



STATEMENT OF QUALIFICATIONS

**US 1 OVER I-20 INTERCHANGE  
IMPROVEMENT DESIGN-BUILD  
PROJECT ID P030711**

LEXINGTON COUNTY, SC  
MAY 29, 2019

Electronic Submittal Copy

Submitted By:



## 3.2 INTRODUCTION

**3.2.1 Contracting Entity** | Balfour Beatty Infrastructure, Inc. (Balfour Beatty) will be the contracting entity responsible for the successful delivery of the US 1 over I-20 Interchange Improvement Design-Build Project (Project ID P030711) in Lexington County, SC. The business is owned by Balfour Beatty PLC out of the UK, which has been in operation since 1909. Balfour Beatty has been working in South Carolina since 2000 as major civil contractor with capacity to do both major roadway and structure projects. Balfour Beatty will manage this project out of its office in Charlotte, NC. Reference **3.2.2 & 3.2.3** below for contact information.




### **3.2.2 Proposer Points of Contact & 3.2.3 Full Legal Names of Lead Contractor and Lead Designer** |

The Balfour Beatty/AMT team's two points of contact for the procurement process with SCDOT will be Project Manager, Keith Nixon and Lead Design Engineer, Stephen Roberts, PE, DBIA. Balfour Beatty will serve as the Lead Contractor and AMT will serve as the Lead Designer for the Project.

<b>Balfour Beatty</b>	<b>AMT</b>
<b>Balfour Beatty Infrastructure, Inc. (Balfour Beatty)</b> <a href="#">Keith Nixon</a> , Project Manager 430 Eastwood Road, Wilmington, NC 28403 910-452-1145 (office)   910-231-4636 (cell) <a href="mailto:knixon@balfourbeattyus.com">knixon@balfourbeattyus.com</a>	<b>A. Morton Thomas and Associates, Inc. (AMT)</b> <a href="#">Stephen Earl Roberts, PE, DBIA</a> , Lead Designer 6131 Falls of Neuse Road, Suite 106, Raleigh, NC 27609 919-855-9989 (office)   919-637-7822 (cell) <a href="mailto:sroberts@amtengineering.com">sroberts@amtengineering.com</a>

**3.2.4 Commitment of Key Individuals** | Our key individuals are fully committed to this project, meeting all SCDOT quality and schedule expectations, and will remain available throughout the project's life.

### **Benefits of the Balfour Beatty /AMT Team**

	<b>Innovative Project Delivery.</b> Balfour Beatty is committed to early delivery of the project and has a proven record of innovative project delivery (See <a href="#">Appendix B</a> ). In 2010, Balfour Beatty received the AASHTO Innovative Management award for the Morganton Road project in Fayetteville, North Carolina. This was accomplished by working with the owner to develop an innovative strategy that accelerated the schedule by 18 months.
	<b>Commitment to SCDOT.</b> All members of the Balfour Beatty/AMT Team are committed to this important project and to the long-term success of SCDOT and citizens of South Carolina. Our proposed QC Manager lives in Lexington County and has a personal vested interest in the project. More than 60 of our team members work within 5 miles of the project site and travel the corridor frequently.
	<b>Proven Performance.</b> Our Team's Key Staff have designed and constructed over \$3 Billion worth of Design-Build projects in North Carolina, South Carolina, and Georgia. Balfour Beatty has delivered a dozen similar projects in the Carolinas and nearly 100 nationwide. These high-volume traffic projects were completed safely and successfully with minimal interference to the traveling public.



### 3.3 TEAM STRUCTURE & PROJECT EXECUTION

#### 3.3.1 Organizational Chart, Team Structure, & Team Integration | The organizational chart shown in

**Figure 1** reflects the functional structure of our Team. It is structured to provide effective communication and rapid response and coordination while respecting the independent roles of those responsible for quality, safety, and environmental compliance. It identifies our executive support team, key individuals, critical support roles, and expert Task Force Groups that will focus specifically on the challenges of Maintenance of Traffic and Right-of-Way acquisition.

#### Team DUNS Numbers

<b>Balfour Beatty:</b>	78-305-9078	<b>AMT:</b>	03-879-0275	<b>Arcadis:</b>	08-150-9838
<b>CALYX:</b>	86-093-0239	<b>Terracon:</b>	07-868-1916	<b>TELICS:</b>	04-191-2254

**Functional Relationships** | The functional relationships of our organization are shown graphically on the organizational chart. However, there are several significant roles and relationships that warrant further discussion. Our **Executive Support Team** includes Mark Jonnie (Balfour Beatty), Joe Reed (Balfour Beatty), and Mike Wiercinski, PE, PS (AMT). They will ensure the project is assigned the necessary resources and provide oversight of the critical functions of quality, safety, and environmental compliance. Our Team's Project Manager, [Keith Nixon](#), will report to SCDOT and to our Executive Support Team. Reporting directly to Keith will be [Josh Sommer, PE](#) (Balfour Beatty) and [Stephen Roberts, PE, DBIA](#) (AMT). Stephen and Josh will work closely and coordinate regularly for the duration of the project.

Tony Laws, PE will serve as Deputy Design Manager. Tony has a long history of successfully working with Balfour Beatty and is located in close proximity to the project and SCDOT headquarters in Columbia.

Our Team is also proposing **Task Force Groups** to focus on the challenges of Maintenance of Traffic and Right-of-Way. These groups will be comprised of individuals from design and construction as well as a SCDOT representative. This ensures the Department will have direct involvement in these critical functions. To further promote integration as



a complete Team, we propose **partnering** meetings with invitations being extended to SCDOT and third-party stakeholders such as utility owners. **The goal of these meetings is to arrive at a unified culture that will improve processes and promote teamwork, collaboration, and success as a Team.**

KEY

-  Balfour Beatty Infrastructure, Inc. (BBII)
-  A. Morton Thomas and Associates, Inc. (AMT)
-  Arcadis (ARC)
-  CALYX Engineers and Consultants (CAL)
-  Terracon Consulting Engineers & Scientists (TER)
-  TELICS (TEL)
- ★ Key Individuals

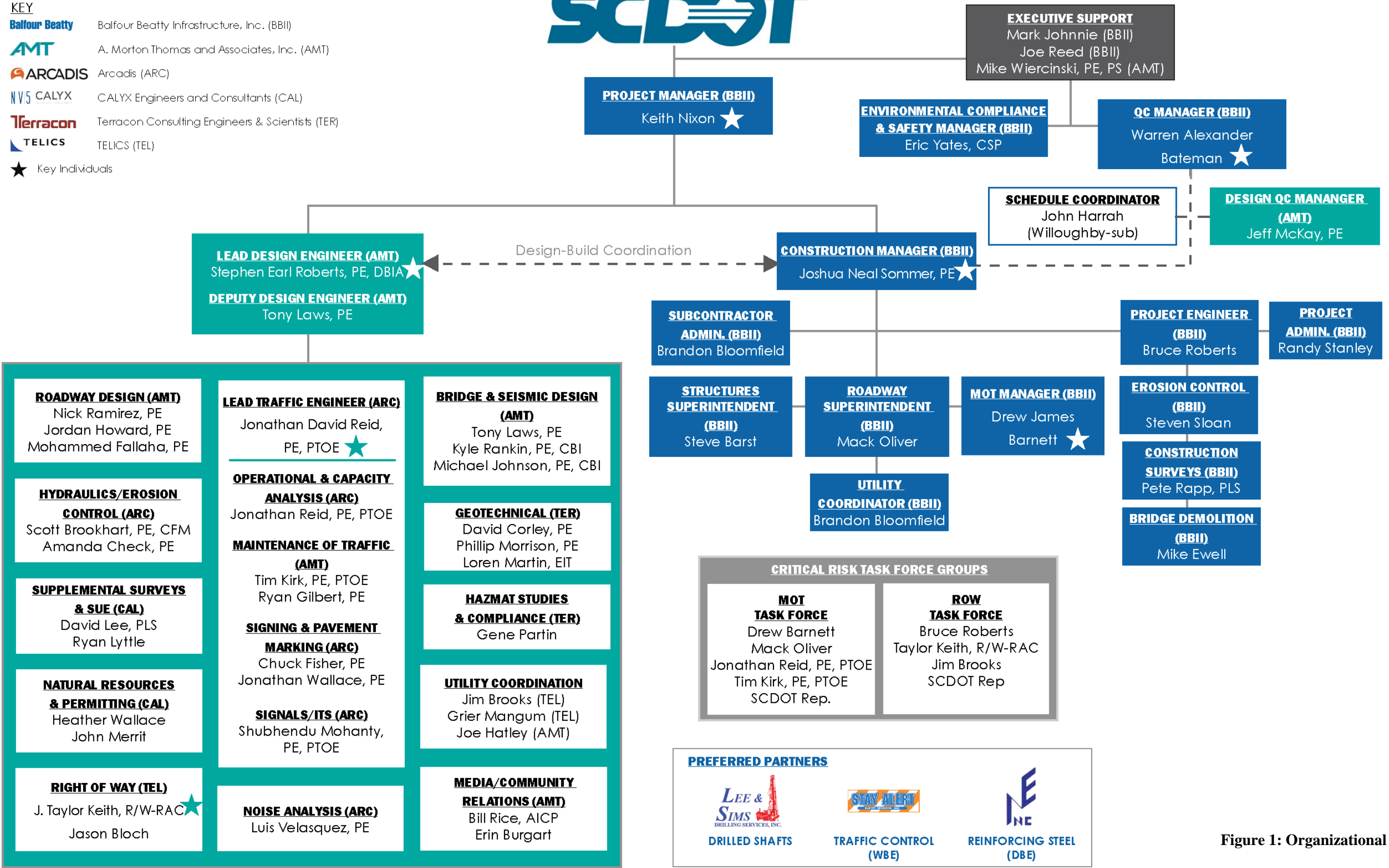


Figure 1: Organizational Chart

## Prior Collaboration

Project Description (Start-End Dates)	Key Individual & Team Leader Involvement									
<p>The projects below were selected to demonstrate our team's successful history of collaboration.</p> <p><b>Level of Participation:</b>  Yellow – 0-30%  Orange – 30-70%  Green – 70-100%</p>	<a href="#">Keith Nixon</a>	<a href="#">Josh Sommers</a>	<a href="#">Warren Bateman</a>	<a href="#">Drew Barnett</a>	Steve Barst	<a href="#">Stephen Roberts</a>	Tony Laws	<a href="#">Jonathan Reid</a>	<a href="#">Taylor Keith</a>	CALYX
<a href="#">US17/SC707 Backgate (2011-2015)</a>	✓		✓	✓	✓					
<a href="#">Morganton Road (2009-2010)</a>	✓									
<a href="#">US 17 Maysville Bypass (2014-2019)</a>	✓						✓		✓	
U2519AA & AB Fayetteville Outer Loop (2018-2021)	✓	✓					✓			
Wilmington Bypass (2013-2018)	✓	✓					✓	✓		
CATS Blue Line Extension (2014-2019)	✓	✓	✓	✓	✓		✓			
B-4929 Topsail Island Bridge Replacement (2017-2019)	✓						✓			
U4751 Military Cutoff Rd Extension (2017-2019)	✓						✓			
R-2247EB Winston Salem Northern Beltway (2018-Ongoing)							✓		✓	
SC 557 Widening (Ongoing)									✓	✓
Sandy Porter & Brown-Grier Road (Ongoing)										✓
Monroe Bypass (2010-2018)						✓		✓		✓
R-2250 Greenville Bypass (2015-2017)							✓		✓	

Please refer to [Appendix H](#) for our Reference Forms.

