



STATEMENT OF QUALIFICATIONS

# I-95 BRIDGE REPLACEMENT OVER LAKE MARION

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**DESIGN-BUILD**

PROJECT ID P041130

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11/04/2024





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## NAVIGATION

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## 3.2 INTRODUCTION

### 3.2.1 Contracting Entity

**Firm Name:** MasTec Civil, LLC

**Firm Type:** Limited Liability Company

**Contact:**

Andres G. Mendoza, PE, President  
10790 NW 127th Street  
Medley, FL 33178  
(305) 670-7585  
amendoza@mastec-civil.com

**Project Management Office:**

1441 Main Street, Suite 1430  
Columbia, SC 29201

**Parent Companies:**

MasTec North America, Inc. and MasTec, Inc.



MasTec Civil is prequalified with SCDOT, and our Prequalification Certificate is included in *Appendix D – Legal and Financial*.

### 3.2.2 Proposer's Points of Contact

**Andres G. Mendoza, PE**

President, MasTec Civil  
10790 NW 127th Street  
Medley, FL 33178  
(305) 670-7585  
amendoza@mastec-civil.com

**Ariel Millan, PE**

Lead Design Engineer, BCC Engineering  
6401 SW 87th Avenue, Suite 200  
Miami, FL 33173  
(305) 302-2789  
amillan@bcceng.com

### 3.2.3 Lead Contractor/Designer

**Lead Contractor:** MasTec Civil, LLC | **Lead Designer:** BCC Engineering, LLC

### 3.2.4 Unique Entity Identification

**Lead Contractor:** N8ELYLEEMLE5 | **Lead Designer:** KJ7DJW264CH3

### 3.2.5 Commitment of Key Individuals

The Key Individuals identified in our submittal: Brian Tolbert, Ariel Millan, Derek Staton, and Tyler Satterfield are committed to the extent necessary to meet SCDOT's quality and schedule expectations. They are all available for the duration of the Project.

*None of the firms or individuals for the Lead Contractor or Lead Designer have been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.*



Brian Tolbert, PE  
Project Manager



Ariel Millan, PE  
Lead Design Engineer



Derek Staton, PE  
Structures Engineer



Tyler Satterfield, EIT  
Construction Manager



### 3.3 TEAM STRUCTURE & PROJECT EXECUTION

#### 3.3.1 Organizational Chart, Team Structure, and Team Integration

**Figure 1 - Organizational Chart**

The MasTec team's organizational chart represents our chain-of-command and illustrates functional relationships within the team necessary for successful project delivery. Orion Marine Construction will serve as a dedicated subcontractor to MasTec Civil and play a major part in the construction of the Project, including bridge demolition, substructure construction, and total project construction management. Carolina TEA will serve as a dedicated subconsultant to BCC for bridge and seismic design.

LEGEND

— Direct Report/Chain of Command

..... Coordination/Communication

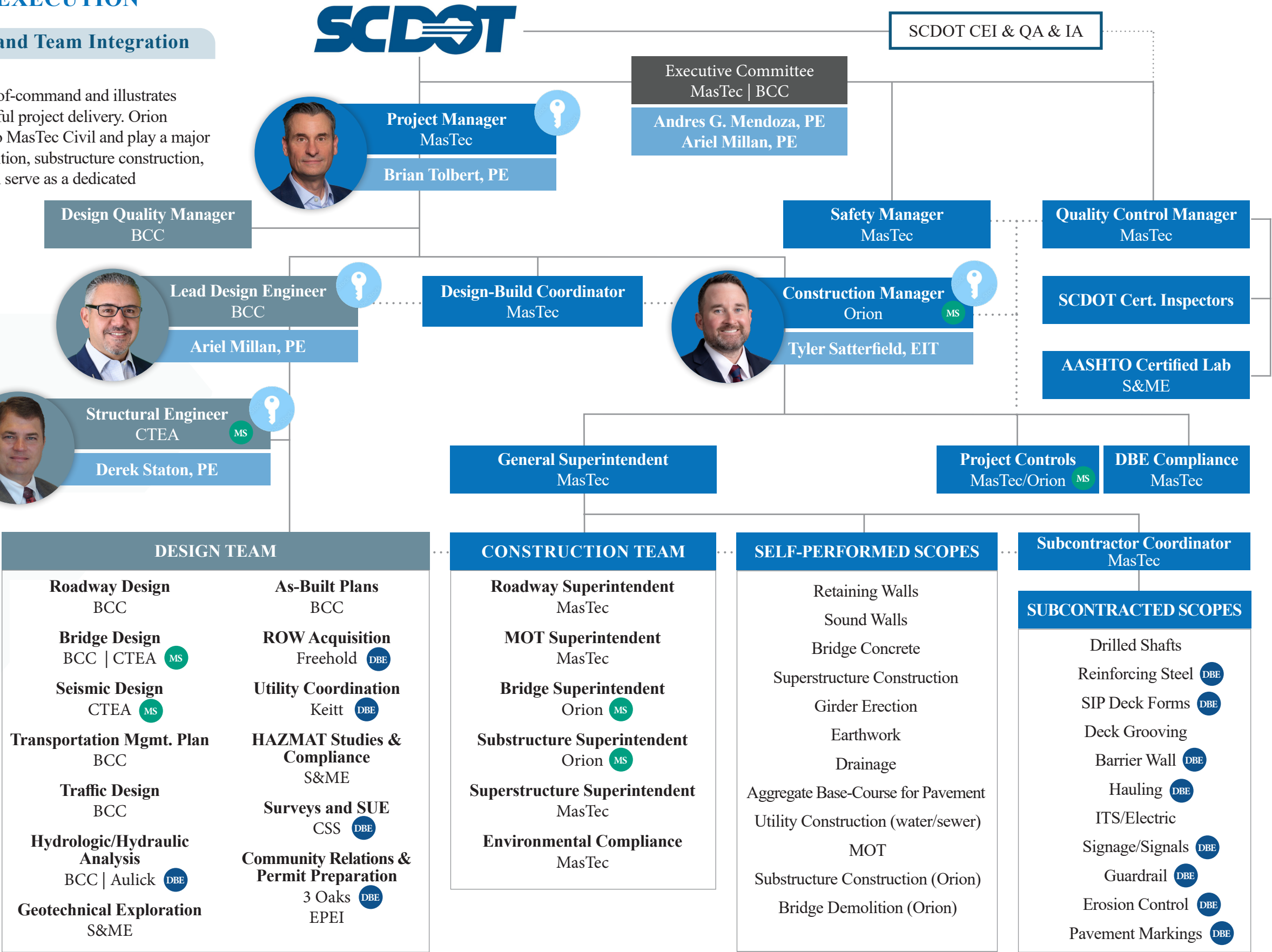
Key Individuals

Major Subcontractor/ Subconsultant

DBE Firm



TEAM MEMBERS	
MasTec	MasTec Civil, LLC
Orion	Orion Marine Construction, Inc.
BCC	BCC Engineering, LLC
CTEA	Carolina Transportation Engineers & Associates, PC
Aulick	Aulick Engineering, LLC
S&ME	S&ME, Inc.
Freehold	Freehold Focus, LLC
Keitt	Keitt Consulting, LLC
3 Oaks	Three Oaks Engineering
CSS	Complete Survey Solutions, Inc
EPEI	Edwards-Pitman Environmental



## Team Structure and Team Integration

The MasTec team, comprised of MasTec Civil, dedicated subcontractor Orion, Lead Designer BCC, and dedicated subconsultant Carolina TEA, will be a fully-integrated design and construction team, combining the most qualified individuals from each firm, as shown in *Figure 1*. Functional relationships of our team are shown in *Figure 2*. MasTec and BCC (as MasTec-BCC) have delivered together \$1.2 billion in similar design-build transportation projects, as an integrated design-builder. We will bring these established relationships, lines of communication, design-build integration, and proven success on projects similar to the I-95 Bridge Replacement Project.

### *Executive Management*

The executive committee, composed of senior leaders from both design and construction, is ultimately responsible for the Project's success and ensuring we meet SCDOT's goals. SCDOT can rely on the executive committee for critical decision-making and partnership. The safety and construction quality leads will report directly to the executive committee, ensuring independence and integrity of both important functions. An added benefit to SCDOT is that MasTec's executive committee member, Andres Mendoza, has worked for over a decade with our proposed lead design engineer, Ariel Millan, on major design-build transportation projects, bringing these established relationships and associated benefits to SCDOT.

### *Project Management*

Our project manager, Brian Tolbert, brings more than 26 years of design-build project management experience and reports to SCDOT and the executive committee. He will directly oversee the design and construction teams, providing SCDOT with an efficient, transparent organizational structure that integrates design and construction seamlessly. He will be responsible for daily management, overseeing the design progress, field operations, and schedule and budget adherence. He will lead weekly meetings to review design progress, coordinate design across disciplines, identify constructability issues, and provide timely construction input to the design as it progresses. Brian will have the authority to make decisions on behalf of the MasTec team.

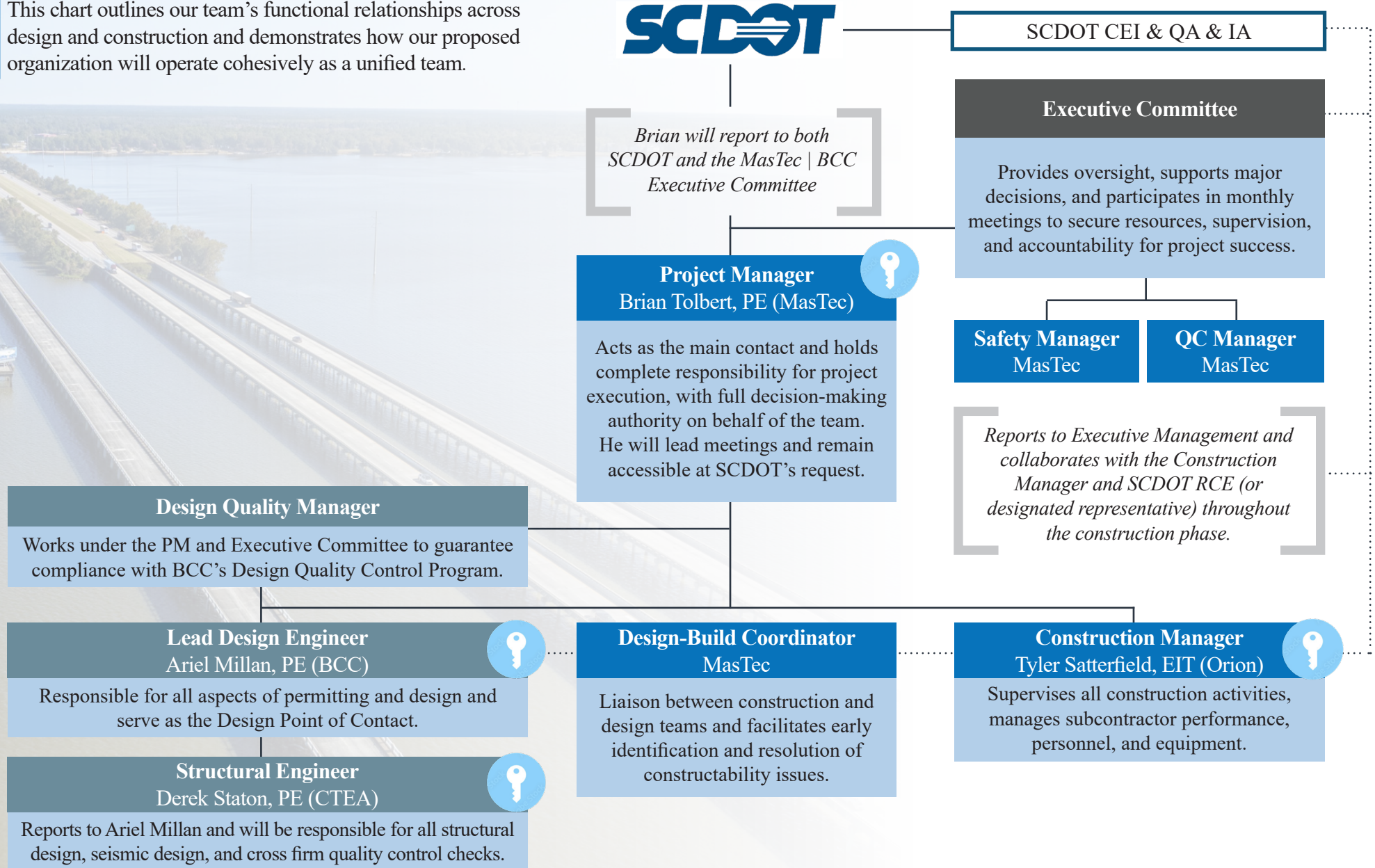
### *Construction Management*

Construction manager, Tyler Satterfield brings relevant management experience from multiple large-scale bridge projects. He will oversee and coordinate the work of the discipline superintendents, including roadway, MOT, bridges, and environmental compliance. During the preconstruction phase, he will provide feedback on the constructability of designs, and during construction he will oversee both self-performed and subcontracted work.



