Self-Assessment. The information provided in this section should be a self-assessment of WSP’s performance on the project to identify WSP with firms or personnel that have successfully completed projects on time and on or under budget, and to identify WSP that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																													
The team optimized design by using increased span lengths and by reducing beam lines in the bridge staging in comparison with the concept layouts. Fewer bents in the water resulted in substantial cost savings in construction materials and schedule reduction. Several ATC’s were used, including the use of steel edge beams which enabled the Contractor to erect superstructure more quickly and efficiently, accelerating schedule and resulting in cost savings. Bi-weekly meetings were held within the team, plus weekly meetings were held with the Contractor.																													
i. Quality Initiatives. Discuss WSP’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.																													
WSP’s quality initiatives included technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews to ensure requirements are met and that all Design-Build Submittal Guidelines and WSP quality procedures are followed. Contractor participation in Interdisciplinary Reviews (IDR) was mandatory in order to provide input for constructability. WSP utilized tracking spreadsheets to monitor design costs on a weekly basis. Deliverable progress was recorded in P6 scheduling software and updates provided to contractor on a monthly basis. A Change Log and Decision Log were updated as necessary to document major decisions on the project and to document any changes to the design which were out of scope or required major revisions. These logs were preventative measures to assist with claim avoidance.																													
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, WSP shall provide a detailed explanation below.																													
N/A																													

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NgcF 'F guli pgt '6'Y UR'WUC'Kpe0*Y UR+''

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 WSP’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by WSP (in thousands)																																																
Name: I-3819/U-6039 I-40/I-77 Interchange Design Build Location: Statesville, NC	Name: Lane Construction Company Casey Hurley 1203 Free Nancy Avenue Statesville, NC 28677 cphurley@laneconstruct.com	Name of Owner: NCDOT Contact: Larry Carpenter, Jr., PE Phone: (980) 552-4205 Email: lcarpenter@ncdot.gov	Design Completion: 10/2020 Construction Completion: 11/2023 (estimated)	\$260,290	\$17,631																																																
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of WSP, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether WSP was the lead designer or a sub-consultant.																																																					
<div><div></div><div>As the Lead Design Engineer, WSP performed the design services from the Charlotte and Raleigh, NC offices. The project reconfigures the existing I-40/I-77 interchange, widens I-40 and I-77 in each direction and reconstructs the I-77 & Broad Street interchange. Services provided were: Design Management, Roadway, Structures, Drainage, Erosion Control, Maintenance of Traffic, Signals, Signing, Pavement Marking, ITS, Survey, Permitting, Noise Analysis, Traffic Analysis, and Public Involvement. Below is a partial list of the 15 bridges on the project:</div></div> <div><table><thead><tr><th>Bridge Location</th><th>Number of Spans</th><th>Bridge Length</th><th>Span Arrangement</th><th>Out-to-Out Deck Width</th><th>Superstructure Type</th><th>Pier Foundations</th><th>Stage Construction</th></tr></thead><tbody><tr><td>Bridge on I-77 over Fourth Creek and Museum Greenway</td><td>2</td><td>193'-0"</td><td>75'-0" - 118'-0"</td><td>182'-1" To 198'-11"</td><td>54-inch FIB</td><td>48" Drilled Shafts</td><td>Yes</td></tr><tr><td>Bridge on I-40 over Fourth Creek Tributary</td><td>1</td><td>160'-3"</td><td>160'-3"</td><td>183'-3"</td><td>72-inch FIB</td><td>Not Applicable</td><td>Yes</td></tr><tr><td>Bridge on I-77 Southbound over I-40</td><td>2</td><td>253'-0"</td><td>131'-0" - 122'-0"</td><td>74'-3"</td><td>63-inch FIB</td><td>Pile Footings</td><td>Yes</td></tr><tr><td>Bridge on I-77 Northbound over I-40</td><td>2</td><td>253'-0"</td><td>131'-0" - 122'-0"</td><td>62'-3"</td><td>63-inch FIB</td><td>Pile Footings</td><td>Yes</td></tr><tr><td>Flyover Bridge over I-40, Ramps, Wetlands, Fourth Creek and Museum Greenway</td><td>17</td><td>2,288'-6"</td><td>1 @ 88'-0"; 6 @ 139'-3"; 8 @ 136'-6"; 1 @ 139'-0"; 1 @ 134'-0"</td><td>43'-3"</td><td>72 inch FIB</td><td>60" Drilled Shafts</td><td>No</td></tr></tbody></table></div> <div><div>Key Project Relevancies:</div><div>Design-Build Delivery Freeway/Interstate/Complex MOT Environmental Permitting Interstate Bridges over Water</div></div>						Bridge Location	Number of Spans	Bridge Length	Span Arrangement	Out-to-Out Deck Width	Superstructure Type	Pier Foundations	Stage Construction	Bridge on I-77 over Fourth Creek and Museum Greenway	2	193'-0"	75'-0" - 118'-0"	182'-1" To 198'-11"	54-inch FIB	48" Drilled Shafts	Yes	Bridge on I-40 over Fourth Creek Tributary	1	160'-3"	160'-3"	183'-3"	72-inch FIB	Not Applicable	Yes	Bridge on I-77 Southbound over I-40	2	253'-0"	131'-0" - 122'-0"	74'-3"	63-inch FIB	Pile Footings	Yes	Bridge on I-77 Northbound over I-40	2	253'-0"	131'-0" - 122'-0"	62'-3"	63-inch FIB	Pile Footings	Yes	Flyover Bridge over I-40, Ramps, Wetlands, Fourth Creek and Museum Greenway	17	2,288'-6"	1 @ 88'-0"; 6 @ 139'-3"; 8 @ 136'-6"; 1 @ 139'-0"; 1 @ 134'-0"	43'-3"	72 inch FIB	60" Drilled Shafts	No
Bridge Location	Number of Spans	Bridge Length	Span Arrangement	Out-to-Out Deck Width	Superstructure Type	Pier Foundations	Stage Construction																																														
Bridge on I-77 over Fourth Creek and Museum Greenway	2	193'-0"	75'-0" - 118'-0"	182'-1" To 198'-11"	54-inch FIB	48" Drilled Shafts	Yes																																														
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h. Self-Assessment. The information provided in this section should be a self-assessment of WSP’s performance on the project to identify WSP with firms or personnel that have successfully completed projects on time and on or under budget, and to identify WSP that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																																																					
WSP understands the importance of cost certainty. Innovative design and construction efforts were incorporated into the bid plans during the pursuit process to provide improved economy, durability and safety, reduce construction schedule and limit the impacts to the environment, traffic and property owners. Innovative design techniques were used to significantly reduce the overall bridge square footage. These efforts reduced the overall construction cost and reduced future maintenance costs to NCDOT. The contractor’s involvement in the IDR process allowed them to provide comments to keep the project progressing as planned and estimated.																																																					
i. Quality Initiatives. Discuss WSP’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 reconstructs the existing I-40/I-77 interchange to a Turbine interchange, which was part of an Alternative Technical Concept (ATC) that eliminates 3rd level structures, improves constructability, optimizes structure quantities, reduces costs, and expedites construction. WSP’s quality initiatives included technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews, to ensure requirements are met. Structural steel fabricator, prestress girder supplier and drilled shaft subcontractor were engaged in the final design process in order to optimize designs and enhance schedule by eliminating design rework.																																																					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, WSP shall provide a detailed explanation below.																																																					
N/A																																																					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – WSP USA Inc. (WSP)