### 3.3.2 Critical Risks

**Critical Risk #1 - Right of Way** | US 1, in the vicinity of the project, has significant right-of-way challenges along both sides the corridor. In the northeast quadrant, the Woodspring Suites hotel and parking lot is less than 100 feet from the existing US 1 travel lane. In the southwest quadrant, there are two gas



The PITT Stop

stations with potentially contaminated soils. Our Team's mitigation strategies for Right of Way include:

► **Site-Specific Design Solutions:** The Balfour Beatty/AMT Team will collaborate to minimize right of way takes and impacts. Right of way will be largely determined by which side of US 1 is chosen for the new bridge, the US 1 typical section, the proposed interchange design, and revisions to the service roads (Dooley Road and Monroe Lane). Our Team will perform a detailed traffic analysis and propose a design that meets the goals of the project while minimizing impacts to property owners.

► **Employ Unique Techniques to Expedite Acquisition:** Our Team will quickly identify parcels with critical path issues, such as those with relocations and potential geo-environmental contamination that may delay construction activities. By addressing complex parcels early in the schedule, we can avoid delays in right of way acquisition.

- Successful Strategies
- Early engagement
  - Minimize condemnations
  - Selection of expert local appraisers
  - Accelerate preparation of ROW plans

► **Utilize a Right of Way Task Force Group:** This group will include qualified personnel from Balfour Beatty, AMT, TELICS, and SCDOT to ensure all viewpoints are considered. The purpose of this Task Force is to track right of way acquisitions and potential relocations and address potential issues before they impact construction. If a critical parcel will not be available as scheduled, the Task Force will recommend alternate solutions such as revising the sequence of construction.

► **Employ an Expert Right of Way Firm:** TELICS has negotiated ROW acquisitions on **eight (8) hotel properties in the last three (3) years** and brings extensive experience in gas station and convenience store acquisitions and relocations. TELICS will coordinate with SCDOT relocation staff extensively on all potential relocations, including the PITT Stop and/or Woodspring Suites.



**Woodspring Suites**

**Critical Risk #2 - Maintenance of Traffic** | I-20 is a major interstate route accommodating regional commuter traffic and national freight and travel. US 1 is a major arterial connecting Lexington and Columbia and is a primary route to the Columbia Metropolitan Airport from I-20. Major disruption of traffic flow on either of these routes or the existing interchange would impact commerce, commuting traffic, and quality of life. To eliminate major disruption of traffic and to mitigate the risk to the traveling public, our Team offers the following mitigation strategies:

► **Minimize Lane Closures:** On I-20, our Team anticipates lane closure restrictions similar to those currently permitted on the I-20 widening project and in accordance with the SCDOT document *Hourly Restrictions for Lane Closures on Interstate Routes*. On US 1, **we will maintain two lanes in each direction at all times**, and our TMP will be focused on the separation of the public and construction. The erection and demolition

processes will be expedited using short-term lane closures during off-peak hours in accordance with SCDOT permitted criteria. Our Team is confident the demolition can be performed over a weekend. Keith Nixon, Mike Ewell, Josh Sommer, Warren Bateman and Drew Barnett with Balfour Beatty have successfully planned and accomplished these activities on past projects.

► **Minimize Traffic Shifts:** This strategy involves constructing as much of the new US 1 bridge as possible “offline” or away from existing traffic, allowing for fewer traffic shifts for motorists. Our traffic engineering team will coordinate with our structural design team to develop sequence of construction plans that minimize disruption to traffic while ensuring constructability.

► **Evaluate & Optimize Existing Signal System:** In conjunction with SCDOT, our Traffic Engineering Team will collect updated turning movement data, ensure all actuation is properly working, and update timing plans based on temporary phasing.



► **Prepare Traffic Simulation Analysis:** With the closely-spaced traffic signals, heavy left turns, and limited left-turn storage, US 1 traffic will be extremely sensitive to construction impacts. The Balfour Beatty/AMT Team is prepared to perform a detailed simulation of all traffic control phases using traffic modeling software such as VISSIM. Jonathan Reid, our Team’s Lead Traffic Engineer, brings unparalleled traffic analysis and intersection design and operations experience to SCDOT and this project.

► **Partner with SCDOT on Public Information Plan:** Our Team will focus on early and routine engagement with motorists to communicate our traffic phasing plan and changes to traffic patterns.

► **Prepare an Incident Management Plan:** As a component of our

Transportation Operations (TO) plan, our Team will develop a plan to clear incidents quickly, including an on-call tow truck to move vehicles, repair tires, and provide fuel to prevent minor incidents from creating significant delays. The Incident Management plan will include detailed procedures and communications

#### Successful/Innovative Strategies

- Stakeholder communication prior to construction
- Project website
- Real-time traffic updates
- Live video feed of project site
- Coordination with local media
- Positive Public Relations



protocols for both responding to and reporting incidents in partnership with SCDOT. Our Team will establish contingency plans, including detours for unintended or emergency closures.

► **Utilize a Maintenance of Traffic (MOT) Task Force:** Our MOT Task Force will include qualified personnel from Balfour Beatty, AMT, Arcadis, and SCDOT to ensure all viewpoints are considered, properly weighed, and evaluated. The purpose of this Task Force is to provide maximum safety and mobility and minimize impacts to motorists, stakeholders, and the traveling public.

### Additional Risks

Description and Level of Risk	Mitigation Strategies	SCDOT/Other Agency Involvement
<b>UTILITY RELOCATION (MODERATE RISK)</b>		
<ul style="list-style-type: none"> <li>The site contains a significant amount of overhead utilities, as well as underground water and sewer along US 1 on each approach of the interchange</li> </ul>	<ul style="list-style-type: none"> <li>Completed identification of existing utilities</li> <li>Begin coordination immediately after award and communicate regularly</li> <li>Prioritize right of way acquisitions for utility easements</li> <li>Invite utility owners to partnering meetings</li> </ul>	If disputed, SCDOT will make final determination of utility owner's prior rights
<b>GEOTECHNICAL (MODERATE RISK)</b>		
<ul style="list-style-type: none"> <li>The coastal plain sediments extend nearly 100 feet in the area with high consistency piedmont soils present below this depth</li> <li>The geotechnical site exploration will require work within the existing traffic lanes</li> </ul>	<ul style="list-style-type: none"> <li>Perform downhole shear wave velocity testing methods to increase accuracy and improve seismic design</li> <li>Leverage multiple exploration teams to reduce time on site and thereby limiting the overall impact to the traffic</li> </ul>	Coordinate with SCDOT to minimize impact to travelling public during drilling and exploration operations
<b>COORDINATION WITH EXISTING CONSTRUCTION (LOW RISK)</b>		
<ul style="list-style-type: none"> <li>I-20 Widening anticipated to be significantly complete before construction of this project</li> <li>Although not expected, there is a small risk of delayed I-20 Widening completion</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate closely with Zachry and SCDOT and attend I-20 progress meetings</li> <li>Eliminate unnecessary rework of newly constructed I-20 features</li> </ul>	Ongoing coordination with SCDOT
<b>CONTAMINATED MATERIALS (UNKNOWN RISK)</b>		
<ul style="list-style-type: none"> <li>Information from SCDOT shows no asbestos on existing bridge; small amounts of lead paint</li> <li>Reports of moderate releases from underground storage tanks near gas stations</li> </ul>	<ul style="list-style-type: none"> <li>Minimize construction and excavation on south side of US 1 to avoid contaminated materials</li> </ul>	No significant involvement anticipated for SCDOT
<b>PERMITTING (LOW RISK)</b>		
<ul style="list-style-type: none"> <li>Some wetlands are present, but appear to be outside project footprint</li> </ul>	<ul style="list-style-type: none"> <li>Include avoidance and minimization measures in developing the project design and the permit package</li> </ul>	<ul style="list-style-type: none"> <li>SCDOT will provide the approved NEPA and supporting documents</li> <li>Coordination required with SCDOT and regulatory agencies</li> </ul>
<b>RAILROAD COORDINATION (LOW RISK)</b>		
<ul style="list-style-type: none"> <li>Norfolk Southern Railroad is in the proximity of project and coordination could potentially cause schedule delays</li> </ul>	<ul style="list-style-type: none"> <li>Design ramps and Dooley Road to eliminate encroachment into existing railroad right of way</li> </ul>	No significant involvement anticipated for SCDOT

### 3.3.3 Project Resources, Strategies, and Execution

**Capacity and Resources** | We have thoroughly reviewed all the potential projects risks and identified and secured the necessary resources required to successfully deliver this project. Balfour Beatty has 1,922



national employees with 140 staff local to this project. With more than 400 pieces of heavy construction equipment and more than 1,000 pieces of support equipment, Balfour Beatty has the resources required to staff, manage, support, and complete construction. **This project starts at the perfect time for our construction team.** Our key individuals proposed are scheduled to complete all current construction projects in 2020, as demonstrated in the table below.

Ongoing Projects for Key Construction Staff				
Key Staff	Project	Value	Location	Status
Josh Sommer, Steve Barst, Warren Bateman, Drew Barnett	CATS Civil A	\$130M	Charlotte, NC	Const. Complete 2020
Keith Nixon, Bruce Roberts	US 17 Maysville Bypass	\$143M	Maysville, NC	Const. Complete 2020
Mac Oliver, Brandon Bloomfield	Jimmy Deloach Parkway	\$51M	Savannah, GA	Const. Complete 2020

AMT and all design subconsultants have the resources available to staff this project. Our team members have a strong portfolio of work in the Carolinas and were hand-selected for their expertise and accessibility to the project. AMT brings more than 120 local employees and an additional 400 employees firmwide.

**Strategies to Execute** | Balfour Beatty/AMT will self-perform the majority of the construction and design work, subcontracting specialty items with an emphasis on certified DBE subcontractors. The Team has established long-term relationships with suppliers and subcontractors, including Lee & Sims who are preferred for performing the drilled shafts.

Balfour Beatty will self-perform the key elements of traffic maintenance and demolition to better control schedule and coordination. AMT will perform the critical tasks of roadway and bridge design and maintenance of traffic.