**Figure 2 - Functional Relationships**

This chart outlines our team's functional relationships across design and construction and demonstrates how our proposed organization will operate cohesively as a unified team.



### *Design Management*

Lead design engineer, Ariel Millan, with 30 years of design-build design experience, will lead a team of designers and design subconsultants who specialize in design-build projects. During the pursuit phase, he and his team will help facilitate the ATC process, working with the construction team to assess constructability of designs and provide the best cost, schedule, and other savings for SCDOT. Once the Project is awarded, Ariel and the discipline leads, including structural engineer, Derek Staton, will be co-located with the construction team, which will help streamline the remainder of the design development.

### *Dedicated Design-Build Coordination*

As shown in *Figures 1 and 2*, we have added a design-build coordinator who will serve as a vital link between the construction and design teams from the procurement phase to final design. The design-build coordinator will remain actively involved throughout the design process, reporting directly to the project manager and ensuring collaboration and coordination between the design and construction teams. This person will also facilitate the early identification and resolution of constructability issues, minimizing the need for major revisions after the final construction plans are issued.

Additional design-build team integration techniques include:

- Co-locate with routine weekly and monthly project meetings to ensure smooth progress
- Leverage our team's previous experience working together and mutual respect to provide SCDOT with a highly cohesive and collaborative team
- Hold pre-design consultations with SCDOT to ensure partnering on design details, comment resolution, and field adjustments
- Engage document control specialists handling all design and construction submissions
- Involve key subcontractors, SCDOT, and other stakeholders in task force meetings

### **Experience Working Together**

The MasTec-BCC 15-year relationship originates from our collaboration on similar design-build projects, where our key team members formed strong and highly-collaborative relationships. Relevant examples of working together successfully include significant bridge and highway projects such as the SR 826 Palmetto Section 2 and Section 5 projects for FDOT (MasTec-BCC). These established partnerships on previous design-build projects will help ensure successful delivery of SCDOT's I-95 Bridge Replacement over Lake Marion.



Table 1 illustrates a rich history of collaboration between our team’s contractors, designers, and specialty subconsultants on design-build and traditional road and bridge projects of all sizes and levels of complexity. Many of the projects listed as widening and interchange projects also include substantial bridges and bridges over water.

**Table 1 - MasTec Team History Working Together**

PROJECT NAME	Mas Tec Civil	BCC Engineering	Carolina TEA	S&ME	Aulick	Three Oaks	Edwards Pitman	Keitt						
									Project Type	Project Duration	Level of Participation	Reference Contact Name	Email	Phone Number
PROJECTS THESE FIRMS WORKED TOGETHER														
SR 826 Improvements Palmetto Section 2 Design Build									\$191 M Widening of major state road & intersection improvements	2009-2012	Prime JV member   Lead Designer	Judy Solaun G.	judy.solaun@dot.state.fl.us	(305) 470-5343
Reconstruction of SR 826 and SR 836 Interchange - Section 5 Improvements Design Build									\$568 M reconstruction of 4-level system to system interchange	2009-2016	Prime JV member   Lead Designer	Mario Cabrera	mario.cabrera@dot.state.fl.us	(305) 640-7445
SR 694 (Gandy Boulevard) from 9th St. North to East to 4th St. N. Design Build									\$85 M Elevated Roadway including 3 interchanges and frontage roads	2014-2018	Prime JV member   Lead Designer	Allan Urbonas	allan.urbonas@dot.state.fl.us	(813) 975-6000
SR 826 & I-75 Express Lanes Design Build									\$279 M construction of 13 new miles of express lanes	2014-2021	Prime JV member   Lead Designer	Judy Solaun G.	judy.solaun@dot.state.fl.us	(305) 470-5343
Interstate 4 Widening From SR 44 to east of I-95 Design Build									\$145 M Interstate widening project	2012-2019	Prime JV member   Lead Designer	Beata Stys-Palasz	beata.stys-palasz@dot.state.fl.us	(386) 943-5418
I-95 Widening MM 0 to 8 Design Build									8 mile interstate widening including replacement of Savannah River Bridges and Overflows	2020-2024	Structure Design, Seismic Design, MOT, Risk Management, Geotechnical, Fender System Design Review, Navigational Lighting	Craig Winn	winncl@scdot.org	(803) 737-6376

### Value Add | Experience Working as a Team

Many of our team members have teamed with each other on similar projects in previous organizations and bring the added value of those established working relationships to this project team. For example, project manager Brian Tolbert and structural engineer Derek Staton have worked together on numerous projects while working at Fluor and HDR respectively. These projects include the Eagle P3, Oregon Bridge Delivery Program, the Garden Parkway West DB, and the I-85/I-385 Interchange DB pursuit in Greenville, SC.

PROJECT NAME	MasTec Civil	BCC Engineering	Carolina TEA	S&ME	Aulick	Three Oaks	Edwards Pitman	Keitt	Project Type	Project Duration	Level of Participation	Reference Contact Name	Email	Phone Number
US 278 Corridor Improvements									3 mile corridor improvement project including replacement of the Skull Creek and MacKay Creek bridges with an 8000 ft long 6-lane bridge with MUP	2017-Ongoing	Structure Design, Seismic Design, MOT, Risk Management, Geotechnical, Vessel Collision Studies, Navigational Lighting, Permitting and Public Involvement	Craig Winn	winncl@scdot.org	(803) 737-6376
NCDOT Western Division On Call									Multi-year on call design assignments and GESC reviews	2014 - Ongoing	Project Management, Design, Permitting, NEPA documentation	Keith Rogers	klrogers@ncdot.gov	(828) 735-0213
NCDOT SPSF On Call									Multi-year on call roadway and bridge design assignments	2024-Ongoing	Lead Engineering Design Firm	Brandon Jones	bhjjones2@ncdot.gov	(919) 795-8534
S-55 over Twelvemile Creek									Bridge Replacement	2022-Ongoing	Lead Engineering Design Firm	Brian Dix	DixBD@scdot.org	(803) 737-1085
S-26 Bridge over Horton Creek									Bridge Replacement	2023-Ongoing	Lead Engineering Design Firm	Edwin Sharpe	sharpeed@scdot.org	(803) 737-1256
SR 25 Bridge over Savannah River and Middle River Design Build									\$65 M Design-build bridge replacement	2017 – 2021	Lead Engineering Design Firm	Andrew Hoenig	ahoenig@dot.ga.gov	(404) 631-1757
US 280 over Lake Blackshear									\$30 M New bridge design	2014 – 2017	Lead Engineering Design Firm	Nona Guilford	nguiford@dot.ga.gov	(404) 631-1193
I-85 Widening MM 77-84 Design Build									DB Prep and CSX RR bridge replacement	2014-Ongoing	Program/Project Management, Structure Design, Permitting, NEPA documentation, Utility Coordination	Brad Reynolds	reynoldsbs@scdot.org	(803) 737-1440
S-349 Bridge Replacement over Sandy Branch									Emergency Bridge Replacement	2023-Ongoing	Lead Engineering Design Firm	Tameika Bostic	bostictl@scdot.org	(803) 737-0457
S-985 Bridge Replacement over Unnamed Creek									Bridge Replacement	2023-Ongoing	Lead Engineering Design Firm	Tameika Bostic	bostictl@scdot.org	(803) 737-0457
S-258 Bridge Replacement over Thorntree Creek									Bridge Replacement	2021-Ongoing	Design Engineer	Tony Edwards	edwardstc@scdot.org	(803) 737-1238



### 3.3.2 Project Resources, Strategies, and Execution

#### Project Resources

##### Personnel

MasTec currently employs over 4,000 construction personnel in the southeast with 200+ located in the vicinity of the Project. Orion, our team's major subcontractor who will self-perform the majority of substructure bridge work, boasts a capacity of 227 construction personnel and will mobilize ample labor resources to the Project to complete their dedicated scopes, including marine access, foundation, and substructure construction. We anticipate the need for five roadway crews and twelve structure crews for the Project. We will frequently evaluate project workforce levels and supplement with additional crews as needed.

BCC employs 400 professional staff and is owned by Parsons Corporation, the 15th largest design firm in the U.S. (ranked by ENR). BCC has access to Parsons' national resources of more than 19,000 employees and can draw upon them as needed for the Project. BCC staff have designed and managed major bridge projects, including interstate bridges and bridges over large bodies of water for SCDOT for over 20 years. In addition, our design partners have a significant presence in SC, such as Carolina TEA with 22 employees in the Carolinas, including multiple structural and seismic design experts with over 30 years of SCDOT bridge experience. A shortage of recent bid-build work in SC, combined with major design-build projects in other states wrapping up, has resulted in a backlog that will be largely depleted by the end of 2024. Available capacity is very high across the board, with many staff, including the entirety of the Columbia, SC BCC office being 100% committed to the accelerated design of this Project. Our design and construction personnel assigned to this Project are shown in *Table 2*.

**Table 2 - MasTec Team's Assigned and Available Personnel**

Design Resources		Construction Resources		
Name   Project Role	No.	Project Role	Assigned/ Committed	Additional Available
Lead Design Engineer	1	Project Manager	1	2
Avail Hwy / Road Engrs / Designers	33	Construction Manager	1	3
Structural Lead	1	Field Engineers	3	3
Avail Structural Engrs / Designers	41	Schedulers	1	1
Avail Hydro / Hydraulic Engrs / Designers	18	Superintendents	5	3
Avail Traffic Engrs / Designers	11	Foremen	10	10
Quality Control	7	Craft	65	50

##### Equipment

MasTec and Orion maintain large, modern fleets of heavy construction equipment valued at over \$1 billion. Equipment available for this Project shown in *Table 3*.

**Table 3 - Available Equipment**

Equipment Available for this Project
9 Lattice boom Crawler Cranes
6 Rough Terrain Cranes
12 Section Barges
4 Spud Barges
2 Flight Augers
9 Vibratory Hammers
8 Pile Hammers
10 Excavators
10 Front End Loaders
7 Vibratory rollers
11 Bull Dozers
5 Dump Trucks
6 Flat Bed Trucks
2 Water Trucks
2 Low Boy Trailers
4 Flat Bed Trailers
3 Tractors

## Project Strategy

The schedule for this Project is aggressive and the MasTec team stands ready to execute a strategy which centers around self-performance of most major scopes of work, allowing us to effectively control, maintain and accelerate the project design and construction schedule. As shown in the organizational chart in *Figure 1*, MasTec and major subcontractor, Orion, will provide marine access, construct the abutment foundations, form and pour substructure concrete, erect girders, and form and pour superstructure concrete. MasTec crews will also construct roadway embankments with necessary drainage and utility items. Our construction team will execute a carefully crafted MOT design which allows for the minimization of traffic shifts, while maximizing the amount of bridge work to be accomplished in each phase, ensuring successful completion of the Project ahead of schedule. We have conducted early outreach to key subcontractors, including multiple drilled shaft subcontractors with whom we have established relationships. We will continue these discussions to determine the best solution for drilled shaft and other non-self-performed scopes during the proposal phase. We recognize the benefits of having a dedicated drilled shaft subcontractor on our team, but we also recognize cost advantages to SCDOT if pricing is received from multiple subcontractors.

### Value Add | DBE Goals

In addition to our team's self-performance of most major scope items, we will utilize existing strong relationships with local subcontractors and DBE firms. We will involve these firms at the RFP phase to cover the scopes identified in *Figure 1*. We recognize the importance of engaging both local and minority firms when possible and are committed to meet or exceed the DBE participation goal established for the Project through effective outreach.

Likewise, BCC will self-perform all major design tasks, including bridge/structural design in a marine environment, vessel collision design, roadway design, hydrologic/hydraulic analysis and design, traffic design, transportation management planning, and as-built plans. Carolina TEA will provide collaborative support for seismic design, structural design, and QC for compliance with SCDOT standards. BCC will also utilize specialty subconsultants such as CSS (DBE) for surveys and SUE; 3 Oaks (DBE) and Edwards-Pitman for public/media/community relations and information, permit preparations, submittals, and approvals, and providing mitigation as required; S&ME for geotechnical exploration and design and hazmat studies and compliance; Aulick (DBE) for hydrologic/hydraulic QC for compliance with SCDOT standards and QC of Carolina TEA's seismic design; Keitt Consulting (DBE) for utility coordination; and Freehold Focus (DBE) for ROW acquisition and services.