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 A’s or B’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 A or B (in thousands)
Name: Pensacola Bay Bridge Replacement Design-Build Location: Pensacola, Florida	Name: Skanska USA Civil Southeast, Inc. Robert Rodgers 850-630-4790 robert.rodgers@skanska.com	Name of Owner: Florida Department of Transportation, District 3 Project Manager: Kerrie Harrell, P.E. Phone: 850-330-1617 Email: kerrie.harrell@dot.state.fl.us	Design: 07/2016 thru 02/2020 (post-design support ongoing) Construction: 07/2016 thru 12/2023 (estimated)	\$43,481	\$3,320
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether WSP was the lead designer or a sub-consultant.					
<div></div> <p>As the lead Design Engineer, WSP performed a substantial portion of the design services from the Tampa, FL; Charlotte, NC; Raleigh, NC; and Denver, CO offices.</p> <p>This project includes the design and construction of new 3.0-mile westbound and eastbound bridges over Pensacola Bay and reconstruction of the bridge approaches. The low-level approach piers make up over 80% of the piers, emphasizing the need for an aesthetic, durable and efficient system. The Charlotte, NC bridge group led by Jake Sherman was responsible for design and plans for all of the approach superstructure components. Each bridge was comprised of 102 spans using 72” Florida I-Beams varying in length from 135 to 150 feet in length. Girder designs incorporated a system of thickened webs and shear keys to allow transfer of vessel collision forces between substructure units. The approach superstructure design also included details for scenic overlooks, shade structures, electrical/its platforms, light pole pedestals, tensioned cable railing, guide railing, aesthetics, light mounting and conduit routing.</p> <div><u>Key Project Relevance</u> Design-Build procurement. New bridge construction over water. Long bridge length. Staged construction. High traffic volumes.</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of WSP’s performance on the project to identify WSP with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>WSP contributed to the successful management of project costs through the generation of accurate bidding quantities. For each design submittal, WSP prepared designs that were under the quantity threshold from the technical proposal.</p> <p>Comprehensive project controls were utilized to document changes in scope and manage increases in project cost. WSP was able to integrate the team quickly by utilizing the same staff from the pursuit. In order to accelerate the schedule, WSP received design approvals for the 3.0-mile bridge in 6 months. WSP optimized elements of the construction schedule by establishing the design approach around the means and methods of the contractor. There is an active claim between the contractor and FDOT for cost and schedule issues due to impacts from a hurricane. During Hurricane Sally, 29 construction barges came loose from their anchoring and hit elements of the new bridge in multiple locations. The recently placed in-service bridge and under construction second bridge sustained substantial damage and was closed for 8-months. Despite no involvement in the claim, WSP implemented rapid on-demand continuous support after the hurricane and performed a comprehensive inspection and a structural engineering assessment of the entire bridge to determine if damaged bridge elements were suitable to remain in place for repairs, or whether replacement options were required.</p>					
i. Quality Initiatives. Discuss WSP’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 commitment to a 6-month design schedule required substantial resources spread out among many offices throughout the country. Quality control was paramount to success, so WSP implemented quality initiatives including technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews, to ensure that all requirements were met and that all Design-Build Submittal Guidelines and WSP quality procedures were followed.</p> <p>Interdisciplinary Reviews (IDR) were required for all deliverables in order to have all disciplines review deliverables in order to avoid conflicts during construction. The IDRs require the Discipline leads to sign off on their approval of the deliverable certifying that it does not conflict with the areas under their responsibility. The Contractor is also included to provide input for constructability.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
<p>The lead contractor, Skanska USA Civil Southeast, filed a claim against FDOT for cost and schedule impacts related to Hurricane Sally, but the claim isn’t in ligation. Both parties are attempting to negotiate the claim.</p>					