Balfour Beatty	Subcontractors	AMT	Subconsultants
Demolition	Drilled Shafts	Roadway Design	Hydraulics/Erosion Control
Bridges & Structures	Asphalt/Concrete Paving	Maintenance of Traffic	Supplemental Surveys & SUE
Earthwork	Pavement Markings	Bridge & Seismic Design	Natural Resources & Permitting
Sounds Walls	Seeding	Media/Community Relations	Right of Way
Storm Drainage	Rebar Installation	Utility Coordination	Traffic Analysis, Signals/ITS
Retaining Walls	Utility Relocation	Design QC	Geotechnical
Erosion Control	Electrical		Hazmat Studies & Compliance
Maintenance of Traffic	Guardrail/Fencing		Utility Coordination

**Geographical Location of Team** | The Balfour Beatty/ AMT was strategically formed to meet two objectives:

1) provide a full-service local Team and 2) staff our Team with proven teaming partners to facilitate communication, issue resolution, and project execution. Our Team has this project surrounded with offices in Columbia, Greenville, and Rock Hill, SC with support from Charlotte, NC. With more than 60 team members within 5 miles of the project site, we can be responsive to any requests for information, issue, or

project challenge. Having worked together on prior projects allows our team seamless communication between disciplines. Our Team can leverage each member's strength and add depth to services, as needed.

**Right of Way Service Firm** | TELICS will be leading right of way services for this project and brings extensive design-build experience across the Carolinas with 21 right of way agents working out of the offices in Columbia and Fort Mill, SC. TELICS completes most design-build projects in under 16 months from Right of Way Plan approval while ensuring the client and the property owner are afforded the utmost professionalism and respect. Proof of performance, TELICS is successfully acquiring right of way for Phase I of I-85 widening in Spartanburg and Cherokee counties.

### 3.4 EXPERIENCE OF KEY INDIVIDUALS

**Resumes of Key Individuals** | The table below provides an overview of our Key Individuals. Each individual's name is linked to the relevant Key Individual Resume Form located in [Appendix A](#).

Name & Role	Years Exp	Firm	Relevant Experience
<a href="#">Keith Nixon</a> Project Manager	29	BBII	<ul style="list-style-type: none"> <li>• Full authority to finalize decisions</li> <li>• Extensive project leadership experience in the Carolinas both in bid-build and design-build</li> <li>• Relevant interchange and bridge construction experience in the Carolinas</li> <li>• Record of innovation, problem solving and team building</li> </ul>
<a href="#">Stephen Earl Roberts, PE, DBIA</a> Lead Design Engineer	25	AMT	<ul style="list-style-type: none"> <li>• Successfully led design teams on some of North Carolina's most challenging design-build projects.</li> <li>• Previous experience working with SCDOT design-build group on Volvo and SC 277 Design build projects.</li> </ul>
<a href="#">Jonathan David Reid, PE, PTOE</a> Traffic Engineer	25	Arcadis	<ul style="list-style-type: none"> <li>• Lead Traffic Engineer on several design-build projects involving interchange improvements</li> <li>• IMR preparation for service and complex interchanges</li> </ul>
<a href="#">J. Taylor Keith, R/W-RAC</a> Right of Way Manager	16	TELICS	<ul style="list-style-type: none"> <li>• Right of way experience on design-build projects in NC and SC, including I-85 in Spartanburg and Cherokee Counties</li> <li>• Personal right of way acquisition experience exceeding 250 tracts, 90 relocations, and 250 appraisal reports all following the Uniform Act</li> </ul>
<a href="#">Joshua Neal Sommer, PE</a> Construction Manager	16	BBII	<ul style="list-style-type: none"> <li>• Proven ability to deliver and lead complex design-build construction projects</li> <li>• ATSSA Certified Traffic Control Supervisor with bridge demolition and interchange reconstruction experience including the coordination of complex utility relocations</li> </ul>
<a href="#">Warren Alexander Bateman</a> Quality Control (QC) Manager	46	BBII	<ul style="list-style-type: none"> <li>• Proactive construction manager able to prevent quality and compliance issues</li> <li>• Former SCDOT employee &amp; seasoned quality manager with extensive experience in South Carolina</li> <li>• Implements quality oversight by coordinating joint inspections and quality surveys with SCDOT</li> </ul>
<a href="#">Drew James Barnett</a> MOT Manager	9	BBII	<ul style="list-style-type: none"> <li>• Experience in work zone traffic control management and urban project construction</li> <li>• Leadership experience in complex projects in the Carolinas</li> </ul>

### 3.5 PAST PERFORMANCE OF TEAM

#### 3.5.1 Experience of Proposer's Team | Work History and Quality Forms for the Contractor and Lead

Designer are provided within [Appendix B & C](#). Key Individuals participation is noted in Section g, as applicable. The table below highlights relevancies for each of the three contractor and three designer projects.

Work History Project Relevancy to I-20	Firm	Completion %; Year	Existing Interchange Improvements	Right-of-Way Constraints	Staged Bridge Construction	Access Management	Design-Build Delivery	Significant MOT Challenges	Expedited Delivery
<a href="#">US17 SC707 (Bid-Build)</a>	BBII	100%; 2015	✓		✓	✓		✓	
<a href="#">SR1404 Morganton Road (Bid-Build)</a>	BBII	100%; 2010	✓		✓	✓		✓	✓
<a href="#">Maysville Bypass (Bid-Build)</a>	BBII	85%; 2019	✓		✓	✓		✓	✓
<a href="#">Lenoir Rhyne/I-40</a>	AMT	Design; 2022	✓	✓					
<a href="#">Southgate Dr. and US 460 Bypass</a>	AMT	100%; 2018	✓	✓	✓	✓	✓	✓	✓
<a href="#">I-81 Bridge Replacement at Exit 114</a>	AMT	20%; 2021		✓	✓		✓	✓	✓

**3.5.2 Quality of Past Performance** | Balfour Beatty/AMT team embraces the responsibility to make sure all work conforms to project requirements and contract requirements and workmanship standards are met or exceeded. Balfour Beatty has not had to carry out any remedial work for over five years. Balfour Beatty has received numerous awards for excellence, including: CAGC Project of the Year; Pinnacle Award (2019); ENR Award of Merit (2018); Zero Harm Award; Corps of Engineer Environmental Compliance Award. Our team's Work History and Quality Forms are in [Appendices B & C](#).



**Team Member Eligibility** | To the best of our team's knowledge, no member has 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.

### 3.6 Legal and Financial

Our team's capacity and organizational agreements are located in [Appendix D](#).

### 3.7 Organizational Conflicts of Interest

The required Conflicts of Interest information is located in [Appendix E](#).

### 3.6 Prequalification Requirements of Short-listed Proposers

A copy of Balfour Beatty's prequalification certificate is located in [Attachment 1](#).





# **Appendix A**

## Key Individual Resume Forms

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Keith Nixon</b>  Area Operations Manager</p>	
<p>b. Role of Key Individual for this Project:  <b>Project Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Balfour Beatty Infrastructure, Inc.</b></p>	
<div style="text-align: right; font-weight: bold; color: #0070C0; font-size: 1.2em;">Balfour Beatty</div>	
<p>d. Years of Experience: With this Firm <u>20</u> Years      With Other Firms <u>9</u> Years  <b>Balfour Beatty Infrastructure, Inc.:</b> Operations Manager Special Projects - develops and implements Balfour Beatty's regional group's strategic business plans. This includes leading all design build projects, Other past duties have included Estimator/Project Manager responsible for preparation of statements of qualification, estimating, drafting and negotiating subcontracts and purchase orders, marketing, business development, providing Contracts Administration assistance to ongoing projects and setting up new and closing out completed projects. , 1999-Present  <b>KIER Construction Limited, United Kingdom:</b> Contract Administrator / Project Engineer – Negotiation and placement of all contracts, managed all subcontractors, accounts, consultants, cost control, accounts, risk management processes and value engineering., 1997-1999  <b>AMEC MARINE, United Kingdom:</b> 1995-1997 Contract Administrator / Project Engineer – Administered several large infrastructure Projects. Led several alternative delivery feasibility studies for offshore wind farms.  <b>Tarmac Construction Limited, United Kingdom:</b> Quantity Surveyor/Office Engineer – Worked on a variety of building and heavy civil projects across the United Kingdom as a site based Quantity Surveyor/Office Engineer responsibilities included all office engineering duties including schedule updates, quantity and production tracking and analysis, preparation and negotiating contract change orders and force accounts, negotiation, placement and management of subcontracts, submitting pay estimates to owners and preparing and negotiating contract change orders. 1990 - 1995</p>	
<p>e. Education:  Robert Gordon University / Aberdeen, Scotland, UK / Bachelor of Science / 1990 / Quantity Surveying</p>	
<p>f. Active Registrations: AACE</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.  <u><b>Morganton Road Bridge (Fayetteville, NC)</b></u>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Balfour Beatty Infrastructure, Inc.  <b>Project/Assignment Duration:</b> Project 2009 – 2010, Assigned 2009 - 2010  <b>Owner Contact Information:</b> NCDOT, Jason Salisbury, RE, <a href="mailto:jsalisbury@ncdot.gov">jsalisbury@ncdot.gov</a>, 910-308-6821  <b>Design/Construction Value:</b> \$11.6 Million  <b>Project Description:</b> Managed all aspects of the award-winning project which included the demolition of an existing overpass bridge and construction of a new 244' by 115' two span, steel girder bridge with lightweight concrete deck. Project scope included the construction three retaining walls totaling 8,000SF, widening four approach ramps and the reconstruction of two major intersections together with associated electrical and signal upgrades. Project was in a busy urban environment and over the All-American Freeway which permits only minimal traffic disruptions and much of the work took place, under lane restrictions, at night and on weekends. Bridge demolition and reconstruction phase completed ahead of schedule. Overall project was completed early and under budget.</p>	





### **US 17, SC707 Backgate Interchange (Myrtle Beach, SC)**

**Key Personnel Role:** Operations Manager / Project Director  
**Experience with Current Firm:** Balfour Beatty Infrastructure, Inc.  
**Project/Assignment Duration:** 2011 - 2016  
**Owner Contact Information:** SCDOT, Kyle Berry, PE, [berrywk@scdot.org](mailto:berrywk@scdot.org), 843.661.4704  
**Design/Construction Value:** \$66 Million

**Project Description:** Led Project which converted the existing at-grade intersection of US 17 Bypass and Farrow Parkway/SC 707 to a grade-separated interchange, including 3.2 miles of roadway. Phased construction allowed unimpeded flow of 4-lane, 2-way traffic throughout construction. This required highly complex staged construction of the new US 17 ramps, shifting of traffic to the new ramps, construction of the bridge approach fills including placement of lightweight fills, and new 1,200' dual bridge structures. The scope included additional improvements to SC 707 and other roads in the vicinity. Major project elements - 1,246'-4" Total Bridge Length (twin structures) comprises a new 6 Spans (175' -225' -300' -225' -175' -140') supported by cast in place cap and column Interior Bents with drilled shaft foundations, light weight fills were used to mitigate poor soil characteristics.

### **SCDOT SC917 Little Pee Dee Bridge Replacements (Horry Co., SC)**

**Key Personnel Role:** Operations Manager / Project Director  
**Experience with Current Firm:** Balfour Beatty Infrastructure, Inc.  
**Project/Assignment Duration:** Project 2010 - 2014, Assigned 2004 – 2016 – warranty period  
**Owner Contact Information:** SCDOT, Kyle Berry, PE, [berrywk@scdot.org](mailto:berrywk@scdot.org), 843.661.4704  
**Design/Construction Value:** \$13 Million

**Project Description:** Project consisted of the replacement of two bridges on the SC917 and re-alignment of the roadway to accommodate two new nine (9) span bridges. The project used phased construction to allow unimpeded traffic for the public. The bridges crossed sensitive wetland areas and the Little Pee Dee River. Included the in-place demolition of the existing bridges and multiple traffic switches.