## Project Execution

To execute our planned strategy and accelerate the start of construction, the MasTec team will implement Early-Works-Packages, where possible, for both design and construction submittals involving early scope items such as MOT, temporary paving, and bridge demolition. Complete bridge designs will be approved prior to starting construction of bridge foundations. We will utilize double shifts, expedited permanent material fabrication with use of multiple suppliers, as well as higher strength materials to accelerate schedule.

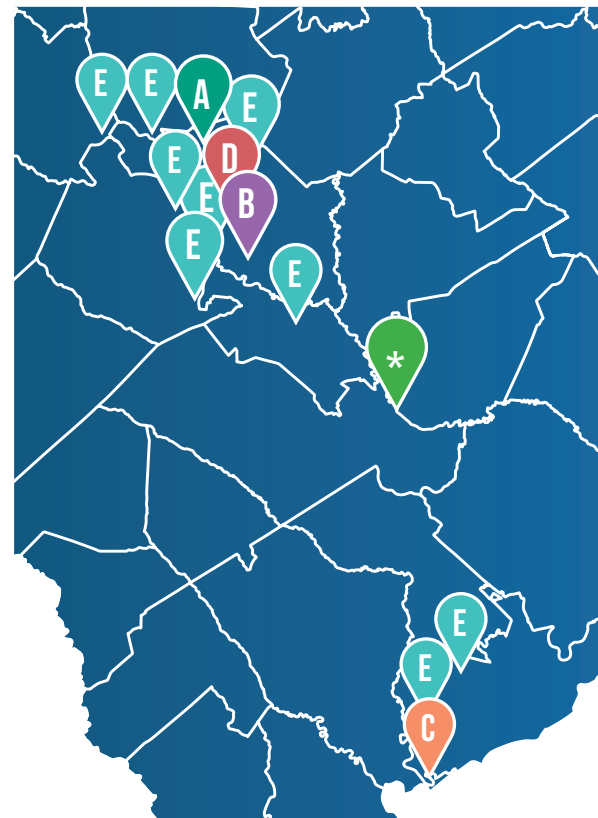
### Co-location

Upon award, the MasTec team will co-locate to our DB team office in Columbia, SC, less than one mile from SCDOT HQ, and immediately begin design. This shared meeting space will facilitate enhanced integration, communication, and collaborative decision-making during design. MasTec Civil's Charleston office's close proximity to the project site provides additional field resources. During construction, our DB team will co-locate to an on-site office, which will allow for effective project execution and continual close collaboration with SCDOT. Both team office locations for each respective project phase will serve to speed resolution of any issues that arise.

**Figure 3 - MasTec Team's Regional Presence**

This map shows the complete design-build team office locations in relation to SCDOT and the project location.

-  **PROJECT LOCATION** (Construction Phase Office)  
On-site, Co-located Project Office
-  **MASTEC TEAM CO-LOCATED OFFICE** (Design Phase)  
1441 Main Street, Suite 1430, Columbia, SC 29201
-  **SCDOT OFFICE OF ALTERNATIVE DELIVERY**  
955 Park Street, Columbia, SC 29201
-  **MASTEC CIVIL** (Charleston Office)  
5900 Cored Rd., Suite 401, N. Charleston, SC
-  **CAROLINA TEA**  
1201 Main Street Suite 1850, Columbia, SC 29201 (Design Phase)
-  **DESIGN SUBCONSULTANT LOCATIONS**  
(Design and Construction Phases)



# APPENDIX A

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## KEY INDIVIDUAL RESUME FORMS





## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>					
a.	Name & Title: Brian G. Tolbert, P.E. Project Director				
b.	Role of Key Individual for this Project: Project Manager				
c.	Name of Firm with which you are now associated: MasTec Civil, LLC				
d.	<p>Years of Experience: With this Firm: &lt;1 Years      With Other Firms: 28 Years</p> <p>Mr. Tolbert joined MasTec Civil through a recent acquisition of resources, including experienced leadership personnel and ongoing projects from Superior Construction.</p> <p><b>MasTec Civil:</b> Project Director – Responsible for the City of Charleston Ashley River Bridge DB Project — the first cable-stayed movable structure in the country, 1/2024 – 10/2024</p> <p><b>Kiewit Infrastructure Southeast, Inc.:</b> Area Sponsor – Responsible for oversight of the estimation and complete project management of multiple project teams for multiple pursuits, 05/2023 – 11/2023</p> <p><b>Fluor Enterprises, Inc. (Fluor):</b> Project Director – Responsible for the \$3 Billion SCDOT Port Access Road DB Project, 03/2015 – 03/2023</p> <p><b>Fluor:</b> Project Manager – Responsible for SCDOT and TXDOT Proposals, 11/2013 – 10/2014</p> <p><b>Fluor:</b> Deputy Project Manager – Responsible for the \$1.1B UDOT I-15 Corridor Expansion DB Project, 11/2009 – 05/2013</p>				
e.	<p>Education:</p> <p>Clemson University, Clemson, SC   Master of Science   1995   Civil Engineering, Project Management</p> <p>Clemson University, Clemson, SC   Bachelor of Science   1993   Civil Engineering</p>				
f.	<p>Active Registrations:</p> <p>2000 / SC / Registered Professional Engineer, Civil Engineering / No. 20982</p>				
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 35%; vertical-align: top;"> <p><b><u>Project Example No. 1</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p> <p><b>Project Description:</b></p> </td> <td style="vertical-align: top;"> <p>Ashley River Pedestrian Bridge DB Project, Charleston, SC</p> <p>Project Director</p> <p>Firm 1 (Current Firm)</p> <p>Project 12/2023 - 06/2028, Assigned 01/2024 – 09/2025</p> <p>The City of Charleston, Edmund Most, <a href="mailto:MOSTE@charleston-sc.gov">MOSTE@charleston-sc.gov</a>, 843-958-6405</p> <p>\$74 million</p> <p>The Ashley River Pedestrian Bridge will be the first cable-stayed movable structure in the country. Its hydraulic swing span components will allow the bridge to open horizontally rather than vertically, improving marine clearance. The bicycle and pedestrian bridge project will connect West Ashley and downtown Charleston. Funded by the City of Charleston, Charleston County, South Carolina Department of Transportation, and the Federal Highway Administration, this \$74M design-build project spans from West Ashley to the east end of the project limits in downtown Charleston. A key feature of the proposed design is an iconic steel V-shaped pylon, providing a bold architectural statement. Meanwhile, its outward-leaning stay cable plane will significantly reduce the risk of ice on the cables falling onto the pedestrian path.</p> </td> </tr> <tr> <td style="vertical-align: top;"> <p><b><u>Project Example No. 2</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p> </td> <td style="vertical-align: top;"> <p>Port Access Road DB Project, North Charleston, SC</p> <p>Project Director</p> <p>Firm 3 (Fluor)</p> <p>Project 05/2016 – 02/2022, Assigned 03/2015–03/2023</p> <p>SCDOT, Daniel Burton, <a href="mailto:MatttoxJH@scdot.org">MatttoxJH@scdot.org</a>, 803-737-1805</p> <p>\$250 million</p> </td> </tr> </table>	<p><b><u>Project Example No. 1</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p> <p><b>Project Description:</b></p>	<p>Ashley River Pedestrian Bridge DB Project, Charleston, SC</p> <p>Project Director</p> <p>Firm 1 (Current Firm)</p> <p>Project 12/2023 - 06/2028, Assigned 01/2024 – 09/2025</p> <p>The City of Charleston, Edmund Most, <a href="mailto:MOSTE@charleston-sc.gov">MOSTE@charleston-sc.gov</a>, 843-958-6405</p> <p>\$74 million</p> <p>The Ashley River Pedestrian Bridge will be the first cable-stayed movable structure in the country. Its hydraulic swing span components will allow the bridge to open horizontally rather than vertically, improving marine clearance. The bicycle and pedestrian bridge project will connect West Ashley and downtown Charleston. Funded by the City of Charleston, Charleston County, South Carolina Department of Transportation, and the Federal Highway Administration, this \$74M design-build project spans from West Ashley to the east end of the project limits in downtown Charleston. A key feature of the proposed design is an iconic steel V-shaped pylon, providing a bold architectural statement. Meanwhile, its outward-leaning stay cable plane will significantly reduce the risk of ice on the cables falling onto the pedestrian path.</p>	<p><b><u>Project Example No. 2</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p>	<p>Port Access Road DB Project, North Charleston, SC</p> <p>Project Director</p> <p>Firm 3 (Fluor)</p> <p>Project 05/2016 – 02/2022, Assigned 03/2015–03/2023</p> <p>SCDOT, Daniel Burton, <a href="mailto:MatttoxJH@scdot.org">MatttoxJH@scdot.org</a>, 803-737-1805</p> <p>\$250 million</p>
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<p><b><u>Project Example No. 2</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p>	<p>Port Access Road DB Project, North Charleston, SC</p> <p>Project Director</p> <p>Firm 3 (Fluor)</p> <p>Project 05/2016 – 02/2022, Assigned 03/2015–03/2023</p> <p>SCDOT, Daniel Burton, <a href="mailto:MatttoxJH@scdot.org">MatttoxJH@scdot.org</a>, 803-737-1805</p> <p>\$250 million</p>				

**Project Description:**

The Port Access Road is a new roadway and elevated structure providing a direct access freeway to the new Hugh K. Leatherman marine container terminal. This project consists of a new fully directional interchange on I-26, associated Interstate ramps, collector-distributor roadways, and arterial roadway improvements. Mr. Tolbert was the Project Director responsible for leading all aspects of the integrated Fluor and Lane Construction joint venture team on this \$250M design-build proposal and project. This project was environmentally constrained and technically challenging, and affected by third-party delays, which significantly impacted the project's cost and schedule. He managed over 300 staff and construction team members through these challenges and impacts, while leading the joint-venture's negotiations for cost and schedule relief with SCDOT. These challenges were overcome, and the project was completed ahead of the revised Substantial Completion Dates. The project earned the 2022 ASCE (SC) Project of the Year for the most outstanding civil engineering project completed within the state of South Carolina in Fiscal Year 2021.

**Project Example No. 3****Key Personnel Role:**

I-15 Corridor Expansion (CORE) DB Project, Lehi, UT

**Experience with Current Firm:**

Deputy Project Manager

**Project/Assignment Duration:**

Firm 3 (Fluor)

**Owner Contact Information:**

Project 12/2009-11/2012, Assigned 11/2009-05/2013

**Design/Construction Value:**Utah DOT, Robert Stewart, [rstewart@utah.gov](mailto:rstewart@utah.gov), 801-975-4900**Project Description:**

\$1.1 billion

This \$1.1B design-build project widened and replaced congested roadways and interchanges on I-15 in Utah County. The project included construction of 24 miles of general purpose and new Express lanes, 12 interstate interchanges and 63 bridges. This award-winning project was completed in only 34 months. The Project's \$70M design was delivered within the first 14 months of the project, which was successfully completed on schedule and under the target price budget. Subsequently promoted to Deputy Project Manager leading 30 staff in the functions of prime contract administration, subcontracts and procurement, project controls, finance, and business services. This project was completed ahead of schedule with an improved profit margin. I-15 CORE was the fastest completed billion-dollar design-build project in the United States, was a finalist for the American Society of Civil Engineers (ASCE) 2014 Outstanding Civil Engineering Achievement (OCEA) award, and winner of the International Partnering Institute (IPI) 2013 Partnered Project of the Year.