Appendix C

Work History and Quality Forms Contractor/Designer Section 3.5.2



Project Information	Owner	Reeves Division	Days Late	Completed
GDOT Ben Hill Co GA SR 11*	GDOT	Reeves West	124	6/4/2018
GDOT Turner Co GA SR 112*	GDOT	Reeves West	125	7/3/2018
GDOT Mitchell Co GA SR 37*	GDOT	Reeves West	46	8/20/2017
GDOT Worth Co GA SR 520*	GDOT	Reeves West	153	1/31/2018
GDOT Mitchell Co GA SR 37*	GDOT	Reeves West	110	8/18/2017
GDOT Lee Co GA SR 520*	GDOT	Reeves West	210	1/26/2018
GDOT Lee Co GA SR 195*	GDOT	Reeves West	176	8/23/2017
GDOT Baker Dougherty Co's GA SR 91*	GDOT	Reeves West	206	5/25/2018
GDOT Lee Worth Co's GA SR 32*	GDOT	Reeves West	37	3/8/2019
GDOT Crisp Wilcox Co's GA SR 30*	GDOT	Reeves West	52	3/20/2019
GDOT Dougherty SR 520 US 82	GDOT	Reeves West	137	3/22/2021
GDOT Colquitt Co GA SR 37*	GDOT	Reeves West	71	10/17/2017
York Co Preservation	SCDOT	Sloan	61	2019
GDOT Liberty/Long GA SR 144*	GDOT	Reeves Baker	52	2018
NCDOT Union Co US 601 Clear Creek	NCDOT	Structures	40	7/29/2021
Columbia Co GA SR 104	Columbia County	Reeves East	69	2019
GDOT Laurens Wilkinson US 80	GDOT	Reeves West	142	5/6/2021
GDOT Jenkins Co GA 121	GDOT	Reeves East	57	2020
GDOT Sumter SR 49	GDOT	Reeves West	127	5/7/2021
GDOT Bibb SR 19	GDOT	Reeves West	46	9/15/2021
GDOT Baldwin Co GA SR 22	GDOT	Reeves West	66	1/5/2018
GDOT Baldwin Co GA SR 49*	GDOT	Reeves West	90	8/29/2017
GDOT Dooly SR 27	GDOT	Reeves West	62	1/31/2021
GDOT Dooly Co GA SR 257*	GDOT	Reeves West	62	3/3/2018
GDOT Bulloch Co SR 67	GDOT	Reeves Baker	113	2018
GDOT Effingham Roundabout	GDOT	Reeves Baker	61	2020
Greenville Co Multi Road	SCDOT	Sloan	49	2020
GDOT Chatham Bay Street	GDOT	Reeves Baker	33	2021
SCDOT Aiken I20 Resurfacing	SCDOT	Reeves East	74	2018
SCDOT Aiken Bridge Rehab	SCDOT	Sloan	196	2020
Lexington Richland Garners Ferry	SCDOT	Sloan	36	2020
* In 2015 Georgia passed HB170, providing significant funding. Subsequently, resurfacing work increased dramatically in some areas of the state, creating unprecedented challenges with both aggregate supply and striping work coordination.				