### **Fayetteville Outer Loop (Fayetteville, NC)**

**Key Personnel Role:** Design-Build Project Manager  
**Experience with Current Firm:** Balfour Beatty Infrastructure, Inc.  
**Project/Assignment Duration:** Fayetteville Outer Loop, 2017-Present  
**Owner Contact Information:** NCDOT Mike Parker, P.E. Resident Engineer, [jmparker@ncdot.gov](mailto:jmparker@ncdot.gov), 910.618.5690  
**Design/Construction Value:** \$130 Million

**Project Description:** Managed the design of the \$13 million, 5.73 mile long project provides a four-lane divide facility on new location from I-95 in Robeson County 1 south of SR 1003 in Cumberland County, extending th Future I-295 Fayetteville Outer Loop to improve traffic capacity and mobility within the region. The project includes design, right-of-way acquisition, clearing earthwork, storm sewer installation, utility relocation, an construction of numerous retaining walls, bridges, an culverts.



- 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.  
Keith Nixon is currently assigned to BB's Regional Office in Wilmington, NC. He will be available for the US-1 Project upon award.



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Stephen Earl Roberts, PE, DBIA</b>            Director, Southeast Transportation Engineering</p>	
<p>b. Role of Key Individual for this Project:  <b>Lead Design Engineer</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>A. Morton Thomas and Associates, Inc. (AMT)</b></p>	
<p>d. Years of Experience: With this Firm <u>1</u> Years      With Other Firms <u>24</u> Years  <b>AMT:</b> Director, Southeast Transportation Engineering – Responsible for leading AMT's Transportation Design Team in North and South Carolina, Stephen remains actively involved in the management of many of AMT's most important projects. 2018-Present  <b>RK&amp;K:</b> Senior Manager, Transportation – Designed and managed transportation projects across North Carolina, with an emphasis on complex projects and management of large, multi-discipline design teams. Heavily involved in RK&amp;K's design-build practice with a lead role on several major design-build projects. Stephen's resume includes unique experience such as toll facilities and transit and assignments in Florida, South Carolina, Virginia, and Delaware, 2001-2018  <b>NCDOT:</b> Roadway/Project Design Engineer - Served as an NCDOT Roadway Design Engineer for eight years, including the last three years as a Project Design Engineer. Responsible for numerous interchange projects, urban widening projects, and rural widening projects throughout North Carolina, 1994-2001</p>	
<p>e. Education:            Clemson University / Clemson, SC / Bachelor of Science / 1993 / Civil Engineering</p>	
<p>f. Active Registrations:            1998 / NC / Civil / 23982            2016 / SC / Civil / 33931            2017 / FL / Civil / 82152            2017 / GA / Civil / 41822</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>I-40/Lenoir Rhyne Boulevard (Hickory, NC)</u></b>  <b>Key Personnel Role:</b>                      QA/QC Manager  <b>Experience with Current Firm:</b>      Yes  <b>Project/Assignment Duration:</b>        2018-Present  <b>Owner Contact Information:</b>        NCDOT, Beverly Robinson, <a href="mailto:brobinson@ncdot.gov">brobinson@ncdot.gov</a>, 919.707.6041  <b>Design/Construction Value:</b>        \$15 Million  <b>Project Description:</b> AMT provided project planning, public involvement, interchange access request (IAR) preparation, preliminary and final roadway and interchange design for interchange improvements to I-5716. The improvements include adding a westbound I-50 on-ramp loop to the northeast quadrant, lengthening the westbound I-40 acceleration taper, adding a lane to the westbound I-40 off-ramp, constructing monolithic center islands and turning barriers, repaving and restriping the entire interchange, and lengthening the left turn lane from Lenoir Rhyne Boulevard to 13th Avenue Drive SE. The primary challenge of this project is balancing the proposed improvements with the needs of the commercial interests along the Lenoir Rhyne Corridor.</p> <div style="display: flex; align-items: center;"> <div style="flex: 1;"></div>  </div> <p><b><u>Monroe Connector Bypass Design-Build (Mecklenburg &amp; Union Counties, NC)</u></b>  <b>Key Personnel Role:</b>                      Design Manager  <b>Experience with Current Firm:</b>        No (RK&amp;K)  <b>Project/Assignment Duration:</b>        2010-2018  <b>Owner Contact Information:</b>        NCDOT, Rick Baucom, PE, <a href="mailto:rwbaucom@ncdot.gov">rwbaucom@ncdot.gov</a>, 704.845.1151</p>	

**Design/Construction Value:** \$450 Million

**Project Description:** This 19.7-mile new alignment toll roadway extends from US 74 near I-485 in Mecklenburg County to US 74 between Wingate and Marshville in Union County and is one of North Carolina's largest transportation projects. The project includes seven interchanges, 37 bridges (26 sites with 11 duals), one railroad crossing, 45 culverts, and three sound barriers. Stephen oversaw the management and coordination for the design of this project that extends through numerous municipalities and included electronic tolling, extensive right-of-way acquisition, permitting, traffic control, signing, signals, stormwater design, and utility relocation. Stephen managed six section designers and was responsible for the roadway design, right-of-way plans and final construction plans.

**Morrisville Parkway/NC 540 Interchange (Cary, NC)**

**Key Personnel Role:** Project Manager

**Experience with Current Firm:** No (RK&K)

**Project/Assignment Duration:** 2011-2017

**Owner Contact Information:** Town of Cary, Kyle Hubert, PE, [kyle.hubert@townofcary.org](mailto:kyle.hubert@townofcary.org), 919.462.3938

**Design/Construction Value:** \$18 Million

**Project Description:** This project includes a partial cloverleaf interchange at NC 540 Western Wake Freeway/Morrisville Parkway that will include ramps and loops in the northwest and southeast quadrants with all-electronic toll facilities on the ramps. The four-lane widening will provide added capacity to the area roadway network, relieving projected congestion on NC 55 and Green Level Church Road. Stephen was responsible for the design and management of this project from the planning stage through final design. He coordinated with multiple agencies, including the Town of Cary, NCTA, and NCDOT.

**Triangle Parkway Design-Build (Durham and Wake County, NC)**

**Key Personnel Role:** Roadway Design Manager

**Experience with Current Firm:** No (RK&K)

**Project/Assignment Duration:** 2008-2011

**Owner Contact Information:** NCDOT, Teresa Bruton, PE, [tbruton@ncdot.gov](mailto:tbruton@ncdot.gov), 919.707.6610

**Design/Construction Value:** \$137.4 Million

**Project Description:** This five-mile new location roadway was the first operating toll road in North Carolina. Triangle Parkway is a six-lane divided, controlled access facility. It included a new bridge on Kit Creek Road over Triangle Parkway, dual bridges on Triangle Parkway over Davis Drive, a new bridge on Hopson Road over Triangle Parkway, dual bridges over Burdens Creek, replacement of bridge on NC 54, and a 1,500-foot long noise wall. Stephen was responsible for management, roadway and toll-site design, and coordination with all design disciplines, the contractor, and NCTA. This project required extensive coordination with two future projects at the termini (I-40 and NC 540), a project currently under construction on Davis Drive, as well as coordination with several active stakeholders. The project was presented with the ACEC/NC 2012 *Grand Award for Engineering Excellence in Transportation* based on several criteria, including innovation, the future value to the engineering profession, social and economic considerations, and complexity of the project.

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

N/A

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Jonathan David Reid, PE, PTOE, RSP</b>  Transportation Business Practice and Technical Lead</p>	
<p>b. Role of Key Individual for this Project:  <b>Lead Traffic Engineer</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Arcadis US, Inc.</b></p>	
<div style="text-align: right;">  </div>	
<p>d. Years of Experience: With this Firm <u>4</u> Years      With Other Firms <u>21</u> Years  <b>Arcadis US, Inc.:</b> Transportation Practice Lead – Responsible for development and review of traffic engineering studies and conceptual design, 2015-Present  <b>Parsons Brinckerhoff/Balfour Beatty/WSP:</b> Traffic Engineering Lead – Conducted traffic engineering studies and designs, including microsimulation analysis and IMR document preparation, 1997-2015</p>	
<p>e. Education:  North Carolina State University / Raleigh, NC / Master of Science / 1999 / Civil Engineering  Lawrence Technological University / Southfield, MI / Bachelor of Science / 1994 / Civil Engineering</p>	
<p>f. Active Registrations:  2005 / Professional Traffic Operations Engineer / 1588  2003 / Professional Engineer (NC) #027930; (GA) #32806  In Progress / South Carolina / Professional Engineer</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.  <b><u>GDOT I-75 Northwest Corridor Draft Environmental Impact Study (Atlanta, GA)</u></b>  <b>Key Personnel Role:</b> Traffic Engineering Manager  <b>Experience with Current Firm:</b> No (Balfour Beatty/Parsons Brinckerhoff)  <b>Project/Assignment Duration:</b> 2004-2014  <b>Owner Contact Information:</b> GDOT, Darryl VanMeter, <a href="mailto:dvanmeter@dot.ga.gov">dvanmeter@dot.ga.gov</a>, 404.631.1703  <b>Design/Construction Value:</b> \$860 Million  <b>Project Description:</b> Jonathan served as the Traffic Engineering Manager for this project to add a reversible express lane system on I-75 and I-575 corridors. Jonathan worked closely with Department staff and coordinated with FHWA in the development of a singular document that analyzed the entire study corridor, which included 29 miles on two interstates, three system-to-system interchanges, 11 service interchanges, and four new managed lane interchanges. The project also included analysis of the entire study area as one system using microsimulation (VISSIM). The resultant IMR/IJR document was the largest and most complex of its kind ever submitted to FHWA by the State. The FHWA Georgia Division office completed its review and comments and submitted the study to its headquarters in Washington. The FHWA returned a letter to the Department that it accepted the study met all requirements without any additional comments or responses required, and now serves as a unique “go by” for similar projects at his previous firm.</p> <div style="text-align: right; padding-right: 20px;">  </div>	
<p><b><u>FDOT Tampa Bay Express Downtown Interchange (Tampa, FL)</u></b>  <b>Key Personnel Role:</b> Concept Design Engineer  <b>Experience with Current Firm:</b> Yes (Arcadis US, Inc.)  <b>Project/Assignment Duration:</b> 2016-Present  <b>Owner Contact Information:</b> FDOT, MaryLou Godfrey, <a href="mailto:marylou.godfrey@ncdot.gov">marylou.godfrey@ncdot.gov</a>, 813.975.6621  <b>Design/Construction Value:</b> \$2 Billion  <b>Project Description:</b> Jonathan is serving as the Concept Design Engineer for the development of multiple design concepts for this \$2 Billion interchange project to replace I-275 / I-4 interstate through downtown Tampa, FL. The new facility will provide a separate managed lane system with access to the downtown grid and a rebuilding of the existing general-purpose lanes from I-4 through the Hillsborough River Bridge crossing. The design concept lowered the baseline concept by one level at the I-275/I-4</p>	



interchange while reducing right-of-way and property impacts, for a potential cost savings of over \$200 Million.