**Project Example No. 4****Key Personnel Role:**

SC-22 Veteran's Highway – Conway Bypass DB Project, Florence, SC

**Experience with Current Firm:**

Area Construction Manager – Segment 1

**Project/Assignment Duration:**

Firm 3 (Fluor)

**Owner Contact Information:**

Project 03/1998-06/2000, Assigned 03/1998-06/2000

**Design/Construction Value:**SCDOT, W. Kyle Berry, District Administrator [BerryKW@scdot.org](mailto:BerryKW@scdot.org), 843-661-4710**Project Description:**

\$36.1 million

Phase I of the Conway Bypass required the complete design and construction of the Bypass between US17 Carolina Bays Parkway. The project included 17 bridges, 28.5 miles of roadway excavation, backfilling of foundations, installation of piling, and construction of footings, columns, and abutments. It included pre-casting, delivery and erection of superstructures, including all cast-in-place concrete, temporary and permanent post tensioning; pre-casting, delivery and erection of concrete beams and cast-in-place concrete decks; furnishing, delivery and erection of steel plate girders and cast-in-place concrete decks; furnishing and installation of concrete barrier walls, approach slabs on field graded and wing walls at bridge ends; installation of Class V Finish on concrete surfaces; furnishing and installation of expansion joints, and execution of test piling. **The project was completed 7 months ahead of schedule despite three hurricanes and a 500 yr flood event and was delivered \$ 300,000.00 under budget.** The project earned the following awards:

- 1998 - Flour Daniel, Inc., Conway Bypass Project - Zero Accidents Award
- 1998 - Environmental Consulting Services (ECS), The Green Contractor Award - In recognition of commitment of the management of environmental risk in the construction industry
- 2000 - National Partnership for Highway Quality (NPHQ)
- 2001 - National Achievement Award 2001 State Winner for Quality Highway Work

- 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 Tolbert, P.E. is currently assigned to the Ashley River Pedestrian Bridge DB Project in Charleston, SC as the Project Director. The Ashley River Bridge is scheduled to be completed by June 2028. Brian will transition his responsibilities as Project Director to the Assistant Project Manager between now and September, making Brian 100% dedicated upon award to the I-95 over Lake Marion project.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Ariel Millan, P.E. Executive VP
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: BCC Engineering, LLC
d.	Years of Experience: With this Firm <u>19</u> Years      With Other Firms <u>11</u> Years  <b>BCC Engineering, LLC:</b> Executive Vice President – Responsible for overseeing all Alternative Delivery Projects in Florida, 2005 – Present <b>Gannett Fleming, Inc:</b> Drainage Engineer – Responsible for overseeing roadway/drainage projects as assigned, 2001 – 2005 <b>Metric Engineering, Inc:</b> Staff Engineer – Responsible for roadway design duties as assigned, 1994 – 2001
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Florida International University / Miami, FL / Master in Science / 1999 / Civil Engineering Florida International University / Miami, FL / Bachelors in Science / 1995 / Civil Engineering
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2019 / SC / Professional Engineer / 36558 1999 / FL / Professional Engineer / 54572 2019 / TX / Professional Engineer / 134292 2018 / GA / Professional Engineer / 043804 2020 / PR / Professional Engineer / 28118
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <u><b>Howard Frankland Bridge</b></u> <b>Key Personnel Role:</b> Principal in Charge <b>Experience with Current Firm:</b> BCC Engineering (Current Firm) <b>Project/Assignment Duration:</b> Project 2020-2024, Assigned 2020-2024 <b>Owner Contact Information:</b> FDOT D7; Liz Winters, PE (813) 975-6169; <a href="mailto:elizabeth.winter@dot.state.fl.us">elizabeth.winter@dot.state.fl.us</a> <b>Design/Construction Value:</b> \$864 Million <b>Project Description:</b> At the time of award, this project was the largest District 7 design-build project ever let for construction and the largest bridge ever constructed in the state of Florida. The primary goal of this project is to design and construct the replacement for the existing NB I-275 (SR 93) Howard Frankland Bridge over Old Tampa Bay in Pinellas and Hillsborough Counties and remove the existing Northbound 1960's exiting bridge. The Project adds express lanes, improves existing roadways, enhances safety, adds capacity and mobility, and accommodates future light rail. The new bridge will be over 15,000 ft long, with 143-ft spans. <u><b>SR 826 &amp; I-75 Express Lanes Design-Build</b></u> <b>Key Personnel Role:</b> Project Manager/Engineer-of-Record <b>Experience with Current Firm:</b> BCC Engineering (Current Firm) <b>Project/Assignment Duration:</b> Project 2014-2021, Assigned 2014-2021 <b>Owner Contact Information:</b> FDOT D6, Judy Solaun-Gonzalez, PE, <a href="mailto:judy.solaun@dot.state.fl.us">judy.solaun@dot.state.fl.us</a> , (305) 470-5343 <b>Design/Construction Value:</b> \$243.6 Million <b>Project Description:</b> Project included the addition of approximately 13 miles of Express Lanes – 10 miles along the SR 826 (Palmetto Expressway) and three miles on I-75 (SR 93). On SR 826, one to two Express Lanes in each direction were provided beginning approximately 0.20 mile south of West Flagler Street (south of SR 836) up to a point south of the NW 154th Street Bridge. On I-75, one Express Lane will be provided in each direction from SR 826 and to NW 170th Street (2.0 miles south of the Miami-Dade/Broward County Line). The improvements consisted of widening both SR 826 and I-75, reconstruction on SR 826, new construction in the median of I-75, and an elevated structure connecting the Express Lanes on SR 826 to the Express Lanes on I-75. This project included new drainage, lighting, Intelligent Transportation Systems (ITS), signage, and landscape.  <u><b>Reconstruction of SR 826 and SR 836 Interchange - Section 5 Improvements Design-Build</b></u> <b>Key Personnel Role:</b> Project Manager/Engineer-of-Record <b>Experience with Current Firm:</b> BCC Engineering (Current Firm)



**Project/Assignment Duration:** Project 2009-2016, Assigned 2009-2016  
**Owner Contact Information:** FDOT D6, Mario Cabrera, PE, (305) 640-7445; [mario.cabrera@dot.state.fl.us](mailto:mario.cabrera@dot.state.fl.us);  
**Design/Construction Value:** \$559 million

**Project Description:**

BCC Engineering served as the Prime Designer and MasTec served as the Lead Contractor for this design-build project that reconstructed the SR 826 (Palmetto Expressway)/SR 836 (Dolphin Expressway) Interchange. This project included the reconstruction of SR 826 from south of Flagler Street to north of NW 12th Street and SR 836 from east of NW 87th Avenue to west of 57th Avenue. The SR 826/SR 836 Interchange is a four-level System-to-System Interchange with direct connectors that provide traffic movements in all directions between the two expressways. The project also included the reconstruction of two service interchanges, the reconstruction of NW 12th Street and the realignment of the North Line Canal. The project included 47 new bridge structures (four Concrete Segmental Flyovers, seven Steel Plate Girder, and 36 FIB) as well as an extensive amount of permanent and temporary walls, and sign structures.

**SR 826 Improvements Palmetto Section 2 Design Build**

**Key Personnel Role:** Project Manager/Engineer-of-Record.  
**Experience with Current Firm:** BCC Engineering (Current Firm)  
**Project/Assignment Duration:** Project 2009-2012, Assigned 2009-2012  
**Owner Contact Information:** FDOT D6, Judy Solaun-G, PE, [judy.solaun@dot.state.fl.us](mailto:judy.solaun@dot.state.fl.us), (305) 470-5343  
**Design/Construction Value:** \$190 Million

**Project Description:**

Project involved the widening and reconstruction of the Limited Access Facility from south of Sunset Drive to north of SW 31st Street and included the Miller Drive (SW 56th Street), SR 874 and SR 976 (Bird Road/SW 40th Street) interchanges. The improvements included the addition of one General Use Lane in each direction; Auxiliary Lanes between all interchanges; interchange improvements and, operational and safety improvements along the SR 826 mainline and ramps.

**Design-Build for SR 694 (Gandy Boulevard) from 9th St. North to East to 4th St. N.**

**Key Personnel Role:** Principal in Charge  
**Experience with Current Firm:** BCC Engineering (Current Firm)  
**Project/Assignment Duration:** Project 2014-2018, Assigned 2014-2018  
**Owner Contact Information:** FDOT D7/Condote/DeMoya JV; Allan Urbonas, PE, (813) 975-6000;  
[allan.urbonas@dot.state.fl.us](mailto:allan.urbonas@dot.state.fl.us)  
**Design/Construction Value:** \$92.7 million

**Project Description:**

Gandy Boulevard (SR 694) is an east/west urban principal arterial in Hillsborough and Pinellas counties. It is part of the National Highway System and Florida's Strategic Intermodal System (SIS) and is a designated hurricane evacuation route. The primary objective of this project is to improve east/west traffic flow through the design and reconstruction of Gandy Boulevard in Pinellas County from east of I-275 to east of 4th Street North to provide a four to six lane Controlled Access Facility. Improvements include grade-separated interchanges, frontage roads, the replacement of the existing box culvert on 4th Street North at Tinney Creek, new drainage, and sidewalks, as well as other work. Structural improvements include six new bridge structures consisting of twin single span FIB bridges, twin 8-span FIB bridges, and twin 2-span curved continuous steel plate girder bridges. The steel bridges are supported by a severely skewed continuous 2-span integral steel straddle cap. BCC Engineering is the Prime Designer for this project. Innovative design resulted in a \$37M savings to FDOT.

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single 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.  
The Design Manager is not required to be on Site full time.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Derek Staton, P.E. President
b.	Role of Key Individual for this Project: Structural Engineer
c.	Name of Firm with which you are now associated: Carolina Transportation Engineers & Associates, PC (CTEA)
d.	Years of Experience: With this Firm <u>8</u> Years      With Other Firms <u>24</u> Years  <p><b>CTEA:</b> President – Responsibilities include DB pursuits, Bridge QC and Project Risk Management for \$300 million (est.) I-95 Widening (MM 0 to MM 8), Bridge Lead for \$250 (est.) US 278 over Mackay Creek and Skull Creek, and Bridge Lead / PM for multiple bridge replacement projects. 2016 – 2024.</p> <p><b>TranSystems:</b> Vice President, National Bridge Lead, National Design-Build Lead – Responsible for pursuit strategies, DB teaming decisions, contract negotiations, fee development, ATCs and innovations, project staffing plans, quality control processes, budget control, project management and project delivery. 2014-2016</p> <p><b>HDR Engineering:</b> Vice President, Structure Section Manager – Senior Structures Engineer responsible for the sustained growth from 3 to 30 bridge engineers. Performed “Performance and Resource Reviews” nationally for HDR for DB projects. Senior Project Manager and Design Manager for large complex DB projects. Project Manager for conventional bridge design projects including Signature Structures up to \$600 million. Responsible for daily activities of the structures group in 3 offices (Charleston, SC, Raleigh, NC and Charlotte, NC), QA/QC processes, development of budgets, contract negotiations, teaming strategies, marketing, proposals and support of bridge groups nationally. 2000-2014</p> <p><b>HDR Engineering:</b> Structures Engineer – Bridge Engineer responsible for superstructure and substructure design for grade separated structures, stream crossings and major river crossings, as well as tunnels, retaining walls and buildings. Bridge designs include timber, CIP concrete, Prestressed Concrete, Post-Tensioned Concrete, Steel Girder, Steel Tub Girder and Curved Steel Girder superstructures on timber, steel and reinforced concrete substructures. 1995 – 2000</p> <p><b>WV Department of Transportation:</b> Asst. Maintenance Engineer – Responsible for contractor oversight for bridge replacements, retaining wall construction and paving projects. 1992 - 1995</p>
Education: West Virginia University / Morgantown, WV / Master of Science / 1995 / Civil Engineering Virginia Tech / Blacksburg, VA / Bachelor of Science / 1992 / Civil Engineering	
Active Registrations: 2003 / SC / Civil / 22961      2012 / GA / Civil / 37412 1997 / VA / Civil / 30699      2001 / NC / Civil / 27292	
e.	Document the extent and depth of your experience and qualifications relevant to the Project.  <p><b><u>US278 Corridor Improvements, Beaufort County, SC</u></b>  <b>Key Personnel Role:</b> Structures Lead (Phase 1), QC and Risk Management (Phase 2)  <b>Experience with Current Firm:</b> CTEA  <b>Project/Assignment Duration:</b> Project 2017 – Present, Assigned 2017 – Present  <b>Owner Contact Information:</b> SCDOT, Megan Groves, PE, <a href="mailto:grovesme@SCDOT.org">grovesme@SCDOT.org</a>, (803) 737-1210  <b>Design/Construction Value:</b> \$350 million construction (estimated)  <b>Project Description:</b> 5.2-mile corridor improvement project includes the replacement of the dual Mackay Creek and dual Skull Creek bridges with a 7,264.5 ft six-lane bridge with connected 15 ft multi-use path. As Structural Lead for Phase 1, Derek developed a seismic retrofit and rehabilitation study that determined the bridge was more cost effectively replaced. Derek is leading design review of the bridge for Phase 2 including performing risk management for the project. He is involved in all phases of design including superstructure and substructure analysis, navigational lighting, vessel collision studies and navigation channel requirements. An intersection will be constructed on structure at Pickney Island, a national wildlife refuge, and a USFW boat landing will be relocated as part of the project – each restricting access and complicating construction.</p> <p><b><u>I-95 Widening MM 0 to MM 8, Jasper County, SC</u></b>  <b>Key Personnel Role:</b> Structures Design, QC and Risk Management  <b>Experience with Current Firm:</b> CTEA</p>

**Project/Assignment Duration:** Project 2021 – Present, Assigned 2021 – Present  
**Owner Contact Information:** SCDOT, Megan Groves, PE, [grovesme@scdot.org](mailto:grovesme@scdot.org), (803) 737-1210  
**Design/Construction Value:** \$600 million construction

**Project Description:** Project includes the accelerated design of the widening/reconstruction of 8 miles of I-95 with a dozen bridge replacements, including the nearly 3000 ft long dual Savannah River Bridges (SRB). Derek developed the MOT plan for the project, including stage constructing the NBL bridges and replacing the SBL without traffic. He was involved in all phases of SRB design including superstructure and substructure analysis, navigational lighting, fender systems, vessel collision studies and navigation channel requirements. Savannah National Wildlife Refuge adjacent to the bridge restricted access.