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR11 Resurfacing Ben Hill Co. Fitzgerald, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Department of Transportation Douglas – Area 2 Project Manager: Brad Dockery Phone: 912-389-5130 Email: bdockery@dot.ga.gov	Construction: 2018	\$ 1,736	\$ 1,618
g. Narrative describing the work performed by Contractor					
8.212 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 11 beginning north of Bush Avenue and extending north of Bowen Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 124 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 112 Resurfacing Turner Co. Ashburn, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Douglas – Area 2 Project Manager: Brad Dockery Phone: 912-389-5130 Email: bdockery@dot.ga.gov	Construction: 2018	\$ 1,687	\$ 1,575
g. Narrative describing the work performed by Contractor					
8.200 Miles of milling, inlay, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 112 beginning at SR 107 and extending to SR 90.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 125 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 37 Resurfacing Mitchell Co. Camilla, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 1,443	\$ 1,303
g. Narrative describing the work performed by Contractor					
4.240 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 37 beginning Northwest of Pinecliff Road and extending East of Bailey Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time. 46 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 520 Resurfacing Worth Co. Sylvester, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 2,136	\$ 2,064
g. Narrative describing the work performed by Contractor					
1.909 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 520 beginning at Silver Lake Circle (CR319) and extending to Haley St. (CS 702)					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays along with aggregate material delivery delays caused late completion. 153 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 37 Resurfacing Mitchell Co. Camilla, Georgia	Contractor: Reeves Construction Company Design: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: dwilkerson@dot.ga.gov	Construction: 8/18/2017	\$ 1,183	\$ 1,183
g. Narrative describing the work performed by Contractor					
6.769 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 37 beginning at the Baker County line and extending West of Pinecliff Road and on SR 37 conn beginning west of SR 37 and extending to SR 112.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time. 110 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 520 Resurfacing Lee Co. Leesburg, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 3,240	\$ 2,980
g. Narrative describing the work performed by Contractor					
5.342 Miles of milling, inlay, plant mix resurfacing, and shoulder rehabilitation on SR 520 beginning at the Terrell County line and extending east of Dawson Rd.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 210 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 195 Resurfacing Location: Lee Co. Leesburg, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 1,935	\$ 1,775
g. Narrative describing the work performed by Contractor					
14.340 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on SR 195 beginning North of SR 32 and extending to the Sumter County line.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 176 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 91 Resurfacing Baker Dougherty Co. Albany, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 5/25/2018	\$ 3,325	\$ 2,861
g. Narrative describing the work performed by Contractor					
16.596 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on SR 91 beginning at SR 97 and extending south of SR 62.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays and weather delays caused late completion. 206 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 32 Resurfacing Lee Worth Counties Leesburg, Georgia	Contractor: Reeves Construction Company Designer” GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2019	\$ 2,297	\$ 2,083
g. Narrative describing the work performed by Contractor					
11.020 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on SR 32 beginning at last railroad track in Lee County and extending to SR 300 (E).					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays and weather delays caused late completion. 37 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 30 Resurfacing Crisp Wilcox Counties Cordele, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2019	\$ 2,847	\$ 2,609
g. Narrative describing the work performed by Contractor					
12.610 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 30 beginning east of SR 90 (Midway Rd)					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays and weather delays caused late completion. 52 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 520 US 82 Resurfacing Dougherty Co. Albany, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 3/22/2021	\$ 4,258	\$ 4,258
g. Narrative describing the work performed by Contractor					
7.920 Miles of milling and plant mix resurfacing on US 82 / SR 520 beginning east Dawson Road and extending north of SR 520 (Clark Ave.).					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Weather delays caused late completion. 137 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 37 Resurfacing Colquitt Co. Moultrie, Georgia	Contractor: Reeves Construction Company Design: GDOT	Georgia Dept of Transportation Albany – Area 4 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 10/17/2017	\$ 958	\$ 841
g. Narrative describing the work performed by Contractor					
2.554 Miles of milling and plant mix resurfacing on SR 37 beginning east of Ochlocknee River and extending west of US 319 / SR 35.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time along with aggregate/rail shipment delays. 71 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
SC File #4648800 Asphalt Preservation York County York, South Carolina	Contractor: Reeves Construction Company Designer: SCDOT	Name of Owner: South Carolina Dept of Transportation Project Manager: Jared Bragg, RCE Phone: 803-324-3545 Email: braggjk@scdot.org	Construction: 2019	\$ 2,357	\$ 2,357
g. Narrative describing the work performed by Contractor					
Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project. Full-depth patching, preventative maintenance surface treatment and pavement markings – four roads, 12.54 Miles.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays caused late completion. 61 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 144 Resurfacing M005171 Liberty and Long Co’s Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Project Manager: Brad Saxon, PE Phone: 912-427-5711 Email: bsaxon@dot.ga.gov	Construction: Fall 2017	\$ 3,267	\$ 2,245
g. Narrative describing the work performed by Contractor					
15.955 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 144 beginning at the Tattnall County line and extending to SR 119.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Pay items for this project were completed within the specified contract time. Time extensions for several delays of weather and approvals beyond contractors control were not granted. Project close out process was extended by the generation of multiple punch lists where many of the items were not directly related to project work. 52 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
NCDOT Contract # C204064 US 601 Clear Creek Union County, NC	Contractor: Sloan Construction, A Division of Reeves Construction Company Designer: NCDOT	North Carolina Dept of Transportation Boyd Tharrington, State Construction Engineer Phone: 919-707-2400 Email: Btharrington@NCDOT.gov	Construction: 07/29/2021	\$ 2,527	\$ 2,527
g. Narrative describing the work performed by Contractor					
Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project. Bid build project consisted of , grading, drainage, paving and structure #71 over Clear Creek on US 601.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Weather impacts that pushed grading into winter caused late completion. 40 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 104 Resurfacing M005596 Columbia Co. Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Project Manager: Caleb Lord Phone: 478-533-3340 Email: clord@dot.ga.gov	Construction: April 2019	\$ 3,600	\$ 3,600
g. Narrative describing the work performed by Contractor					
5.273 Miles of milling, inlay, plant mix resurfacing and single surface treatment paving on SR 104 beginning at the Richmond County line and extending north of Gibbs Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time. 69 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT US 80SR 32 Resurfacing Laurens and Wilkinson Counties Dublin, Georgia	Contractor: Reeves Construction Company Designer” GDOT	Georgia Dept of Transportation Dublin – District 2 Area 2 Project Manager: Daniel Smith Phone: 478-275-6596 Email: dasmith@dot.ga.gov	Construction: 5/6/2021	\$ 3,490	\$ 3,490
g. Narrative describing the work performed by Contractor					
15.440 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on US 80/SR 19 west of Old Macon Road and extending to Twiggs County line.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Weather delays caused late completion. 142 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT M005890 SR 121 Jenkins Co. Georgia	Contractor: Reeves Construction Company Designer: GDOT	Name of Owner: Georgia Dept of Transportation Project Manager: Chris Jordan Phone: 478-625-3681 Email: hjordan@dot.ga.gov	Construction: August 2020	\$ 3,483	\$ 3,483
g. Narrative describing the work performed by Contractor					
7.323 Miles of Milling, Plant Mix Resurfacing and Shoulder Rehabilitation on US 25/SR 121, beginning at Little Buckhead Creek and extending to the Burke County line.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Liquidated Damages applied due to weather delays, conflict in operations schedule due to COVID-19, and striping subcontractor not completing within allotted time. 57 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 49 Resurfacing Sumter Co. Americus, GA	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Albany – Area 3 Project Manager: Jemarquis Baker Phone: 478-988-7151 Email: jebaker@dot.ga.gov	Construction: 5/7/2021	\$ 2,174	\$ 2,174