**FDOT I-95 System Operations Interchange Report (Jacksonville, FL)**

**Key Personnel Role:** Lead Traffic Engineer

**Experience with Current Firm:** No (Balfour Beatty/Parsons Brinckerhoff)

**Project/Assignment Duration:** 2001-2002


**Owner Contact Information:** FDOT, James M. Knight, [james.knight@dot.state.fl.us](mailto:james.knight@dot.state.fl.us), 904.360.5646

**Design/Construction Value:** \$400,000

**Project Description:** Jonathan served as the Lead Traffic Engineer in the development of a Master Plan to recommend short-term improvement alternatives for a 50-mile segment of the I-95 corridor through Jacksonville, FL. Recommendations included geometric improvements at ramp terminal intersections, ITS deployments, lengthening/widening ramps and upgrading signing/markings at merge/diverge points. The Master Plan also recommended long-term improvements including interchange reconstruction, type changes, and collector-distributor lanes to serve 2030 design year traffic. The project included planning and design operations analysis, evaluations and recommendations using Synchro and CORSIM.

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

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>J. Taylor Keith, R/W-RAC</b>  Senior Manager, Right of Way Services</p>	
<p>b. Role of Key Individual for this Project:  <b>Right of Way Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Telecommunication &amp; Industrial Consulting Services Corporation (TELICS)</b></p>	
<p>d. Years of Experience: With this Firm <u>8</u> Years      With Other Firms <u>7</u> Years  <b>TELICS:</b> Senior Manager, Right of Way Services – Oversees all DOT projects, staff and offices in North and South Carolina. Projects he has completed include acquisition and/or relocation assistance proved for interchange realignments, road widening, roadway improvement, neighborhood improvement, airport expansion (avigation easements), storm water and utility improvement projects, and bridge replacements. His responsibilities include overseeing all right of way services including offer preparation, negotiations, establishment of relocation eligibility and benefits, completion of submittal packages, recordation, assistance with closing when required, and other acquisition and relocation advisory services, all in accordance with the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs (49 CFR Par 24). Serves as a Right of Way Manager for design-build contracts with a total design/construction value of more than \$800 million, 2011-Present  <b>NCDOT:</b> Right of Way Agent (Division 2) - Responsible for Right of Way services for NCDOT highway projects, 2004-2011  <b>NCDOT:</b> Transportation Tech (Division 2) - Responsible for GIS location of wetland boundaries and Culvert crossings, 2001-2004</p>	
<p>e. Education:  East Carolina University / Greenville, NC / Bachelor of Science / Urban and Regional Planning  International Right of Way Association (IRWA) Certification Training</p>	
<p>f. Active Registrations:  NC Real Estate License # 234278  IRWA Member # 7906126  APWA Member # 757442  Notary Public</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.  <b><u>SCDOT I-85 Reconstruction&amp; Widening Design Build Project ID P027114 (Spartanburg and Cherokee Counties, SC)</u></b>  <b>Key Personnel Role:</b> Right of Way Manager  <b>Experience with Current Firm:</b> Yes (TELICS)  <b>Project/Assignment Duration:</b> 2017-2019  <b>Owner Contact Information:</b> SCDOT, Robby Camp, <a href="mailto:CampRA@scdot.org">CampRA@scdot.org</a>  <b>Design/Construction Value:</b> \$436 Million  <b>Project Description:</b> This SCDOT Design Build project includes an approximate 3-mile interstate rehabilitation and 16-mile widening of Interstate 85 from four to six lanes. Project includes several interchange improvements, replacement of a railroad crossing and raising a bridge overpass. TELICS provided Right of Way services as a subconsultant to O.R. Colan, who is part of the Parrish and Partners, LLC Design Build Team. Estimated total project cost is \$436 million. TELICS was responsible for the Right of Way Acquisition and Relocation Assistance Services including negotiation, relocation assistance, technical services, property inventories, suite information and preparation for condemnation.  <u>Relevant Accomplishments:</u>  Right of Way Acquisition for approximately 159 tracts and 30 Relocations (residential and commercial)</p> <p><b><u>NCDOT I-3802 I-85 Widening Design Build Project, (Cabarrus and Rowan Counties, NC)</u></b>  <b>Key Personnel Role:</b> Right of Way Manager  <b>Experience with Current Firm:</b> Yes (TELICS)  <b>Project/Assignment Duration:</b> 2015-2018  <b>Owner Contact Information:</b> NCDOT, Neal Strickland, <a href="mailto:nstrickland@ncdot.gov">nstrickland@ncdot.gov</a>, 919.707.4364</p>	

WSP, Daniel Bridges, [daniel.bridges@wsp.com](mailto:daniel.bridges@wsp.com), 704.342.5404

**Design/Construction Value:** \$187 Million

**Project Description:** This design-build project consists of adding four travel lanes to Interstate 85 from north of NC 73 in Cabarrus County to US 29-601 Connector in Rowan County. Design Build project will reconstruct approximately eight miles of I-85 and will include interchange modifications. NCDOT awarded Blythe Construction Inc. the contract in April 2014 with Parsons Brinckerhoff as the lead designer. TELICS Project Manage, Along with Appraisers and Right of Way Agents performed work on this project as a sub-consultant. They performed all necessary Right of Way Acquisition and Relocation Assistance Services including appraisal reports, acquisition negotiation, relocation assistance, technical services, property inventories, suit information and preparation for condemnation. Right of Way services were completed in 2018 and the total project cost is estimated to be \$187 million.

Relevant Accomplishments:

Right of Way Acquisition for approximately 250 tracts and 93 Relocations (25 residential, 35 commercial, 29 signs/billboards and 4 miscellaneous) and 250 Appraisal Reports

**NCDOT R-2250 Greenville Southwest Bypass Design Build Project, (Pitt County, NC)**

**Key Personnel Role:** Right of Way Manager

**Experience with Current Firm:** Yes (TELICS)

**Project/Assignment Duration:** 2015-2017

**Owner Contact Information:** NCDOT, Neal Strickland, [nstrickland@ncdot.gov](mailto:nstrickland@ncdot.gov), 919.707.4364  
HDR Engineering, Paul Meehan, [paul.meehan@hdrinc.com](mailto:paul.meehan@hdrinc.com), 919.232.6611

**Design/Construction Value:** \$231 Million

**Project Description:** This Design Build project led by Barnhill Contracting Company and HDR Engineering provides a four-lane divided highway on a new location from south of Old NC 11 to US 264 in Pitt County. This 12.4-mile project will improve traffic flow and congestion. TELICS performed all necessary Right of Way Acquisition and Relocation Assistance Services including appraisal reports, acquisition negotiation, relocation assistance, technical services, property inventories, suit information and preparation for condemnation. Right of Way services were completed in 207 and the total cost of project is estimated to \$231 million.

Relevant Accomplishments:





Right of Way Acquisition for approximately 195 tracts and 28 Relocations (21 residential, 5 commercial, 15 signs/billboards and 2 miscellaneous) and 189 Appraisal Reports

- 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.

Mr. Keith will not be on-site full time but will attend all routine project meetings in person and will be primarily dedicated to Right of Way Management of the project.



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Joshua Neal Sommer, PE</b>  Project Manager</p>	
<p>b. Role of Key Individual for this Project:  <b>Construction Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Balfour Beatty Infrastructure, Inc.</b></p>	
<p>d. Years of Experience: With this Firm <u>15</u> Years      With Other Firms <u>&gt;1</u> Years  <b>Balfour Beatty Infrastructure, Inc.:</b> Project Manager – Primary point of contact for communications with the Owner and Engineer of Record. Responsible for the management and oversight of engineering, scheduling, construction operations, and coordination meetings, 2004-Present  <b>Dick Corporation:</b> Engineering Intern – Construction field inspection, quantification of installed work, tracked submittals, and prepared general field correspondence, May 2003 – August 2003</p>	
<p>e. Education:  The Pennsylvania State University / University Park, PA / Bachelor of Science / 2004 / Civil Engineering</p>	
<p>f. Active Registrations:  2014 / NC / Civil / 041476</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>CATS Blue Line Light Rail Extension (Charlotte, NC)</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Balfour Beatty Infrastructure, Inc.  <b>Project/Assignment Duration:</b> 2014-2019  <b>Owner Contact Information:</b> Jenna Nichols, <a href="mailto:jenna.nichols@ci.charlotte.nc.us">jenna.nichols@ci.charlotte.nc.us</a>, 980.240.5508  <b>Design/Construction Value:</b> \$128 Million  <b>Project Description:</b> The \$128 million, 4.5 mile long project involves construction of the infrastructure necessary for the expansion of Charlotte's double-track light rail transit system. The construction activities include earthwork, storm sewer installation, utility relocation, construction of numerous MSE, CIP and pile panel retaining walls, the relocation of existing freight track systems as well as the construction of seven bridges and a 10x12 box culvert tunneled under two active CSX tracks.</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="width: 60%;"> <p><b><u>Fayetteville Outer Loop (Fayetteville, NC)</u></b>  <b>Key Personnel Role:</b> Design-Build Coordinator  <b>Experience with Current Firm:</b> Balfour Beatty Infrastructure, Inc.  <b>Project/Assignment Duration:</b> 2017-Present  <b>Owner Contact Information:</b> NCDOT, Michael Penney, PE, CPM, <a href="mailto:mpenney@ncdot.gov">mpenney@ncdot.gov</a>, 919.707.6619  <b>Design/Construction Value:</b> \$130 Million  <b>Project Description:</b> The \$130 million, 5.73-mile-long project provides a four-lane divided facility on new location from I-95 in Robeson County to south of SR 1003 in Cumberland County, extending the Future I-295 Fayetteville Outer Loop to improve traffic capacity and mobility within the region. The project includes design, right-of-way acquisition, clearing, earthwork, storm sewer installation, utility relocation, and construction of numerous retaining walls, bridges, and culverts.</p> <p><b><u>Truman Parkway (Savannah, GA)</u></b>  <b>Key Personnel Role:</b> Project Engineer  <b>Experience with Current Firm:</b> Balfour Beatty Infrastructure, Inc.  <b>Project/Assignment Duration:</b> 2010-2014  <b>Owner Contact Information:</b> GDOT, Ross Etheridge, <a href="mailto:retheridge@dot.ga.gov">retheridge@dot.ga.gov</a>, 912.424.9351  <b>Design/Construction Value:</b> \$68 Million  <b>Project Description:</b> \$68 million major highway project which involved the construction of two mile-long</p> </div> <div style="width: 35%; text-align: center;">  </div> </div>	

bridges across the Vernon River and surrounding wetlands. The parkway connected the surrounding metropolitan area with downtown Savannah and was a culturally charged project, involving an intricate relationship between county, city, community members and environmental groups. This project was the 2013 winner of the Pile Driving Contractors Association's Project of the Year