**St. Croix River Crossing, Oak Park Heights, MN**

**Key Personnel Role:** Design Manager, Engineer of Record - Structures  
**Experience with Other Firm:** HDR

**Project/Assignment Duration:** Project 2011 – 2014, Assigned 2011 – 2014  
**Owner Contact Information:** MNDOT, Kevin Western, PE, [kevin.western@state.mn.us](mailto:kevin.western@state.mn.us), (651) 259-3509  
**Design/Construction Value:** \$377 million construction

**Project Description:** Project replaced an existing moveable bridge with a high-level segmental structure including 600 ft extrados spans over the river (the second, and longest, extrados bridge in the United States). The St. Croix River is a Wild and Scenic Waterway and the Wisconsin Bluff is Historic and protected. These items required a very robust stormwater management plan and strictly enforced construction access. Relocation of a Bald Eagle nest was also performed. Derek was responsible for the bridge substructure design, design of custom handrails, navigational lighting, FAA lighting, MUP lights and traditional roadway lighting. Derek was also the lead coordinator for USACE, FAA, WI DNR, MN DNR and multiple abutting roadway contracts in MN and WI. He coordinated the electrical design and layout (including interior maintenance lighting), erosion control and SWPPP design and design of stormwater piping from the structure to a series of detention ponds. Derek was highly involved in public meetings, VE studies, and worked closely with a third-party QC firm performing an independent design of the main span units. Permitting required congressional approval and signature by President Obama.

**B2500: Bonner Bridge Replacement Design Build, Dare County, NC (Marc Basnight Bridge)**

**Key Personnel Role:** Senior Engineer, QC  
**Experience with Other Firm:** HDR  
**Project/Assignment Duration:** Project 2012 – 2016, Assigned 2013 - 2014  
**Owner Contact:** PCL, Jim Schneiderman, PE, [jschneiderman@flatironcorp.com](mailto:jschneiderman@flatironcorp.com), (919) 901-9004  
**Design/Construction Value:** \$254 million construction

**Project Description:** 2.8-mile bridge replacement over the Oregon Inlet between Bodie Island and Hatteras Island. The 11-span 3,550 ft long segmental construction provides nine 350-ft navigation channels (the third longest continuous segmental concrete box girder in North America). Derek was responsible for QC reviews for the structure which was designed to meet a 100-year life span, included foundation challenges associated with ever-shifting barrier islands, and included vessel impact studies associated with dredging barges. The bridge was designed with many precast elements, including segmental piers to reduce stainless steel reinforcing required on the project. An alignment paralleled the existing structure to allow for efficient delivery of materials and accelerated construction techniques.

**Maybank Highway (SC 700) Over the Stono River, Charleston, SC (Paul J Gelegotis Bridge)**

**Key Personnel Role:** Engineer, Assistant Design Manager  
**Experience with Other Firm:** HDR  
**Project/Assignment Duration:** Project 1999 – 2003, Assigned 2000 – 2001  
**Owner Contact Information:** SCDOT, Douglas McClure, [mcclurede@scdot.org](mailto:mcclurede@scdot.org), (803) 737-1535  
**Design/Construction Value:** \$41.5 million construction

**Project Description:** 7300 ft long 4-lane bridge with 65 ft vertical clearance at navigational channel. Bridge includes an intersection on structure and jughandle roadway to the marina. This bridge was the first design to include the SCDOT Seismic design criteria. Derek's responsibilities included layout and design of substructure, review final plans, coordination of four offices and subconsultants, coordination of seismic design and detailing, shop drawing reviews, design of navigational lights, coordination with the USACE and design of the fender system.

- f. 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.  
Structural Engineer is not required to be on-site. Derek will be on-site as requested.



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Tyler Satterfield, EIT Project Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Orion Marine Construction, Inc.
d.	Years of Experience: With this Firm <u>1</u> Years      With Other Firms <u>13</u> Years  Orion Marine Construction, Inc. – Project Manager, 2023 – Present Sacyr Construction USA, LLC – Bridge Construction Manager, 2020 – 2023 Archer Western Construction – Assistant Project Manager, 2015 – 2020 Archer Western Contractors – Project Engineer, 2010 – 2015
e.	Education: Georgia Institute of Technology / Atlanta, GA / Bachelor of Science / 2012 / Civil Engineering
f.	Active Registrations: 2012 / GA / Engineer In-Training/License # EIT025529
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p><b><u>Project Example No. 1</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p> <p><b>Project Description:</b></p> </div> <div style="width: 65%;"> <p><b>FDOT NASA Causeway Bridge, Titusville, FL</b></p> <p><b>Project Manager</b></p> <p>Orion Marine Construction, Inc.</p> <p>Project 2021-2025, Assigned 2023-2025</p> <p>FDOT District 5, Ty Garner, <a href="mailto:Ty.Garner@Dot.State.Fl.Us">Ty.Garner@Dot.State.Fl.Us</a>, (386) 943-5299</p> <p>\$135 Million</p> <p>This project consisted of the replacement of twin bascule bridges over Indian River going into Kennedy Space Center. The demolition and replacement included two new high span bridge and composite fender system, complete with approaches including MSE Walls, drainage, and associated roadworks. The substructure and foundation elements consisted of 1,102 ea. 30" high moment capacity concrete piles, 48 ea. Footings, 4 ea. end bents, 48 ea. Columns and caps. The total concrete substructure consists of 29,531 cubic yards. Superstructure elements consist of 312 ea. FIB 78 &amp; 96 beams, and 11,614 cubic yards of superstructure concrete. As a Project Manager, Mr. Satterfield is responsible for overall project execution, assuring all operations are performed in accordance with safety and quality standards while maintaining the project schedule. Mr. Satterfield is responsible for developing safe work plans, risk management, execution strategy, contract management and client resolutions.</p> </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p><b><u>Project Example No. 2</u></b></p> <p><b>Key Personnel Role:</b></p> <p><b>Experience with Current Firm:</b></p> <p><b>Project/Assignment Duration:</b></p> <p><b>Owner Contact Information:</b></p> <p><b>Design/Construction Value:</b></p> <p><b>Project Description:</b></p> </div> <div style="width: 65%;"> <p><b>FDOT SR-23 First Coast Expressway from SR 21 to North SR 16, Jacksonville, FL</b></p> <p><b>Bridge Construction Manager</b></p> <p>Sacyr Construction USA, LLC.</p> <p>Project 2019-2023, Assigned 2020-2023</p> <p>FDOT District 2, Joaquin Olivella, <a href="mailto:Joaquin.Olivella@Dot.State.Fl.Us">Joaquin.Olivella@Dot.State.Fl.Us</a>, (352) 381-4214</p> <p>\$229 Million</p> <p>The project consisted of the construction of 10.5 miles of new multi-lane, limited access tolled roadway to State Road 23. The scope of work includes twenty-six (26) new bridges and twenty-six (26) new MSE walls along with four (4) double barrel box culverts. The roadways consist of mixed stabilization with lime rock base and asphalt roadway. The new roadway embankment consists of 4.3 MM CY of import material along with 2.7 MM of excavation and placement from project ponds to combine a total of 7 MM CY embankment. As a Bridge Construction Manager, Mr. Satterfield was responsible for owner representative coordination, project scheduling,</p> </div> </div>

equipment management, monthly P&L reports, shop drawing review and coordination, work coordination and planning, production analysis, material buyout, and procuring contracts/change orders.

**Project Example No. 3**                      **FDOT I-95 / I-10 Improvements (Fuller Warren), Jacksonville, FL**  
**Key Personnel Role:**                      **Assistant Project Manager**  
**Experience with Current Firm:** Archer Western Construction  
**Project/Assignment Duration:** Project 2018-2020, Assigned 2018-2020  
**Owner Contact Information:** FDOT District 2, Brian Kirts, [Brian.Kirts@Dot.State.Fl.Us](mailto:Brian.Kirts@Dot.State.Fl.Us),  
(904) 360-5502  
**Design/Construction Value:** \$122 Million

**Project Description:**

This project consisted of the design and construction of the new Fuller Warren SUP Bridge (Shared Use Path), the widening of the existing Fuller Warren Bridge, and the I-95/I-10 Interchange Improvements. As an Assistant Project Manager, Mr. Satterfield was responsible for owner representative coordination, scheduling, equipment management, monthly P&L reports, shop drawing review and coordination, work coordination and planning, production analysis, material buyout, and procuring contracts/change orders.

**Project Example No. 4**                      **FDOT Overland Bridge Viaduct, Jacksonville, FL**  
**Key Personnel Role:**                      **Assistant Project Manager / Project Engineer**  
**Experience with Current Firm:** Archer Western Contractors  
**Project/Assignment Duration:** Project 2013-2018, Assigned 2013-2018  
**Owner Contact Information:** FDOT District 2, Brian Kirts, [Brian.Kirts@Dot.State.Fl.Us](mailto:Brian.Kirts@Dot.State.Fl.Us),  
(904) 360-5502  
**Design/Construction Value:** \$160 Million

**Project Description:**

This project consisted of the design and construction of the replacement of the I-95 Overland Bridge. Additional improvements within the project limits included the reconstruction of I-95, reconstruction of the southbound collector/distributor (CD) road, construction of a new northbound CD road, construction to convert a partial interchange to a full interchange providing all traffic movements between I-95, Atlantic Blvd. and Philips Hwy., and realignment of Atlantic Blvd. in the vicinity of I-95. The improvements required the construction of fourteen (14) new bridges and three (3) bridge widenings. As an Assistant Project Manager and or Project Engineer, Mr. Satterfield was responsible for scheduling, equipment management, monthly P&L reports, shop drawing review and coordination, work coordination and planning, production analysis, material buyout, and procuring contracts/change orders.

**Project Example No. 5**                      **FDOT US-1 Over San Sebastian River, St. Augustine, FL**  
**Key Personnel Role:**                      **Project Engineer**  
**Experience with Current Firm:** Archer Western Contractors  
**Project/Assignment Duration:** Project 2012-2013, Assigned 2012-2013  
**Owner Contact Information:** FDOT District 2, Jeff Williams, [Jeff.Williams@Dot.State.Fl.Us](mailto:Jeff.Williams@Dot.State.Fl.Us),  
(386) 312-4831  
**Design/Construction Value:** \$13 Million

**Project Description:**

Project consists of the replacement of the existing San Sebastian River Bridge and adjoining concrete pavement on SR-5 (US-1). As a Project Engineer, Mr. Satterfield was responsible for shop drawing review and coordination, work coordination and planning, production analysis, procuring contracts, and material buyout.

- 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.  
Tyler Satterfield is currently assigned to the FDOT NASA Causeway Bridge project in Titusville, FL as the project manager. The NASA Causeway Bridge is scheduled to be completed by March 2025, prior to the beginning of this project. For the duration of construction, Mr. Satterfield will be dedicated solely to managing the construction of the Project, shall have no other assigned Project responsibilities, and shall not be utilized on any other projects.