g. Narrative describing the work performed by Contractor					
9.900 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 49 beginning north of SR 27 West and extending to the Macon County line.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Weather delays caused late completion. 127 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 19 Resurfacing Bibb Co. Macon, GA	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Macon – Area 4 Project Manager: Jonathan Galvin Phone: 478-757-2601 Email: jgalvin@dot.ga.gov	Construction: 5/7/2021	\$ 3,112	\$ 2,112
g. Narrative describing the work performed by Contractor					
8.96600 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 19 beginning at the Twiggs County line and extending to SR 11 (Coliseum Drive).					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Weather delays caused late completion. 46 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 22 Resurfacing Baldwin Co. Milledgeville, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Milledgeville – District 2 Area 1 Project Manager: Justin Lockhart Phone: 478-445-5130 Email: jlockhart@dot.ga.gov	Construction: 2018	\$ 1,503	\$ 1,377
g. Narrative describing the work performed by Contractor					
7.080 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 22 beginning at the Jones Co. line and extending east of Little Fishing Creek Bridge.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Scheduling conflicts and project closeout caused late completion. 66 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 49 Resurfacing Baldwin Co. Milledgeville, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Milledgeville – District 2 Area 1 Project Manager: Justin Lockhart Phone: 478-445-5130 Email: jlockhart@dot.ga.gov	Construction: 2018	\$ 3,085	\$ 2,789
g. Narrative describing the work performed by Contractor					
11.142 Miles of milling, inlay, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 49 beginning at the Jones County line and extending west of SR 122 (Elbert St.)					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays and project close out process caused late completion. 90 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 27 Resurfacing Dooly Co. Vienna, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Perry – Area 3 Project Manager: Kevin Jackson Phone: 478-988-7151 Email: kevjackson@dot.ga.gov	Construction: 1/31/2021	\$ 561	\$ 561
g. Narrative describing the work performed by Contractor					
3.422 Miles of milling, inlay, and plant mix resurfacing on SR 27 beginning east of US 41/SR 7 and extending west of Liberty Church Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time and weather delays. 62 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT SR 257 Resurfacing Dooly Co. Cordele, Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Perry – Area 3 Project Manager: Kevin Jackson Phone: 478-988-7151 Email: kevjackson@dot.ga.gov	Construction: 2018	\$ 892	\$ 846
g. Narrative describing the work performed by Contractor					
3.619 Miles of milling, inlay, plant mix resurfacing, single surface treatment and shoulder rehabilitation on SR 257 beginning at the Crisp Co. line and extending to SR 215.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time and weather delays. 62 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT Call 034 Bulloch SR 67 M004599 Bulloch Co. Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Project Manager: Kevin Weitman, Asst Area Manager Phone: 912-424-9324 Email: kweitman@dot.ga.gov	Construction: End 2017	\$ 2,740	\$ 1,930
g. Narrative describing the work performed by Contractor					
4.2 Miles of milling, plant mix resurfacing on SR 67 beginning at SR 280 and extending to the Bulloch County line.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Project was delayed by striping subcontractor who was overcommitted on GDOT resurfacing projects. 113 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT Call 010 Effingham SR26 Roundabout 0009872 Effingham Co. Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Project Manager: Kevin Weitman, Asst Area Manager Phone: 912-424-9324 Email: kweitman@dot.ga.gov	Construction: Spring 2020	\$ 1,851	\$ 1,224
g. Narrative describing the work performed by Contractor					
Construction of a roundabout on SR 275 at Rincon-Stillwell Road / Ling Bridge Road (CR307)					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Utility relocations delayed work at the beginning of the project. 61 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
SC File #2315180 Asphalt Preservation Greenville County Greenville, SC	Contractor: Reeves Construction Company Designer: SCDOT	South Carolina Department of Transportation Project Manager: Ari Leinoen, RCE Phone: 864-241-1030 Email: LeinonenAW@scdot.org	Construction: 01/2020	\$ 9,943	\$ 8,079
g. Narrative describing the work performed by Contractor					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>Bid build project consisted of shoulder widening, Full-depth patching, milling and resurfacing five roads throughout Greenville County, 11.43 Miles.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays caused late completion. 49 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
GDOT West Bay Street 0002923 Chatham Co. Georgia	Contractor: Reeves Construction Company Designer: GDOT	Georgia Dept of Transportation Project Manager: Randy Rhodes, Area Manager Phone: 912-651-2144 Email: rrhodes@dot.ga.gov	Construction: Spring 2021	\$ 14,976	\$ 7,967
g. Narrative describing the work performed by Contractor					
1.291miles of widening and reconstruction on SR 25 Conn (West Bay Street) beginning at I-516/SR 421 and extending to the Bay Street Viaduct; also includes installation of intersection video detection systems (VDS).					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
This was an urban widening project that included issues related to utility relocations, weather delays and several significant design changes. Supplemental Agreement #1 was issued for corrections to the utility plans on the project and included a negotiation on cost and time. GDOT only agreed to 50 of the 138 day time extension request which ultimately was not sufficient to cover the delay to the project for this issue. Supplemental Agreement #7 was issued to demolish and replace a box culvert on the project that was originally designed to be rehabilitated and remain in place. After a lengthy negotiation, GDOT used 60 of the 180 days of additional time to approve a subcontractor, an activity that normally takes 14 days or less. These delays, along with uncompensated weather delays along with subsequent delays association with subcontractor remobilizations resulted in the project delivered behind schedule. 33 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
I-20 Resurfacing SCDOT File 0205560 Aiken Co. South Carolina	Contractor: Reeves Construction Company Designer: SCDOT	South Carolina Dept of Transportation Project Manager: Bobby Usry, PE Phone: 803-641-7660 Email: UsryBM@scdot.org	Construction: February 2018	\$ 18,027	\$ 18,027
g. Narrative describing the work performed by Contractor					
2016 Interstate Preservation Program – I-20 in Aiken Co. Mill and inlay surface on I-20.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Liquidated Damages applied due to striping subcontractor not completing within allotted time. 74 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
SC File #0287540 Bridge Rehab on Bettis Academy Road over I-20 Aiken County, SC	Contractor: Reeves Construction Company Designer: SCDOT	South Carolina Department of Transportation Project Manager: Bobby Usry Phone: 803-507-5260 Email: usrybm@scdot.org	Construction: 05/2020	\$ 3,241	\$ 3,241
g. Narrative describing the work performed by Contractor					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>This bid build project consisted of interchange improvements and bridge rehabilitation including bridge jacking, bearing replacement, latex overlay, substructure repairs, bridge painting, widening, paving, signing and signalizations. Bearing replacements overran by 1280% and beam set replacements overran by 100%. Sloan performed a change order for a latex overlay of a section of concrete pavement damaged by truck fire in District 7 as a part of this contract.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<p>Sloan Construction was assessed Liquidated Damages on this project for 196 days. Sloan began the project later than desired as a result of other schedule conflicts. Subsequently, challenges arose during the project, including overruns of anchor bolt and bearing replacements. Some of these materials had long lead times and their need resulted from unknown conditions. Though we received direct time for these overruns, the schedule pushed the latex overlay later than planned and changed the latex supplier’s schedule. Once committed to other projects, our supplier was not able to meet the revised schedule. These delays compounded scheduling issues with other subcontractors. Later a subcontractor experienced difficulties staffing the project to complete the remaining signal work.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
SC File #5125690 Asphalt Preservation Garners Ferry Contract Lexington & Richland Counties, SC	Contractor: Reeves Construction Company Designer: SCDOT	South Carolina Department of Transportation Project Manager: Jeremy Yuhas, RCE Phone: 803-796-9540 Email: yuhasjd@scdot.org	Construction: 07/2020	\$ 7,153	\$ 5,557
g. Narrative describing the work performed by Contractor					
Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project. Bid build project consisted of , full-depth patching, milling and resurfacing eleven roads throughout Lexington and Richland Counties, 15.82 Miles.					
h. Self-Assessment. The information provided in this section should be a self-assessment of performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Contractors quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
Striping Subcontractor delays caused late completion. 36 days of LD’s were assessed.					