- 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.  
Josh Sommer, PE is currently assigned to the CATS Blue Line Extension in Charlotte, NC as the Project Manager. The project is scheduled to be completed by 6/30/19, prior to the beginning of this project.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Warren Alexander Bateman, Jr.</b>            QC Manager</p>	
<p>b. Role of Key Individual for this Project:  <b>QC Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Balfour Beatty Infrastructure, Inc.</b></p>	
<p style="text-align: right;"><b>Balfour Beatty</b></p>	
<p>d. Years of Experience: With this Firm <u>6</u> Years      With Other Firms <u>40</u> Years  <b>Balfour Beatty US:</b> QC Manager – Bridge, Roadway, and Light Rail QC and Survey, 2013-Present  <b>United Infrastructure:</b> QC Manager – Bridge and Roadway QC and Survey, 2002-2013  <b>BP Barbour:</b> Resident Inspector – Wastewater Plant and Pipeline Construction Observer, 1999-2002  <b>Republic Contracting Corp:</b> Field Engineer – Bridge Surveyor and QC, 1990-1999  <b>SCDOT:</b> Civil Engineering Technician – Construction and Bridge Maintenance Inspector/Surveyor, 1978-1990  <b>Law Engineering and Testing:</b> Senior Soils and Concrete Technician – Site and Lab Testing and Observation at VC Summer and Plant Vogle, 1976-1978  <b>SCDOT:</b> Civil Engineering Technician – Construction and Bridge Maintenance Inspector/Surveyor, 1973-1976</p>	
<p>e. Education:            Sumter Area Tech / Sumter, SC / Civil Engineering Technology</p>	
<p>f. Active Registrations:            USACE / NAVFAC Construction Quality Management Certification</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <div style="display: flex;"> <div style="flex: 1; padding-right: 10px;"> <p><b><u>GDOT Skidaway Narrows Bridge (Savannah, GA)</u></b>  <b>Key Personnel Role:</b> QC Manager  <b>Experience with Current Firm:</b> United Infrastructure Group  <b>Project/Assignment Duration:</b> 2011-2012  <b>Owner Contact Information:</b> GDOT, Michael Garner, <a href="mailto:mgarner@dot.ga.gov">mgarner@dot.ga.gov</a>, 404.326.6255  <b>Design/Construction Value:</b> \$22 Million  <b>Project Description:</b> This Design-build project constructed approaches and a bridge over Skidaway Narrows. Assigned to audit and address GDOT concerns with the quality of the project, developed and implemented a remediation program for the Contractor (United Infrastructure).</p> </div> <div style="flex: 1; text-align: center;">  </div> </div> <p><b><u>Statewide Bridge Replacement (Various Locations)</u></b>  <b>Key Personnel Role:</b> QC Manager  <b>Experience with Current Firm:</b> United Infrastructure Group  <b>Project/Assignment Duration:</b> Statewide Bridge Replacement, 2007-2008  <b>Owner Contact Information:</b> SCDOT, Kyle Berry, <a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>, 843.661.4710  <b>Design/Construction Value:</b> Approximately \$40M  <b>Project Description:</b> Design-build contract with KCI (formerly Triplett King &amp; Associates) for the replacement of 33 bridges throughout South Carolina that were part of the farm-to-market road system.</p> <p><b><u>SCDOT (Various Locations)</u></b>  <b>Key Personnel Role:</b> Civil Engineering Technician  <b>Experience with Current Firm:</b> SCDOT  <b>Project/Assignment Duration:</b> Project Various, Assigned 1978-1990  <b>Owner Contact Information:</b> SCDOT, Kyle Berry, <a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>, 843.661.4710  <b>Design/Construction Value:</b> Various Projects  <b>Project Description:</b> Worked with SCDOT bridge maintenance and construction throughout District 1. Notable projects include I-77 and I-20 widening and the Hampton St. Bridge. Duties included survey,</p>	



construction inspection, quality assurance, and bridge maintenance inspections/repair.

- 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.  
Warren Bateman is currently assigned to Seymour Johnson Airforce Base Medical Clinic Replacement, Goldsboro, NC. as QC Manager. The project is scheduled to be completed by 7/31/19, prior to the beginning of this project.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Andrew (Drew) James Barnett</b>  Project Engineer</p>	
<p>b. Role of Key Individual for this Project:  <b>MOT Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Balfour Beatty Infrastructure, Inc.</b></p>	
<p>d. Years of Experience: With this Firm <u>9</u> Years      With Other Firms <u>0</u> Years  <b>Balfour Beatty Infrastructure, Inc.:</b> Assistant Superintendent – 2014-Present  Procure materials and equipment, manage craft workers, schedule self-performed work activities; in accordance with corporate SOP's and project budgets in order to maintain project schedules; Oversee and schedule subcontractors; Verify quantities for self-performed and subcontracted work; Produce monthly pay estimates; Complete monthly forecasts; Assist project manager with aspects of budget planning.  <b>Balfour Beatty Infrastructure, Inc.:</b> Project Engineer – 2011-2014  Produce submittals for material certifications, shop drawings; Produce RFI's; Complete change orders; Serve as a Certified Erosion Prevention &amp; Sediment Control Inspector for the project; conduct the project weekly erosion control inspection with the DOT inspectors; Track and record project quantities; Complete weekly jobsite safety audits; Utilize project plans to produce various takeoffs.</p>	
<p>e. Education:  Western Carolina University / Cullowhee, NC / Bachelor of Science / 2011 / Construction Management</p>	
<p>f. Active Registrations:  OSHA 30 Hour, South Carolina Department of Health and Environmental Control: Erosion Prevention &amp; Sediment Control Inspector: Reg. No. 4290, BBII Qualified Signal and Rigging Person, Completed NUCA Excavation Safety &amp; Competent Person Training Program, Completed CNA: Risk Control – Confined Space &amp; Entry Competent Person Program</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>US 17, SC707 Backgate Interchange (Myrtle Beach, SC)</u></b>  <b>Key Personnel Role:</b> Field Engineer  <b>Experience with Current Firm:</b> Balfour Beatty US  <b>Project/Assignment Duration:</b> Assigned 2011-2013  <b>Owner Contact Information:</b> SCDOT, Kyle Berry, PE, <a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>, 843.661.4704  <b>Design/Construction Value:</b> \$70 Million  <b>Project Description:</b> Project consists of the construction of a large grade-separated interchange at the existing US 17/SC 707 intersection at the back gate of the former Myrtle Beach Air Force Base. The project converted the existing at-grade intersection of US 17 Bypass and Farrow Parkway/SC 707 to a grade-separated interchange, including 3.2 miles of roadway. Phased construction allowed unimpeded flow of 4-lane, 2-way traffic throughout construction. This required highly complex staged construction of the new US 17 ramps, shifting of traffic to the new ramps, construction of the bridge approach fills including placement of lightweight fills, and new 1,200' dual bridge structures. The scope included additional improvements to SC 707 and other roads in the vicinity.</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="width: 80%;"></div> <div style="width: 15%; text-align: center;">  </div> </div> <p><b><u>CATS Blue Line Light Rail Extension (Charlotte, NC)</u></b>  <b>Key Personnel Role:</b> Assistant Superintendent  <b>Experience with Current Firm:</b> Balfour Beatty Infrastructure, Inc.  <b>Project/Assignment Duration:</b> CATS Civil-2A , 2014-2019  <b>Owner Contact Information:</b> Jenna Nichols, <a href="mailto:jenna.nichols@ci.charlotte.nc.us">jenna.nichols@ci.charlotte.nc.us</a>, 980.240.5508  <b>Design/Construction Value:</b> \$128 Million  <b>Project Description:</b> The \$128 million, 4.5 mile long project involves construction of the infrastructure</p>	

necessary for the expansion of Charlotte's double-track light rail transit system. The construction activities include earthwork, storm sewer installation, utility relocation, construction of numerous MSE, CIP and pile panel retaining walls, the relocation of existing freight track systems as well as the construction of seven bridges and a 10x12 box culvert tunneled under two active CSX tracks.

- 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.  
Drew Barnett is currently assigned to CATS Blue Line Light Rail Extension in Charlotte, NC. as Assistant Superintendent. The project is scheduled to be completed by 6/30/19, prior to the beginning of this project.