# **APPENDIX B**

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## WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER (SECTION 3.5.1)






B



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Lead Contractor: MasTec Civil, LLC



a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’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
Name: <b>SR-90 Tamiami Trail</b>  <b>Next Step Bridges</b>  Delivery Method: DB  Location: Miami, FL	Name: <b>Condotte America, LLC</b>  MasTec Civil, LLC (formerly Condotte America, LLC) as  Lead Contractor  Stantec. as Lead Designer & Engineer of Record	Name of Owner: Florida Department of Transportation  Project Manager: Mario Cabrera, P.E.  Phone: (305) 216-4962  Email: <a href="mailto:mario.cabrera@dot.state.fl.us">mario.cabrera@dot.state.fl.us</a>	<div>Design &amp; Construction</div> <div>Completion: 05/2019</div>	\$73,201	\$73,201
g. Narrative describing the work performed by A. 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.					
<div><b>Description of the Work</b></div> <p>MasTec Civil successfully delivered this 2.3-mile-long design-build bridge project on budget and schedule for the FDOT. The total project length roadway and bridge is 3.3 miles, with a bridge length of 2.3 miles, consisting of a 2-lane roadway. The primary objective of the project was to re-establish a hydraulic connection (north to south), thereby allowing increased water conveyance into Everglades National Park. Specifically, this project replaced the existing Tamiami Trail roadway bed with 2.3 miles of bridges to allow the future flow of water from the portion of the Everglades north of Tamiami Trail to the Shark River Slough to the south of the highway with the objective of restoring the historic hydrologic flow to the southern Everglades.</p> <p>The western bridge approach of Bridge-1 is located east of the Osceola Camp and the eastern bridge approach of Bridge-2 is located west of the Airboat Association/Frog City. The bridges created conveyance openings by removing sections of the existing highway corresponding to the locations of the new bridge spans. The bridges were constructed on a centerline approximately 50 feet south of the centerline of the existing roadway in order to maintain motor vehicle traffic during bridge construction. The project also included the construction of the approaching roadways, drainage and retention systems, utility coordination, and canal excavation.</p>		<div><b>Relevant Features:</b></div> <div><div>✓</div>Design-Build Work in Marine Environment</div> <div><div>✓</div>Limited Site Access</div> <div><div>✓</div>Maintenance of Traffic</div> <div><div>✓</div>Complicated Sequencing</div> <div><div>✓</div>Extreme Environmental Sensitivity</div> <div><div>✓</div>Expedited Schedule</div> <div><div>✓</div>ACEC Environmental Award</div> <div><div>✓</div>ACEC Engineering Excellence Award</div>			

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Lead Contractor: MasTec Civil, LLC

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’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
Name: <b>Palmetto Expressway</b>  <b>Section 5 Project</b>  Delivery Method: DBF  Location: Miami, FL	Name: <b>Community/Condotte/de Moya JV</b>  MasTec Civil, LLC (formerly Condotte America, LLC) as Lead Contractor	Name of Owner: Florida Department of Transportation  Project Manager: Mario Cabrera, P.E.  Phone: (305) 640-7445  Email: <a href="mailto:mario.cabrera@dot.state.fl.us">mario.cabrera@dot.state.fl.us</a>	  08/2009  09/2016	  \$568,700	  \$568,700
g. Narrative describing the work performed by A. 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.					
<p><b>Description of the Work</b></p> <p>For the Palmetto Expressway Section 5 Project, the Design-Build-Finance team reconstructed the SR 826/Flagler Street and SR 836/NW 72nd Avenue Interchanges with improvements along SR 826 at the SR 836 Interchange. All existing bridges between the limits of the project were replaced, except the SR836 mainline bridges over the CSX/FEC railroad bridges and the widening of the existing SR 836 eastbound to the exit ramp to NW 57th Ave. The project also included new drainage, lighting, ITS, signalization, signing, and pavement marking improvements. MasTec Civil (formerly Condotte America) was a Joint Venture member charged with the construction of critical works including the substructure of the segmental bridge flyovers, complete FIB and Steel Plate Girder beam bridges, curved steel bridge over NW 12 Street, earthwork, MSE walls, temporary sheet pile walls, large diameter pipe culverts, drainage, utility (water and force mains) and MOT crews. Work required significant coordination with the FAA and CSX Railroad.</p>		<div></div> <p><b>Relevant Features</b></p> <ul style="list-style-type: none"><li>✓ Design-Build</li><li>✓ High-Level Bridge</li><li>✓ Bridge Demolition</li><li>✓ Limited Site Access</li><li>✓ Design and construction of major interstate project while managing traffic</li><li>✓ MasTec &amp; BCC worked together</li><li>✓ Complicated Sequencing</li><li>✓ Expedited Schedule</li><li>✓ ASBI Award of Excellence</li></ul>		<div></div>	
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s performance on the project to identify As with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Cost/Schedule – The FDOT developed four bid priorities for the project. Each bid priority added additional scope to the base project. Our team was the only team able to deliver the highest bid priority (full desired scope) under FDOT’s budget of \$559 Million. This benefited FDOT as the client as well as the traveling public, eliminating the need for future projects in the interchange that would have completed the desired improvements. Our team’s innovations also significantly reduced the construction duration from FDOT’s maximum allowed duration of 3500 calendar days to 1925 days.					
i. Quality Initiatives. Discuss A’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 Team’s Quality Management Plan (QMP) included both design and construction components and specified the processes that all team members had to rigorously and systematically implement to ensure project elements conformed to the necessary standards and specifications.					
The result of properly implementing our Quality Management Plan was a project that met all requirements, was appropriate for the intended purpose, and was constructed with high quality materials. The Team was so confident in its ability to deliver a quality product that we substantially increased warranty periods and guaranteed additional features beyond the requirements of the RFP.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A shall provide a detailed explanation below. MasTec Civil, LLC responds “no” to each of these questions.					



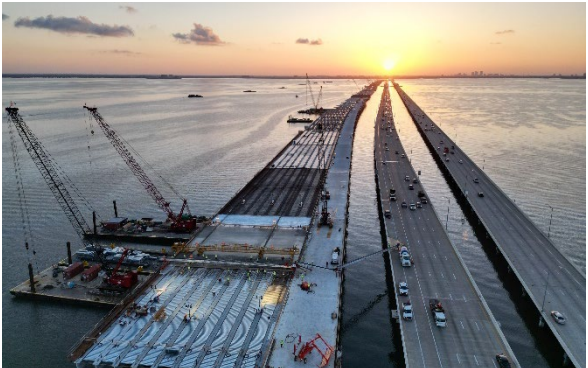



**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Major Subcontractor: Orion Marine Construction, Inc. (“Orion”)**

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: FDOT (E7H56)  Pinellas Bayway Bridge  Replacement  Delivery Method: DBB  Location: St. Petersburg, FL	Name:  Orion Marine Construction, Inc. (Contractor)	Name of Owner: FDOT – District 7  Project Manager: Zachary Adams  Phone: (727) 864-5464  Email: Zachary.Adams@Dot.State.Fl.Us	  01/2012  11/2014	  \$ 41,734	  \$ 31,158
g. Narrative describing the work performed by A or B. 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 B was the lead designer or a sub-consultant.					
<div>Construction of new 65' clearance High Level Bridge Structure replacing existing bascule bridge includes 0.815 miles of roadway improvement and 0.493 miles of fixed high-level bridge construction on SR 682.  In addition, shoulder and drainage work along Interstate 275 is included under this contract.</div> <div><b>ORION RELEVANT SCOPE OF WORK INCLUDES:</b><ul style="list-style-type: none"><li>• High-Level Bridge</li><li>• Work in Marine Environment</li><li>• Bridge Demolition</li><li>• Limited Site Access</li><li>• Maintenance of Traffic</li><li>• Complicated Sequencing</li><li>• Environmental Sensitivity of Concerns</li><li>• Expedited Schedule</li><li>• FICE Award &amp; FTBA Award – Best in Construction Major Bridge 2015</li></ul></div> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs 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.					
Orion Marine Construction, Inc. (“Orion”) received a FICE award as well as an FTBA award as Best in Construction Major Bridge Award 2015. Orion’s approach of partnering with FDOT District 7 and all stakeholders played a major role in successfully completing the Project on time and on budget.					
i. Quality Initiatives. Discuss A’s or B’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.					
Throughout the Project, Orion Marine Construction, Inc. (“Orion”) worked closely with the FDOT District 7 to resolve issues in a timely and effective manner.					
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.					
Orion Marine Construction, Inc. responds “no” to each of these questions.					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

[Name of Lead Contractor/Major Subcontractor – Use for all A fields   OR   Lead Designer/Major Sub-consultant – Use for all B fields]

a. . Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: Howard Frankland Bridge  Delivery Method: DB  Location: Tampa, FL	Name:  <b>BCC Engineering, Inc.</b> as  Lead Designer  & Engineer of Record	Name of Owner: Florida Department of Transportation  District 7  Project Manager: Liz Winters, PE  Phone: (813) 975-6169  Email: elizabeth.winter@dot.state.fl.us	   Design Completed: 6/22/21  Construction Complete: 03/25	   \$871,296	   \$28,372
g. Narrative describing the work performed by A or B. 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 B was the lead designer or a sub-consultant.					
<p>The primary goal of this high-profile design-build project is to replace the existing northbound (1959) bridge to add capacity and alleviate traffic congestion on the most traveled bridge across the Tampa Bay. The new bridge will provide four general purpose lanes and two tolled express lanes in each direction. This high-profile design-build project includes the design and construction of the new southbound I-275 (SR 93) Howard Frankland Bridge over Tampa Bay and the removal of the existing northbound bridge built in the 1960s. The existing southbound bridge will be converted to handle northbound traffic. The project undertakes major additions and changes to the existing roadway system by adding express lanes, improving existing roadways, enhancing safety, adding capacity and mobility, and accommodating future light rail. The new bridge is over 3 miles long, located in a highly sensitive environment, subject to vessel collision forces, and has unique challenging soil conditions. The following are some highlights of the new bridge structure:</p> <div><div><ul style="list-style-type: none"><li>• Largest bridge in the state of Florida with over 2.6 million square feet of bridge deck area</li><li>• 113 spans consisting of 1726 Florida-I beams totaling over 241,000 LF</li><li>• 44 hammerhead piers for the high-level spans, and 180 multi-column piers for the low-level spans</li><li>• 3006 ~ 30-inch square prestressed concrete piles with varying lengths of 62 ft to 220 ft.</li><li>• Designed for vessel collision forces up to 2000 kips</li><li>• Provides a shared-use path connecting Pinellas and Hillsborough Counties</li><li>• Four intermediate full span highly aesthetic scenic overlooks to enhance the pedestrian experience</li><li>• The bridge will have a barrier separated 12 ft wide shared-use path for bicyclists and pedestrians on the north side.</li><li>• Pier mounted overhead sign structures</li><li>• 13,000 LF of anchored bulk-head wall</li></ul></div><div><p>The project also includes two single-span shared use path bridges, a 1040 ft long elevated walkway structure, temporary and permanent walls, overhead sign structures, and toll facilities. BCC was the Lead Designer for this project and provided design services for Structures, Roadway, Drainage, Lighting, ITS, Utilities, Signing &amp; Pavement Markings, Maintenance of Traffic and Environmental Permitting.</p></div><div></div></div> <div>h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs 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.</div> <div>This project has not been completed yet, but it is currently on budget and on time, and on track to be completed by Spring of 2025.</div> <div>i. Quality Initiatives. Discuss A’s or B’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.</div> <div>This project has been constructed with the highest quality. Weekly meetings between the Designer, Contractor, FDOT, and major subcontractors serve as a means to collaborate on the project and address issues to minimize negative affects to the project.</div> <div>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.</div> <div>BCC responds “no” to each of these questions.</div>					


**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**[Name of Lead Contractor/Major Subcontractor – Use for all A fields   OR   Lead Designer/Major Sub-consultant – Use for all B fields]**

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: <b>Palmetto Expressway</b>  <b>Section 5 Project</b>  Delivery Method: DBF  Location: Miami, FL	Name:  <b>BCC Engineering, Inc.</b> as  Lead Designer  & Engineer of Record	Name of Owner: Florida Department of Transportation  District 6  Project Manager: Mario Cabrera, PE  Phone: (305) 640-7445  Email: mario.cabrera@dot.state.fl.us	Design Completed: 08/2009  Construction Completed: 09/2016	\$568,000	\$34,371
<div><div><div>JOINT EXPERIENCE W/ MASTEC</div></div></div> <p>g. Narrative describing the work performed by A or B. 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 B was the lead designer or a sub-consultant.</p> <div><div><p>In the heart of Miami-Dade County, this \$559 million-dollar design-build project, known as "Palmetto Section 5" consisted of the reconstruction of one of the busiest interchanges in Florida. This project reconstructed the existing SR 826 / SR 836 system to system interchange to a modern 4-level interchange to achieve the primary objective of increasing capacity along the Palmetto Expressway (SR 826) and the Dolphin Expressway (SR 836) while enhancing existing ramp connections and creating connections that did not exist before. The SR 826/SR 836 Interchange is a four-level System-to-System Interchange with direct connectors that provide for traffic movements in all directions between the two expressways. The project also included the reconstruction of two service interchanges, the reconstruction of NW 12th Street and the realignment of the North Line Canal. The project included 47 new bridge structures (four Concrete Segmental Flyovers, seven Steel Plate Girder, and 36 FIB) as well as an extensive amount of permanent and temporary walls, and sign structures. Responsibilities included the design of 21 Bridges (19 Florida-I Beam (FIB) Bridges – Category 1 and 2-Steel Plate Girder Bridges - Category 2), MSE walls up to 40 feet in height, temporary walls, anchored bulkhead walls for the realignment of the Northline Canal, and over 40 overhead sign structures. The Florida-I Beam (FIB) bridges utilized all different types of Florida-I Beam sizes and bridges consisting of single span and multi-span bridges with span lengths varying between 71 feet to 170 feet. Several bridges were complete replacements of the existing bridges and required phased construction. The launching gantries became a symbol of this great project and of the ingenuity of the BCC Team and allowed BCC to build the project without shutting down the facility.</p></div><div></div></div> <p>h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs 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> <p>BCC developed a concept that allowed providing FDOT \$276 million in savings over the Department’s. Design innovations, coupled with a well-executed construction plan, allowed to reduce the schedule from 3,500 days to 1,925 days.</p> <p>i. Quality Initiatives. Discuss A’s or B’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> <p>The design team set up a schedule of values with budget milestones based on plans deliverables. This was tracked on a monthly basis. The design schedule was included in the baseline schedule for the project and monthly schedule updates were provided to the Owner. These updates required assigning percent completion to individual design tasks. This exercise resulted in constant refinement of the design schedule based on the needs of the Contractor and resource availability. At the onset of the design phase, the Team held weekly internal meetings a few days prior to our regularly scheduled progress meetings with the FDOT. The agenda at these meetings revolved around addressing internal issues, resolving Department comments, Quality Assurance Constructability audits, etc., and assured that documents were ready before submittal to the Department.</p> <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. BCC responds “no” to each of these questions.</p>					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