Appendix D

Legal and Financial



A COLAS COMPANY

June 1, 2022

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

RE: I20 over Wateree River & Overflows
Contract ID 2847360, Kershaw County, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company (the "Company"), and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued May 11, 2022 by the South Carolina Department of Transportation ("SCDOT") to construct the I20 over Wateree River Bridge & Swamp Overflow Bridge Rehabilitations Design-Build Project ("the Project") in Kershaw County, South Carolina.

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

Respectfully Submitted,

C. Robert Loar
Vice President

State of **South Carolina**
County of **Greenville**

Sworn to and subscribed before me this 1st day of June, 2022, by

J. Paul Edwards
(Print name of person signing Affidavit)

Notary Public

May 5, 2026
Commission Expires

Personally Known ☒ Or Produced Identification ☐





A COLAS COMPANY

June 1, 2022

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

RE: I20 over Wateree River & Overflows
Contract ID 2847360, Kershaw County, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company, affirm that the Key Individuals represented in our Project Organization Chart in our SOQ for the referenced project shall be available to construct the I20 over Wateree River Bridge & Swamp Overflow Bridge Rehabilitations Design-Build Project, barring any unforeseen circumstances, as required in the RFP at the earliest of the times and durations identified in the RFQ and RFP, until expiration of the Warranty Period, or such earlier date as the Contract is terminated.

Respectfully Submitted,

C. Robert Loar
Vice President

State of **South Carolina**
County of **Greenville**

Sworn to and subscribed before me this 1st day of June, 2022, by

J. Paul Edwards
(Print name of person signing Affidavit)

Notary Public

May 5, 2026
Commission Expires

Personally Known ☒ Or Produced Identification ☐





Liberty Mutual Surety

May 31, 2022

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

Proposer: Reeves Construction Company

Re: I-20 over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations,
Design-Build Project, Contract ID 2847360, Kershaw County, SC

To Whom It May Concern:

We are providing this information at the request of our valued client Reeves Construction Company. Their bonds are placed with Liberty Mutual Insurance Company rated A, FSC "XV" by A.M. Best and Berkshire Hathaway Specialty Insurance Company rated A++, FSC "XV" by A.M. Best.