## **Appendix B**



### Work History and Quality Form – Contractor/Designer (Section 3.5.1)



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER


a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Balfour Beatty’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 Balfour Beatty (in thousands)
Interchange at US 17, SC 707, and Farrow Parkway Horry County, SC	Balfour Beatty: Lead Contractor STV: Lead Designer	Name of Owner: SCDOT Project Manager: Kyle Berry, P.E. Phone: berrywk@scdot.org Email: 843-661-4710	Completion: 2015	\$69,520 (see note under i for reason for reduction in Construction Cost)	\$75,748
g. Narrative describing the work performed by Contractor.					
This project consists of the construction of a large grade-separated interchange at the existing US 17/SC 707 intersection at the backgate of the former Myrtle Beach Air Force Base. The project converted the existing at-grade intersection of US 17 Bypass and Farrow Parkway/SC 707 to a grade-separated interchange, including 3.2 miles of roadway. Phased construction allowed unimpeded flow of 4-lane, 2-way traffic throughout construction. This required highly complex staged construction of the new US 17 ramps, shifting of traffic to the new ramps, construction of the bridge approach fills including placement of lightweight fills, and new 1,200’ dual bridge structures. The scope included additional improvements to SC 707 and other roads in the vicinity. Project was constructed in stages and the special ground treatments were included in the scope to accelerate settlement periods and to minimize traffic congestion. <b>Key Individuals:</b> Keith Nixon - Project Principal (2011 – 2015), Bruce Roberts – Project Engineer (2011 – 2014), Steve Barst – Structures Superintendent (2011 -2015), Drew Barnett – Field Engineer/Traffic Supervisor (2011 -2014)					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractor that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<b>Keith Nixon</b> was the US17, SC707 Backgate project principal for the entire duration and assembled the project team, including <b>Bruce Roberts</b> as Project Engineer, <b>Steve Barst</b> as Structures Superintendent, and <b>Drew Barnett</b> as Field Engineer / Traffic Supervisor – all will be assigned to the US-1 over I-20 Project. Project challenges included the unique and extensive ground settlement mitigation measures which comprises a significant percentage of the contract value – lightweight fills that had to be brought in by rail and then trucked to the project, wick drains, and the very high traffic volumes. Balfour Beatty partnered with key local subcontractors and suppliers, and brought in specialty contractors and suppliers where necessary to the deliver the project. Balfour Beatty performed the majority of the work – comprising the structures and portions of the roadwork. However, there were extensive challenges build the project from the outside in so that traffic switches were kept to a minimum and traffic flow impacts minimized. The traffic was moved to the outside so that the bridges could be constructed separate from the travelling public.					
i. Quality Initiatives. Discuss Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Balfour Beatty collaborated with SCDOT on a daily, weekly and monthly basis, monitoring schedule, deliveries, subcontracted work, materials deliveries, and quality. Balfour Beatty maintained a CPM and this was submitted and reviewed with SCDOT at least monthly.					
Balfour Beatty proposed an alternative light weight material as an alternative to that specified that actually had superior performance and was lighter. Once this was accepted by SCDOT, SCDOT re-examined the fill requirements and significant reduced the quantity of light weight fills – this ultimately reduced the final contract value by over 10% - the entire savings of which benefited SCDOT/Horry County. Balfour Beatty and SCDOT participated in a partnering process from the beginning of the project and senior representatives met monthly to monitor progress, review and solve issues as they arose.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
No serious OSHA violations, No environmental incidents					
The project concept included pre-bid all utilities being relocated prior to construction, unfortunately some utilities were not relocated and these resulted in delays to the critical path. These were offset by Balfour Beatty working overtime and relocating to other areas of the project.					
Several months after substantial completion and the roadway was fully opened to the public, lane restrictions were necessary to complete certain punch-list items related to final asphalt paving performed by a subcontractor. SCDOT required these lane restrictions to be “purchased”, these costs were passed onto the subcontractor responsible.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Balfour Beatty’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 Balfour Beatty (in thousands)
US 17 Maysville Bypass (R-2514B,C&D) Maysville, NC	Balfour Beatty: Lead Contractor NCDOT: Lead Designer	Name of Owner: NCDOT Project Manager: Brad McMannen, P.E. Phone: 252.649.6520 Email: bmcmannen@ncdot.gov	Completion: 12/28/2020 (Original) Final: 11/15/2019 (Projected – note successful acceleration will bring about early completion)	\$ 147,898	\$143,402
g. Narrative describing the work performed by Contractor.					
<p>The US 17 Maysville Bypass is a major transportation link for eastern North Carolina as US 17 connects the area’s military bases and ports.</p> <p>Balfour Beatty has been contracted by North Carolina Department of Transportation (NCDOT) to construct 16.04 miles of US 17 Maysville Bypass highway in Onslow and Sampson Counties.</p> <p>Concurrently, the company is widening three miles of existing two-lane highway to a four-lane divided highway under live traffic. The project includes 26 new bridge structures at 14 locations. The bridges include ten sets of mainline duel bridges, five sets over crossroads, four sets over wetlands and waterways and one set to accommodate a wildlife crossing. There are also four crossroad bridges over the new alignment, plus one new ramp bridge. One of the structures involves widening of the existing US 17 northbound bridge over a small creek at the north tie-in to the existing US 17 New Bern Bypass. The bridge superstructures total approx. 343,512 sf of deck surface supported on pre-stressed concrete girders. Bridge substructures comprises steel H-piles, steel pipe piles, and prestressed concrete piles with cast in place concrete end bents, footings, columns and caps. In addition to 4.8 MCY of borrow, the roadway also includes significant quantities of storm drain pipe &amp; structures, aggregate base, asphalt paving, guardrail, guiderail, fencing, pavement markings, water utilities, ground mount &amp; overhead signs, and seeding/landscaping. When complete, the bypass will divert traffic around downtown Maysville and Pollocksville, making the community safer and more pedestrian-friendly. The entire corridor will greatly improve mobility throughout the growing communities.</p> <p><b>Key Individuals:</b> Keith Nixon - Board Member (2015– Present), Bruce Roberts – Project Engineer (2015 – Present)</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Balfour Beatty with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractor that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Balfour Beatty is self-performing the majority of the work (60%) in order to control the critical path. However, the project also requires extensive coordination with several major subs and suppliers, which were carefully selected pre-bid including trucking and specialist minorities, a ready-mix supplier and rebar installer (National Erectors – who will is a preferred partner on US-1 over I-20, and has worked with Balfour Beatty on numerous projects since 1998) which are tasked with accommodating the 14 active bridge structure sites at the same time. The asphalt paving subcontractor is also a critical team member and together with Balfour Beatty committed crews to work the entire length of the extensive 16 mile long site concurrently while maintaining traffic flow. The team worked cooperatively with NCDOT to deliver the project and is on schedule for early completion. As an example of the teamwork Balfour Beatty designed and build an onsite detour that eliminated a 280 day shutdown of the White Oak River Road and significantly reduced congestion and public inconvenience.</p> <p>The US17 Maysville is an example of Balfour Beatty’s unified culture, and <b>Keith Nixon</b> was a key member of the team responsible for the startup, staff assignments and maintains executive oversight. <b>Bruce Roberts</b> as Project Engineer led and directed a team of engineers in supporting field operations, subcontract coordination, materials delivery and scheduling. Both will be assigned to the US-1 over I-20 Project.</p>					
i. Quality Initiatives. Discuss Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Balfour Beatty collaborates with NCDOT on a daily, weekly and monthly basis, monitoring schedule, deliveries, subcontracted work, materials deliveries, and quality. NCDOT and Balfour Beatty have established an issue escalation at project kick-off to ensure that issues are resolved early, by managers that have the authority to do so, and avoid disputes. Long term, short term and cash curve schedules are maintained and carefully reviewed. Through an executive committee Balfour Beatty conducts comprehensive project reviews every quarter that address key progress indicators, specifically: safety, risk management, review forecast costs, resource management, schedule progress, and production trends.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
No claims, serious OSHA violations, No environmental incidents					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Balfour Beatty’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 Balfour Beatty (in thousands)
SR1404 Morganton Road Bridge Replacement & Road Widening Fayetteville, NC	Balfour Beatty: Lead Contractor CALYX (formerly Mulkey Engineers & Consultants): Lead Designer	Name of Owner: NCDOT Project Manager: Jason P. Salisbury, P.E. Assistant District Engineer Phone: 919.486.1401 Email: jsalisbury@ncdot.gov	Completion: 2010	\$11,524	\$11,860
g. Narrative describing the work performed by Contractor.					
SR 1404 (Morganton Road) project comprised widening on both sides from Sycamore Dairy Rd to Glensford Rd. Three retaining walls required to accomplish the road widening. Additionally, four ramps to/from the All American Freeway widened and two major intersections reconstructed with associated signal upgrades. The existing overpass bridge was demolished and replaced with a wider bridge. Morganton Road was closed and traffic detoured during bridge replacement, while traffic was maintained on the All American Freeway 24/7. Public access on the detours was maintained continuously. Project schedule was extremely fast paced with onerous liquidated damages (\$10,000/per day) driven by the impact the Morganton Road closure would have on the local shopping malls (specifically the Cross Creek Mall). Existing All-American overpass bridge to be demolished and replaced with a new 244’ long by 115’ wide, two span, steel girder bridge structure with 27,000 SF light weight concrete deck. <b>Key Individuals:</b> Keith Nixon – Project Manager 2009 - 2010					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractor that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
		Initial progress was slow due to several unforeseen conditions (utility impacts). Balfour Beatty developed a recovery schedule that not only recovered the delay but allowed the project to be completed ahead of the original contract completion date at no cost to the owner. Balfour Beatty ultimately delivered the project on time and under budget, and key to the project was the construction of a new bridge in six months, eighteen months earlier than originally estimated by NCDOT. Instrumental to this success was Balfour Beatty’s self-perform capability. Additionally, Balfour Beatty carefully selected subcontractors and suppliers for the project with the knowledge as to how onerous the schedule was. These included <b>Lee &amp; Sims</b> (drilled piers) and <b>National Erectors</b> (rebar furnish and install) and they both performed in accordance with Balfour Beatty’s schedule demands. Other highlights include completing the entire bridge demolition in one weekend – started 10PM Friday – finished with traffic back on the All-American Highway Monday at 5AM. Erecting all the bridge girders in under 40 hours. both outstanding achievements resulted in significant reductions in traffic impacts and lane closures. <b>Keith Nixon</b> was the Project Manager throughout and led Balfour Beatty and the combined team and interfaced with NCDOT on a daily basis. AASHTO selected the Morganton Road widening and bridge replacement project as the “Innovative Management” category winner in the Southeast because of the considerable stakeholder collaboration and innovative schedule/project management needed to widen the roadway and replace the aging bridge over the All-American Freeway.			
i. Quality Initiatives. Discuss Balfour Beatty’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.					
Balfour Beatty collaborated with NCDOT on a daily, weekly and monthly basis, monitoring schedule, deliveries, subcontracted work, materials deliveries, and quality. Balfour Beatty maintained a white board day by day schedule (pull planning), which was collaboratively maintained by all stakeholders under Balfour Beatty’s leadership. If any slippage was noted then options were reviewed and implemented to make time up.					
Balfour Beatty deliveries and expects quality delivery on this project there was one potentially significant quality issue when the concrete supplier failed to supply NCDOT specification compliant concrete for the first light weight deck pour, Balfour Beatty made the decision to remove the entire deck and start back from scratch, at considerable cost rather than conduct cheaper but more time consuming remedial measures. Balfour Beatty had to quickly adjust schedule and planned pour sequence to mitigate the impacts. Issue highlighted the risk associated with pouring light weight deck concrete (especially during summer). The recovery schedule employed experienced supervision and crews from other Balfour Beatty projects, especially over weekends, which allowed the schedule to be maintained. Project worked 7 days a week for almost 5 months straight.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
No Claims, No serious OSHA violations, No environmental incidents.					