[Name of Lead Contractor/Major Subcontractor – Use for all A fields   OR   Lead Designer/Major Sub-consultant – Use for all B fields]

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: Gandy Boulevard  Delivery Method: DB  Location: Pinellas County, FL	Name:  <b>BCC Engineering, Inc.</b> as  Lead Designer  & Engineer of Record	Name of Owner: FDOT District 7/Condotte/DeMoya Joint  Venture  Project Manager: Allan Urbonas, PE  Phone: (813) 975-6000  Email: allan.urbonas@dot.state.fl.us	Design Completed: 08/2014  Construction Completed: 08/2022	\$84,000	\$5,790
g. Narrative describing the work performed by A or B. 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 B was the lead designer or a sub-consultant.					
Gandy Boulevard (SR 694) is an east/west urban principal arterial in Hillsborough and Pinellas counties. It is part of the National Highway System and Florida’s Strategic Intermodal System (SIS) and is a designated hurricane evacuation route. The primary objective of this project is to improve east/west traffic flow through the design and reconstruction of Gandy Boulevard in Pinellas County from east of I-275 to east of 4th Street North to provide a four to six lane Controlled Access Facility. Improvements include grade-separated interchanges, frontage roads, the replacement of the existing box culvert on 4th Street North at Tinney Creek, new drainage, and sidewalks, as well as other work. Structural improvements include six new bridge structures consisting of twin single span FIB bridges, twin 8-span FIB bridges, and twin 2-span curved continuous steel plate girder bridges. The steel bridges are supported by a severely skewed continuous 2-span integral steel straddle cap. BCC Engineering is the Prime Designer for this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs 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.					
Innovative design resulted in a \$37M savings to FDOT. BCC efficiently responded to all contractor RFIs within 48 hours.					
i. Quality Initiatives. Discuss A’s or B’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.					
<ul style="list-style-type: none"><li>• BCC’s quality was demonstrated as this project did not include any claims, disputes, or litigation.</li><li>• Constant coordination with Sub to ensure no conflicts.</li><li>• Held monthly team meetings during construction. Held weekly meetings during design, including separate structure weekly calls.</li></ul>					
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.					
BCC responds “no” to each of these questions.					



# APPENDIX C

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## WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER (SECTION 3.5.2)



### 3.5.2 QUALITY OF PAST PERFORMANCE

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

### Key Individual Or Firm Legal Standing

Name	Last 5 Years			
	Suspended	Debarred	Disqualified from Bidding	Ineligible to work
MasTec Civil	No	No	No	No
BCC Engineering	No	No	No	No
Brian Tolbert, PE	No	No	No	No
Tyler Satterfield, EIT	No	No	No	No
Ariel Millan, PE	No	No	No	No
Derek Staton, PE	No	No	No	No



# APPENDIX D

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## LEGAL AND FINANCIAL







October 31, 2024

Office of Project Delivery  
South Carolina Department of Transportation

***RE: Request for Financial Capacity Declaration***

To whom it may concern,  
I, Andres G. Mendoza, P.E., President and authorized representative of MasTec Civil, declare that MasTec Civil, LLC (the Proposer) has the financial capacity and the resources necessary to complete the I-95 Bridge Replacement over Lake Marion Design-Build Project as proposed in the RFQ.

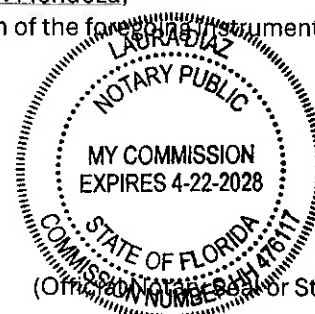
Sincerely,

A handwritten signature in blue ink, appearing to read "Andres G. Mendoza", written over a horizontal line.

Andres G. Mendoza, P.E.  
President, MasTec Civil, LLC

Notary Certification: Florida, Miami-Dade County

I, a Notary Public of the County and State aforesaid, certify that Andres G. Mendoza, personally appeared before me this day and acknowledged the execution of the foregoing instrument. Witness my hand and official seal, this 31<sup>st</sup> day of October, 2024.

A handwritten signature in blue ink, appearing to read "Laura Diaz", written over a horizontal line.  
Signature of Notary Public

(Official Notary Seal or Stamp)

My commission expires: April 22, 2028





**Jack Preston**

Managing Director  
Travelers Bond & Specialty Insurance  
Commercial Surety  
1 North Dale Mabry Highway  
Tampa, FL 33609  
(813)-357-6245  
jack.preston@travelers.com

October 25, 2024

South Carolina Department of Transportation  
955 Park Street | P.O. Box 191  
Columbia, SC 29201-3959

Re: Design Build Project I-95 Bridge Replacement over Lake Marion Project ID: P041130

Dear Sir/Madam:

It has been the privilege of Travelers Casualty and Surety Company of America ("Travelers")<sup>1</sup> to provide surety bonds for MasTec Civil, LLC. We maintain a strong surety relationship with MasTec, Inc. and its subsidiaries and have provided bid, performance and payment bonds for a wide variety of owners. They currently have single bond capacity in the \$500,000,000 range with an aggregate program of approximately \$4,000,000,000.

At their request, we will give favorable consideration to providing required bonds. Please note that the decision to issue bid, performance and payment bonds is a matter between MasTec Civil, LLC and Travelers, and will be subject to our standard underwriting at the time of each bond request, which will include but not be limited to the acceptability of the contract documents, bond forms and financing. We assume no liability to third parties or to you if for any reason we do not execute bonds.

If you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,

*Jack Preston*

Travelers Casualty and Surety Company of America

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<sup>1</sup> Travelers Casualty and Surety Company of America is rated A++ (Superior) by A.M. Best Financial Size Category XV (\$2 Billion or greater).

A.M. Best's rating of A++ applies to certain insurance subsidiaries of Travelers that are members of the Travelers Insurance Companies pool; other subsidiaries are included in another rating pool or are separately rated. For a listing of companies rated by A.M. Best and other rating services visit [www.travelers.com](http://www.travelers.com). Ratings listed herein are as of July 29, 2022, are used with permission, and are subject to changes by the rating services. For the latest rating, access [www.ambest.com](http://www.ambest.com).



South Carolina Department of Transportation

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.

#### VENDOR NAME

MASTEC CIVIL, LLC

Vendor ID:

1MA117

Date Issued:

12/29/2023

Expiration Date:

2/28/2025

Approved By:

*Matthew Gubrie*



\*\*\* It is at the discretion of this licensee to designate any employee of their company to pull permits and conduct business in their behalf.\*\*\*

\*\*\* THIS LICENSE EXPIRES ON 10/31/2026 \*\*\*

**VERIFY** the **QUALIFYING PARTY** ("Qualifier") name(s) on this license is accurate. If a Qualifier ceases to serve this license, you must notify the board in writing (mail or email) within **15 business days** for your license to remain **Active**. Failure to notify the board of a qualifier loss will result in immediate **license cancellation** and disciplinary action.

**BOTH PARTS OF THIS POCKETCARD MUST BE PRESENTED TO CONDUCT BUSINESS AT ALL TIMES. DO NOT TEAR CARD IN HALF.**

35  
MASTEC CIVIL LLC  
10790 NW 127TH STREET  
MEDLEY FL 33178

**LICENSE#: CLG.126094**

South Carolina Department of Labor, Licensing and Regulation  
**Contractor's Licensing Board**  
**GENERAL CONTRACTOR**

**MASTEC CIVIL LLC**  
10790 NW 127TH STREET  
MEDLEY FL 33178

licensed to practice in the 2-letter Classification(s) and Group# listed below:  
Grading-GD5, Bridges-BR5

**LICENSE EXPIRATION DATE: 10/31/2026**

(If this license has "Limited Building-LB", work limited to 3 stories in height)

**GENERAL CONTRACTOR**  
**LICENSE#: CLG.126094**

**MASTEC CIVIL LLC**

Initial Issue Date: 09/12/2024 - Expiration Date: 10/31/2026

Qualifier(s): **ANDRES G MENDOZA**

License Group# Limitations - \$ Amount Per Job/Project (i.e.BD"2"):

Group #1 - \$100,000 Group #2 - \$400,000 Group #3 - \$1,000,000  
Group #4 - \$3,000,000 Group #5 - \$Unlimited

*W. Mendoza*  
Board Executive

WARNING - THIS DOCUMENT CONTAINS SECURITY FEATURES LISTED ON REVERSE SIDE

**SOUTH CAROLINA DEPARTMENT OF LABOR, LICENSING AND REGULATION**  
**CONTRACTOR'S LICENSING BOARD**

**LICENSE#: CLG.126094**

**MASTEC CIVIL LLC**  
10790 NW 127TH STREET  
MEDLEY FL 33178

Has been qualified by the laws of the State of South Carolina and is duly entitled to practice as a:

**GENERAL CONTRACTOR**

for each Classification and Group Limitation listed below:

(If this license has a "Limited Building-LB" classification, work is limited to 3 stories in height)

**Grading-GD5, Bridges-BR5**

**LICENSE NUMBER: CLG.126094**

**Initial License Date: 09/12/2024**

**EXPIRATION DATE: 10/31/2026**

**Qualifying Party(s): ANDRES G MENDOZA**

**Group Limitation Amounts Per Job (i.e.BD"2"):**

Group #1 - \$100,000 Group #4 - \$3,000,000  
Group #2 - \$400,000 Group #5 - \$Unlimited  
Group #3 - \$1,000,000

*W. Mendoza*  
Board Executive

\*\*\* It is at the discretion of this licensee to designate any employee of their company to pull permits and conduct business on their behalf.\*\*\*

South Carolina Secretary of State

# Business Entities Online

File, Search, and Retrieve Documents Electronically

## MasTec Civil, LLC

Corporate Information	Important Dates
Entity Id: 00207179	Effective Date: 03/11/1992
Entity Type: Limited Liability Company	Expiration Date: N/A
Status: Good Standing	Term End Date: N/A
Domestic/Foreign: Foreign	Dissolved Date: N/A
Incorporated State: Florida	

Official Documents On File

Filing Type	Filing Date
Application for an Amended Certificate of Authority to Transact Business	03/03/2023
Application for an Amended Certificate of Authority to Transact Business	03/07/2022
Resignation of Agent or Office	03/20/2006
Change of Agent or Office	03/24/1995
Authority	03/11/1992

Former Names

Name	Filing Date
RECCHI AMERICA, INC.	N/A
Condotte America, LLC	03/07/2022



# APPENDIX E

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## ORGANIZATIONAL CONFLICT OF INTEREST





## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

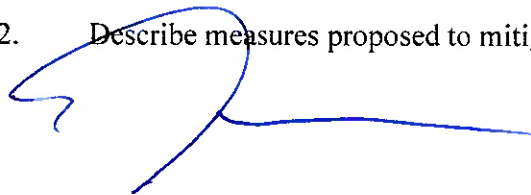
☒ Determined that no potential organizational conflict of interest exists.

☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

10/31/2024  
Date

Andres G. Mendoza, PE.