Reeves Construction Company has been approved for single jobs in excess of \$175,000,000.00 with a potential work program in excess of \$1,800,000,000.00. This should not be considered a maximum program as we have always supported any request Reeves Construction Company may make. The surety's willingness to commit to any such bond request would, of course, be contingent upon our review of contract terms, conditions and financing by our client and ourselves.

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

Sincerely,

Rebecca E. Cano
Attorney-in-Fact



Liberty Mutual Surety



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

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

Certificate No: **8205548-018010**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Amy R. Waugh; Bradley Lorenzetti; Rebecca E. Cano

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 6th day of May, 2021.



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

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

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 6th day of May, 2021 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

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

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 31st day of May, 2022.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

REEVES CONSTRUCTION COMPANY

Vendor ID: 1RE005

Issued : May 21, 2021

Expires: June 30, 2022

Approved By:

A handwritten signature in blue ink, appearing to read "Maria A. Demito", is written over a horizontal line.

Prequalification Coordinator

Appendix E

Organizational Conflict of Interest

Company

Appendix F

Confidential or Proprietary Information Summary List

Appendix F – Confidential or Proprietary Information Summary List

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

Appendix G

Addendum Receipt Form

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.

Chris Don
PROPOSER's Signature

6-3-22
Date

C Robert Loar
Printed Name

For: Reeves Construction Company
Design-Build Team Name



Appendix H

Key Individual and Contractor/Designer References Forms

Appendix H - Contractor-Designer Reference Form

Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.5.1 Work History Forms (Appendix B)					
jsalisbury@ncdot.gov	Jason	Salisbury	HRI Bridge Company	US-301 over Cape Fear River and Cross Creek, B-4091/B-4949, Cumberland County, NC	Reeves - formerly as HRI Bridge Company
bljordan@ncdot.gov	Blythe	Jordan	HRI Bridge Company	NC-11 over Cape Fear River and Overflows, B-4028, Bladen County, NC	Reeves - formerly as HRI Bridge Company
adstewart2@ncdot.gov	Alex	Stewart	HRI Bridge Company	US-17, Wilmington Bypass, R-2633BA, Brunswick County, NC	Reeves - formerly as HRI Bridge Company
lcarpenter@ncdot.gov	Larry	Carpenter	WSP USA	I-40/I-77 Interchange Improvements Design-Build (I-3819B)	Lane - WSP DBT
awelch@dot.ga.gov	Butch	Welch	WSP USA	I-20 at Savannah River Design-Build Bridge Replacement	Superior - WSP DBT
kerrie.harrell@dot.state.fl.us	Kerrie	Herrell	WSP USA	Pensacola Bay Bridge Replacement Design-Build	Skanska - WSP DBT
References from 3.5.2 Work History Forms (Appendix C)					
bdockery@dot.ga.gov	Brad	Dockery	Reeves	GDOT Ben Hill Co GA SR 11	Reeves Construction
bdockery@dot.ga.gov	Brad	Dockery	Reeves	GDOT Turner Co GA SR 112	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Mitchell Co GA SR 37	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Worth Co GA SR 520	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Mitchell Co GA SR 37	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Lee Co GA SR 520	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Lee Co GA SR 195	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Baker Dougherty Co's GA SR 91	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Lee Worth Co's GA SR 32	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Crisp Wilcox Co's GA SR 30	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Dougherty SR 520 US 82	Reeves Construction
bdonley@dot.ga.gov	Brian	Donley	Reeves	GDOT Colquitt Co GA SR 37	Reeves Construction
braggjk@scdot.org	Jared	Bragg	Sloan Construction	York Co Preservation	Sloan Construction, a Division of Reeves Construction
bsaxon@dot.ga.gov	Brad	Saxon	R. B. Baker	GDOT Liberty/Long GA SR 144	R. B. Baker, a Division of Reeves Construction
Btharrington@ncdot.gov	Boyd	Tharrington	Sloan Construction	NCDOT Union Co US 601 Clear Creek	Sloan Construction, a Division of Reeves Construction
clord@dot.ga.gov	Caleb	Lord	Reeves	Columbia Co GA SR 104	Reeves Construction
dasmith@dot.ga.gov	Daniel	Smith	Reeves	GDOT Laurens Wilkinson US 80	Reeves Construction
hjordan@dot.ga.gov	Chris	Jordan	Reeves	GDOT Jenkins Co GA 121	Reeves Construction
jebaker@dot.ga.gov	Jemarquis	Baker	Reeves	GDOT Sumter SR 49	Reeves Construction
jgalvin@dot.ga.gov	Jonathan	Galvin	Reeves	GDOT Bibb SR 19	Reeves Construction
jlockhart@dot.ga.gov	Justin	Lockhart	Reeves	GDOT Baldwin Co GA SR 22	Reeves Construction
jlockhart@dot.ga.gov	Justin	Lockhart	Reeves	GDOT Baldwin Co GA SR 49	Reeves Construction
kevjackson@dot.ga.gov	Kevin	Jackson	Reeves	GDOT Dooley SR 27	Reeves Construction