Print Name

MasTec Civil, LLC

Company

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

Name

Phone

Company

# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

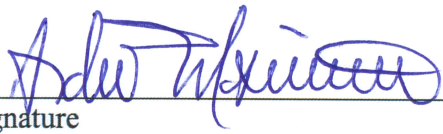
PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

  
\_\_\_\_\_  
Signature

October 28, 2024  
Date

Andrew C. Mannino, Senior Vice President - Ops.  
Print Name

Orion Marine Construction, Inc.  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

X Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

10/29/2024

Date

Ariel Millan, PE

Print Name

BCC Engineering, LLC

Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company



## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

X Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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



Signature

10/22/24

Date

Derek Staton, PE

Print Name

Carolina Transportation Engineers & Associates, PC

Company

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

Name

Phone

Company

## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

Attach additional sheets as necessary.

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

Cedric Keitt  
Signature

10-23-24  
Date

Cedric Keitt  
Print Name

Keitt Consulting LLC  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

X Determined that no potential organizational conflict of interest exists.

Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

Digitally signed by: Aaron D. Goldberg  
DN: CN = Aaron D. Goldberg email = agoldberg@smeinc.com C = US  
O = SAME OU = Geotechnical  
Date: 2024.10.23 11:57:28 -0400

Signature

Date: 10/23/2024

Aaron D. Goldberg, VP

---

Print Name \_\_\_\_\_

S&amp;ME, Inc.

Company

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

Name \_\_\_\_\_

Phone

Company



# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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


  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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

  
\_\_\_\_\_  
Signature

October 23, 2024  
Date

Linda Katelyn Henry, PE  
\_\_\_\_\_  
Print Name

Aulick Engineering, LLC  
\_\_\_\_\_  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

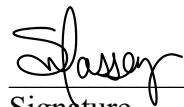
☒ Determined that no potential organizational conflict of interest exists.

☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

October 23, 2024

Date

Summer Massey

Print Name

Freehold Focus, LLC

Company

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

Name

Phone

Company

Company



## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

Jay S. Joshi  
Signature

10/29/2024  
Date

JAY SURYARAM JOSHI  
Print Name

Construction Support Services, LLC  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

X Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



\_\_\_\_\_  
Signature

10/31/2024

\_\_\_\_\_  
Date

Susan L. Thomas, AICP/Vice President

\_\_\_\_\_  
Print Name

Edwards-Pitman Environmental, Inc.

\_\_\_\_\_  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company

# APPENDIX F

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## CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST





## CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

Proposer does not consider any part of this proposal confidential.

# APPENDIX G

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## ADDENDUM RECEIPT FORM(S)



6



South Carolina  
Department of Transportation

## NOTICE OF RECEIPT

**I-95 over Lake Marion**

**Design-Build Project - Project ID P041130  
Clarendon and Orangeburg Counties**

### Addendum 1

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

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

#### Confirmation Statement:

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

PROPOSER's Signature

10/31/2024

Date

Andres G. Mendoza, PE.

Printed Name

For: MasTec Civil, LLC

Design-Build Team Name





## NOTICE OF RECEIPT

**I-95 over Lake Marion  
Design-Build Project - Project ID P041130  
Clarendon and Orangeburg Counties**

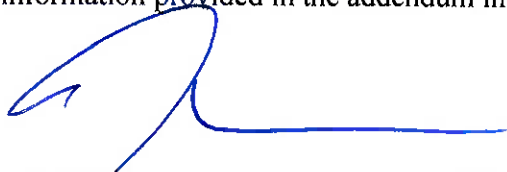
### Addendum 2

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

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

#### Confirmation Statement:

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



\_\_\_\_\_  
PROPOSER's Signature

10/31/02024

\_\_\_\_\_  
Date

\_\_\_\_\_  
Andres G. Mendoza, PE.

\_\_\_\_\_  
Printed Name

For: MasTec Civil, LLC

\_\_\_\_\_  
Design-Build Team Name



# APPENDIX H

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



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
<a href="mailto:judy.solaun@dot.state.fl.us">judy.solaun@dot.state.fl.us</a>	Judy	Solaun-Gonzalez		SR 826 Improvements Palmetto Section 2 Design Build		Mastec Civil and BCC Engineering
<a href="mailto:mario.cabrera@dot.state.fl.us">mario.cabrera@dot.state.fl.us</a>	Mario	Cabrera		Reconstruction of SR 826 and SR 836 Interchange - Section 5 Improvements Design-Build		Mastec Civil and BCC Engineering
<a href="mailto:allan.urbonas@dot.state.fl.us">allan.urbonas@dot.state.fl.us</a>	Allan	Urbonas		Design-Build for SR 694 (Gandy Boulevard) from 9th St. North to East to 4th St. N.		Mastec Civil and BCC Engineering
<a href="mailto:judy.solaun@dot.state.fl.us">judy.solaun@dot.state.fl.us</a>	Judy	Solaun-Gonzalez		SR 826 & I-75 Express Lanes Design-Build		Mastec Civil and BCC Engineering
<a href="mailto:beata.stys-palasz@dot.state.fl.us">beata.stys-palasz@dot.state.fl.us</a>	Beata	Stys-Palasz		Interstate 4 Widening From SR 44 to east of I-95 Design Build		Mastec Civil and BCC Engineering
<a href="mailto:winncl@scdot.org">winncl@scdot.org</a>	Craig	Winn		I-95 Widening MM 0 to 8 Design Build US 278 Corridor Improvements		Carolina TEA   S&ME   Aulick   Three Oaks
<a href="mailto:klrogers@ncdot.gov">klrogers@ncdot.gov</a>	Keith	Rogers		NCDOT Western Division On Call		Carolina TEA   Three Oaks
<a href="mailto:bhiones2@ncdot.gov">bhiones2@ncdot.gov</a>	Brandon	Jones		NCDOT SPSF On Call		Carolina TEA   Three Oaks
<a href="mailto:DixBD@scdot.org">DixBD@scdot.org</a>	Brian	Dix		S-55 over Twelvemile Creek		Carolina TEA   Aulick   Edwards Pitman
<a href="mailto:sharpeed@scdot.org">sharpeed@scdot.org</a>	Edwin	Sharpe		S-26 Bridge over Horton Creek		Carolina TEA   Aulick   Edwards Pitman
<a href="mailto:ahoenig@dot.ga.gov">ahoenig@dot.ga.gov</a>	Andrew	Hoenig		SR 25 Bridge over Savannah River and Middle River Design Build		BCC   Edwards Pitman
<a href="mailto:nguiford@dot.ga.gov">nguiford@dot.ga.gov</a>	Nona	Guilford		US 280 over Lake Blackshear		BCC   Edwards Pitman
<a href="mailto:reynoldsbs@scdot.org">reynoldsbs@scdot.org</a>	Brad	Reynolds		I-85 Widening MM 77-84 Design Build		BCC   Carolina TEA   Three Oaks   Keitt
<a href="mailto:bostictl@scdot.org">bostictl@scdot.org</a>	Tameika	Bostic		S-349 Bridge Replacement over Sandy Branch		BCC   Carolina TEA   Aulick   Keitt
<a href="mailto:edwardstc@scdot.org">edwardstc@scdot.org</a>	Tony	Edwards		S-258 Bridge Replacement over Thorntree Creek		BCC   Carolina TEA   Aulick   Keitt
<a href="mailto:MOSTE@charleston-sc.gov">MOSTE@charleston-sc.gov</a>	Edmund	Most	Brian Tolbert	Ashley River Pedestrian Bridge DB Project, Charleston, SC	Project Director	MasTec Civil
<a href="mailto:MattoxIH@scdot.org">MattoxIH@scdot.org</a>	Daniel	Burton	Brian Tolbert	Port Acces Rod DB Project, North Charleston, SC	Project Director	MasTec Civil
<a href="mailto:rstewart@utah.gov">rstewart@utah.gov</a>	Robert	Stewart	Brian Tolbert	I-15 Corridor Expansion (CORE) DB Project, Lehi, UT	Deputy Project Manager	MasTec Civil
<a href="mailto:Ty.Garner@dot.state.fl.us">Ty.Garner@dot.state.fl.us</a>	Ty	Garner	Tyler Satterfield	FDOT NASA Causeway Bridge, Titusville, FL	Project Manager	Orion Marine Construction, Inc.
<a href="mailto:Joaquin.Olivella@dot.state.fl.us">Joaquin.Olivella@dot.state.fl.us</a>	Joaquin	Olivella	Tyler Satterfield	FDOT SR-23 First Coast Expressway, Jacksonville, FL	Bridge Construction Manager	Orion Marine Construction, Inc.
<a href="mailto:Brian.Kirts@dot.state.fl.us">Brian.Kirts@dot.state.fl.us</a>	Brian	Kirts	Tyler Satterfield	FDOT I-95 / I-10 Improvements (Fuller Warren), Jacksonville, FL	Assistant Project Manager	Orion Marine Construction, Inc.
<a href="mailto:Brian.Kirts@dot.state.fl.us">Brian.Kirts@dot.state.fl.us</a>	Brian	Kirts	Tyler Satterfield	FDOT Overland Bridge Viaduct, Jacksonville, FL	Assistant Project Manager / Project Engineer	Orion Marine Construction, Inc.
<a href="mailto:Jeff.Williams@dot.state.fl.us">Jeff.Williams@dot.state.fl.us</a>	Jeff	Williams	Tyler Satterfield	FDOT US-1 Over San Sebastian River, St. Augustine, FL	Project Engineer	Orion Marine Construction, Inc.

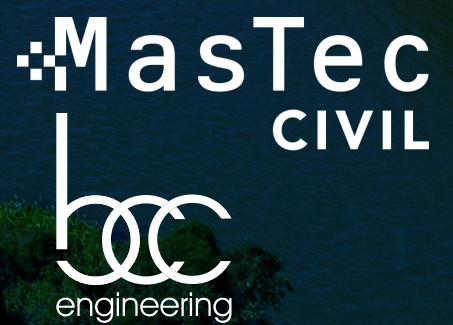




Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
<a href="mailto:grovesme@scdot.org">grovesme@scdot.org</a>	Megan	Groves	Derek Staton	US278 Corridor Improvements, Beaufort County, SC	Structures Lead (Phase 1), QC and Risk Management (Phase 2)	Carolina Transportation Engineers & Associates, PC (CTEA)
<a href="mailto:grovesme@scdot">grovesme@scdot</a>	Megan	Groves	Derek Staton	I-95 Widening MM 0 to MM 8, Jasper County, SC	Structures Design, QC and Risk Management	Carolina Transportation Engineers & Associates, PC (CTEA)
<a href="mailto:kevin.western@state.mn.us">kevin.western@state.mn.us</a>	Kevin	Western	Derek Staton	St. Croix River Crossing, Oak Park Heights, MN	Design Manager, Engineer of Record - Structures	Carolina Transportation Engineers & Associates, PC (CTEA)
<a href="mailto:jschneiderman@flatironcorp.com">jschneiderman@flatironcorp.com</a>	Jim	Schneiderman	Derek Staton	B2500: Bonner Bridge Replacement Design Build, Dare County, NC	Senior Engineer, QC	Carolina Transportation Engineers & Associates, PC (CTEA)
<a href="mailto:mcclurede@scdot.org">mcclurede@scdot.org</a>	Douglas	McClure	Derek Staton	Maybank Highway (SC 700) Over the Stono River, Charleston, SC	Engineer, Assistant Design Manager	Carolina Transportation Engineers & Associates, PC (CTEA)
<a href="mailto:elizabeth.winter@dot.state.fl.us">elizabeth.winter@dot.state.fl.us</a>	Liz	Winters	Ariel Milan	Howard Frankland Bridge	Principal in Charge	BCC Engineering
<a href="mailto:judy.solaun@dot.state.fl.us">judy.solaun@dot.state.fl.us</a>	Judy	Solaun-Gonzalez	Ariel Milan	SR 826 & I-75 Express Lanes Design-Build	Project Manager/Engineer-of-Record	BCC Engineering
<a href="mailto:mario.cabrera@dot.state.fl.us">mario.cabrera@dot.state.fl.us</a>	Mario	Cabrera	Ariel Milan	Reconstruction of SR 826 and SR 836 Interchange - Section 5 Improvements Design-Build	Design Engineer	BCC Engineering   Mastec Civil
<a href="mailto:mario.cabrera@dot.state.fl.us">mario.cabrera@dot.state.fl.us</a>	Mario	Cabrera		SR-90 Tamiami Trail Next Step Bridges		Mastec Civil
<a href="mailto:Zachary.Adams@dot.state.fl.us">Zachary.Adams@dot.state.fl.us</a>	Zachary	Adams		Pinellas Bayway Bridge Replacement		Orion Marine Construction
<a href="mailto:elizabeth.winter@dot.state.fl.us">elizabeth.winter@dot.state.fl.us</a>	Liz	Winters		Howard Frankland Bridge		BCC Engineering







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