Appendix H - Contractor-Designer Reference Form

Email	First Name	Last Name	Company Name	Project Name	Team
kevjackson@dot.ga.gov	Kevin	Jackson	Reeves	GDOT Dooley Co GA SR 257	Reeves Construction
kweitman@dot.ga.gov	Kevin	Weitman	R. B. Baker	GDOT Bulloch Co SR 67	R. B. Baker, a Division of Reeves Construction
kweitman@dot.ga.gov	Kevin	Weitman	R. B. Baker	GDOT Effingham Roundabout	R. B. Baker, a Division of Reeves Construction
LeinonenAW@scdot.org	Ari	Leinoen	Sloan Construction	Greenville Co Multi Road	Sloan Construction, a Division of Reeves Construction
rrhodes@dot.ga.gov	Randy	Rhodes	R. B. Baker	GDOT Chatham Bay Street	R. B. Baker, a Division of Reeves Construction
UsryBM@scdot.org	Bobby	Usry	Reeves	SCDOT Aiken I20 Resurfacing	Reeves Construction
UsryBM@scdot.org	Bobby	Usry	Sloan Construction	SCDOT Aiken Bridge Rehab	Sloan Construction, a Division of Reeves Construction
yuhasjd@scdot.org	Jeremy	Yuhas	Sloan Construction	Lexington Richland Garners Ferry	Sloan Construction, a Division of Reeves Construction



Appendix H - Key Individual Reference Form

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
References from 3.4.3 Resumes of Key Individuals						
bljordan@ncdot.gov	Blythe	Jordan	S. Brian Weathersby	NC-11 over Cape Fear River and Overflows, B-4028, Bladen County, NC	Project Manager	Reeves - formerly as HRI Bridge Company
adstewart2@ncdot.gov	Alex	Stewart	S. Brian Weathersby	US-17, Wilmington Bypass, R-2633BA, Brunswick County, NC	Project Manager	Reeves - formerly as HRI Bridge Company
adstewart2@ncdot.gov	Alex	Stewart	S. Brian Weathersby	NC-133 (BR # 14) over Intracoastal Waterway, 15BPR.25, C204185, Brunswick County, NC	Project Manager	Sloan Construction, a Division of Reeves Construction Company
dbmoore@ncdot.gov	David	Moore	S. Brian Weathersby	I-40 from SR1728 (Wade Ave, MM289) to I-440/US-1-64 (MM293), I-4744, Wake County, NC	Assistant Construction Manager	S. T. Wooten Corporation
jpeterson@rkk.com	Jason	Peterson	S. Brian Weathersby	NC-147 Triangle Expressway from I-40 to I-540, Design-Build, U-4763, Wake-Durham Counties, NC	Assistant Construction Manager	S. T. Wooten Corporation
ztshuler@ncdot.gov	Zach	Shuler	Thomas Harris	Division 14 Group H Bundled Bridges	Lead Design Engineer	WSP USA
tmcfadden@ncdot.gov	Tim	McFadden	Thomas Harris	I-40 from I-440 to North of SR 1525 Design-Build (Preliminary Design)	Lead Design Engineer	Granite Construction
tbruton@ncdot.gov	Teresa	Bruton	Thomas Harris	I-485 Charlotte Outer Loop Design-Build (R-2248E)	Lead Design Engineer and Lead Structural Engineer	Blythe Construction
tbruton@ncdot.gov	Teresa	Bruton	Thomas Harris	I-26 and NC 146 Interchange Improvements Design-Build (R-2813B)	Lead Design Engineer and Lead Structural Engineer	Wright Brothers Construction
mcwatson@ncdot.gov	Malcolm	Watson	Jacob Sherman	I-485 Express Lanes Design-Build from I-77 to US 74 (I-5507)	Lead Structural Engineer	Blythe Construction
kerrie.harrell@dot.state.fl.us	Kerrie	Herrell	Jacob Sherman	Pensacola Bay Bridge Replacement Design-Build	Senior Structural Engineer	Skanska
lcarpenter@ncdot.gov	Larry	Carpenter	Jacob Sherman	I-40/I-77 Interchange Improvements Design-Build (I-3819B)	Senior Structural Engineer	Lane Construction
dstutts@ncdot.gov	David	Stutts	Jacob Sherman	Topsail Island Bridge Replacement (B-4929)	Lead Structural Engineer	WSP USA
jslittlefield@ncdot.gov	Jeff	Littlefield	Jacob Sherman	I-85 Widening & Improvements Design-Build (I-3802A)	Lead Structural Engineer	Blythe Construction
adstewart2@ncdot.gov	Alex	Stewart	Randy Grady	US-17, Wilmington Bypass, R-2633BA, Brunswick County, NC	Project Superintendent	Reeves - formerly as HRI Bridge Company
jsalisbury@ncdot.gov	Jason	Salisbury	Randy Grady	US-301 over Cape Fear River and Cross Creek, B-4091/B-4949, Cumberland County, NC	Project Superintendent	Reeves - formerly as HRI Bridge Company
jsalisbury@ncdot.gov	Jason	Salisbury	Randy Grady	NC-24 (Grove Street) over Cross Creek, B-4090, Cumberland County, NC	Project Superintendent	Reeves - formerly as HRI Bridge Company
randy.wise@ice-eng.com	Randy	Wise	Randy Grady	Fayetteville Outer Loop (I-295) from NC-24 (Bragg Blvd) to NC-210/87 (Murchison Road), U-2519E/X-0002B, Cumberland County, NC	Project Superintendent	Reeves - formerly as HRI Bridge Company



Reeves Construction Company

250 Plemmons Road

Duncan, SC 29334

reevesCC.com