## **Appendix C**


### Work History and Quality Form – Contractor/Designer (Section 3.5.2)



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER


a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify AMT’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 AMT (in thousands)
I-40/Lenoir Rhyne Boulevard Hickory, NC	AMT: Lead Designer TBD: Lead Contractor	Name of Owner: NCDOT Project Manager: Beverly Robinson Phone: 919.707.6041 Email: brobinson@ncdot.gov	10/2022 (Est. Const. Completion) 08/2020 (Est. Prof. Services Completion)	\$15,000 (Estimated)	\$313
g. Narrative describing the work performed by Designer.					
AMT provided planning and preliminary design services and is completing final design construction plans for the interchange improvement project in Hickory, NC. Specific services provided by AMT include planning, environmental (NEPA CE) document preparation, human and natural environmental studies, community studies, public involvement, interchange access request (IAR) preparation, preliminary and final roadway and interchange design. The improvements include adding a westbound loop ramp to the northeast quadrant of the interchange, lengthening the westbound I-40 acceleration lane, adding an additional lane to the westbound off-ramp in the southwest quadrant of the interchange, designing concrete islands, repaving and restriping the entire interchange, and lengthening the left turn lane from Lenoir Rhyne Boulevard to 13th Avenue Drive SE. Providing pedestrian accommodations along the east side Lenoir Rhyne was included as part of AMT’s design. The primary challenges of this project are satisfying right-of-way constraints, avoiding major utility impacts, and balancing the proposed improvements with the needs of the commercial interests along the Lenoir Rhyne Corridor. <b>Key Individuals:</b> Stephen Roberts, QA/QC Manager (2018-Present)					
h. Self-Assessment. The information provided in this section should be a self-assessment of Designer’s performance on the project to identify Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Given this project is entering the Right of Way phase, AMT is continuing to work with NCDOT, its sub-consultants, and the City of Hickory to complete this project on time and within budget. After the public meeting was held and preliminary plans were completed, NCDOT asked AMT to modify the design to accommodate the property owner on the northeast quadrant and avoid impacts to their property. Understanding the urgency of the schedule and the importance of this project is to the City of Hickory, AMT quickly responded and updated design plans. The change required realigning the westbound off ramp and loop ramp to minimize impacts to the adjacent property.					
i. Quality Initiatives. Discuss Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Since the initial stages of design. AMT has conducted a detailed QA/QC process to minimize conflicts between different disciplines and avoid resubmittals. In an effort to include NCDOT’s requested revisions while maintaining the schedule, AMT is conducting weekly progress meetings with NCDOT and coordinating regularly with subconsultants. These meetings include senior management at AMT (Stephen Roberts) and NCDOT (Beverly Robinson), along with others as needed. This regular coordination has helped greatly with managing the schedule, avoiding delays, and keeping all parties in the loop on the project status.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Designer shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify AMT’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 AMT (in thousands)
Southgate Drive and US 460 Bypass Interchange Blacksburg, VA	AMT: Lead Designer Branch Civil, Inc.: Lead Contractor	Name of Owner: VDOT Salem District Project Manager: Phillip Hammack, PE Phone: 540.378.5041 Email: phillip.hammack@vdot.virginia.gov	Professional Services: May, 2018 Construction: December, 2018	\$ 47,000 (Estimated)	\$4,916 (Fee)
g. Narrative describing the work performed by Designer.					
AMT provided complete design services on this critical roadway improvement and interchange design project in the Salem District, adjacent to and within Virginia Tech campus in Blacksburg, VA. The purpose was to eliminate the existing signalized at-grade T-intersection at the heavily-used, primary entrance to Virginia Tech campus. A major component of the project is a new diverging diamond interchange, in a location southeast of the existing intersection to accommodate current and planned traffic movements. The pre-construction intersection experienced significant backups during the morning and evening peak hours as well as during major/special events, which hampered through movements along the US 460, also creating a safety concern due to rear-end collisions. Key challenges included an aggressive schedule of 19 months from the start of the alternatives phase to 100% design, managing consensus from the many diverse stakeholders (particularly Virginia Tech), preparing alternative foundation design concepts to respond to site specific geologic conditions; and minimizing impacts to wetlands; old-growth tree stands; and an environmentally sensitive area. As the Engineer of Record, AMT was responsible for management and oversight of all aspects of engineering design including roadway, bridges, traffic engineering and maintenance of traffic, hydraulics, utility coordination, and public relations.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Designer’s performance on the project to identify Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The project was completed on schedule, with the submission of the 100% design milestone within 19 months of NTP. This was achieved despite the need for an initial alternatives selection phase with comprehensive stakeholder involvement as part of the 19 month timeframe. The project was divided into three design phases, with corresponding design fees negotiated with VDOT for each phase, allowing fees to be established with a better understanding of scope and resulted in all design work being performed at or under the fees established. AMT’s design for this project did not result in any claims or disputes. The new interchange opened to traffic 6 months earlier than planned.					
i. Quality Initiatives. Discuss Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
AMT conducted successful stakeholder and community involvement with positive feedback from Virginia Tech, the Town, and VDOT District Administrator. The inclusion of stakeholders via Design Task Forces, use of Over the Shoulder reviews, and development of detailed visualizations (3D realistic animations) allowed design to gain consensus in a timely fashion, since the project was on an accelerated schedule. The bridge design team responded to site specific geologic conditions by preparing an array of foundation designs for alternate bidding (including a combination of spread footings, pre-bored H-piles, and drilled shafts), allowing the bidders to select which to use. All design submittals received Interdisciplinary Reviews to minimize the likelihood of conflicts between the different design disciplines, thus avoiding time-consuming resubmittals of the plans and costly constructability issues. The project received a 2019 Engineering Excellence National Recognition Award from ACEC, and the 2016 Merit Award from ASLA, VA Chapter.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Designer shall provide a detailed explanation below.					
N/A					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify AMT’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 AMT (in thousands)
I-81 Bridge Replacement at Exit 114 Montgomery County, VA	AMT: Lead Designer Haymes Brothers: Lead Contractor	Name of Owner: Virginia Department of Transportation (VDOT) Project Manager: Duane Mann, PE Phone: 540.378.5041 Email: m.mann@vdot.virginia.gov	Professional Services: 2021 Construction: 2021	\$ 21,334	\$2,553 (Fee)
g. Narrative describing the work performed by Designer.					
AMT is the Lead Designer for this \$21 million, fast track design-build project which includes the replacement of the two existing I-81 bridges over Route 8, realignment of I-81, raising the grade at the bridges and approaches, and modification of the Exit 114 ramps. The project is located on I-81 from approximately 0.4 miles south of the Christiansburg southern corporate limits to 0.5 miles north of the Christiansburg southern corporate limits, in Montgomery County/Town of Christiansburg, Virginia. The new bridges are being designed as single-span (146’ long) steel plate girder structures with semi-integral abutments. The I-81 profile is being raised to increase the vertical clearance over Route 8. The replacement of these major interstate bridges “under traffic” necessitates the relocation of the I-81 southbound alignment toward the median, so that traffic can be continuously maintained both on the interstate and on the major collector below. A temporary crossover will place northbound interstate traffic onto the new southbound bridge temporarily during the second construction phase.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Designer’s performance on the project to identify Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
With this project being design-build and currently underway, AMT is developing the design and working with both the Owner (VDOT) and the Contractor to successfully complete the project. To ensure that this occurs, AMT is in a continuing process of refining the project design to provide the most economic, efficient, and effective design for the Contractor that meets the desired outcome for VDOT. An example of this is the adjustment to the design approach to break out the design into smaller packages that VDOT can review more quickly to provide the Contractor continuing areas of work without needing to wait for the full design to be developed. AMT, with the Contractor, has partnered with VDOT to do Over-the-Shoulder (OTS) reviews on some design packages where innovative or non-standard approaches were being considered. This OTS process helps ensure that a design approach does not waste time on developing an element of design that either the Contractor or the Owner cannot accept/approve. Further, having early buy-in from the Owner on a design approach, minimizes the review time necessary and allows the Owner a head start in knowing what will be coming in a design package.					
i. Quality Initiatives. Discuss Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
In an effort to maintain the project’s accelerated schedule, AMT worked with the Contractor to split out work packages into smaller elements that could more easily and quickly be reviewed by VDOT to allow that work to begin. In the Design-Build environment, this approach allows construction and design to be concurrent and improves the ability to maintain schedule. Further, AMT held weekly conference calls with the contractor and VDOT to refine and discuss design progress and develop design strategies in real time that would be the most easily and efficiently constructed while also having the Owner (VDOT) on board with the direction of the design before the review process began. This improved the quality assurance/quality control process by identifying needed changes and adjustments on a weekly basis and ensuring that the design concept was agreeable with all stakeholders as it progressed. The weekly design conference calls also allowed the contractor to provide input that helped maintain schedule while maintaining safety and quality. AMT utilized Primavera scheduling software to establish milestone dates for design stages and critical activities. This critical path schedule was updated and reviewed regularly to ensure milestones were being met and adjustments were being made as needed. Finally, AMT developed a Design Quality Management Plan. A major element of this Plan was that all design submittals (including those from subconsultants) would go through an Interdisciplinary Review process. This process minimized the likelihood of conflicts between the different design disciplines, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. Another major element of the DQMP was the use of “check prints”, requiring that every sheet is checked, revised, back-checked, and approved prior to being submitted for review. In addition, internal audits were performed to ensure that the plan was being followed.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Designer shall provide a detailed explanation below.					
N/A					





## **Appendix D**

### Legal and Financial



May 23, 2019

Balfour Beatty Infrastructure, Inc.  
430 Eastwood Road  
Wilmington, NC 28403

South Carolina Department of Transportation  
Post Office Box 191  
Columbia, SC 29202-0191

910.452.1145  
www.balfourbeattyus.com

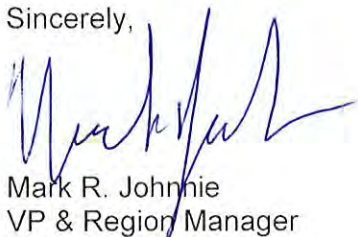
RE: SCDOT | Design-Build Project  
US 1 over I-20 Interchange Improvement  
Lexington County, South Carolina  
Project ID P030711

To Whom It May Concern:

Balfour Beatty Infrastructure, Inc. is financially strong. The business is ultimately owned by Balfour Beatty plc in the United Kingdom, which has been in continuous operation since 1909. In the US, Balfour Beatty Infrastructure, Inc.'s annual revenue exceeded \$600 million for 2018. The company has a strong backlog and a bonding capacity of \$5 billion in the aggregate and up to \$700 million per project. The business has the resources available to complete the US 1 over I-20 Interchange Improvement project and the financial references have been included in our Statement of Qualification.

You can reach me at the number listed above with any questions or concerns.

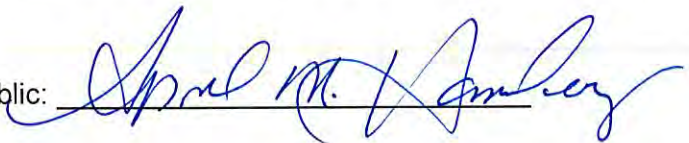
Sincerely,



Mark R. Johnnie  
VP & Region Manager

Subscribed and sworn before me this 24th day of MAY, 2019.

My Commission expires: 6/11/2022 Notary Public:



Print Name:

April M. Hansley





May 23, 2019

South Carolina Department of Transportation  
Ms. Carmen Wright  
955 Park Street, Room 101 (302, 421)  
Columbia, South Carolina 29201

**RE: US 1 over I-20 Interchange Improvement**

Ladies and Gentlemen:

**Balfour Beatty Infrastructure, Inc.** requests consideration to provide Design-Build services for the referenced project. They have asked us to provide the following evidence of their bonding capacity.

Travelers Casualty and Surety Company of America serves as the lead surety for **Balfour Beatty Infrastructure, Inc.** in a co-surety for a program arranged with the following sureties: Travelers Casualty and Surety Company of America with an A.M. Best Rating of A++ XV, Fidelity and Deposit Company of Maryland (a subsidiary of Zurich Financial Services Group) with an A.M. Best Rating of A XV and Liberty Mutual Insurance Company with an A.M. Best Rating of A XV. Each of these sureties is admitted and licensed to do business in all fifty states, as well as serving as an integral part of the overall co-surety program for **Balfour Beatty Infrastructure, Inc.**

This is to advise that as co-surety partners, we have approved bonds on individual projects in excess of \$300,000,000 with a total aggregate bond limit established at \$5,500,000,000. Based on the information provided at this time, we believe adequate backlog and bonding capacity remains for **Balfour Beatty Infrastructure, Inc.**

Please understand that authorizations or approval of any bonds are subject to our standard underwriting at the time of the individual bond request, including a review of acceptable bond forms, contract financing, contract terms, and other standard underwriting considerations.

Our consideration and issuance of bonds is a matter solely between **Balfour Beatty Infrastructure, Inc.** and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

Sincerely,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

Noah William Pierce  
Attorney-in-Fact





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

**POWER OF ATTORNEY**

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

**IN WITNESS WHEREOF**, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

By: \_\_\_\_\_

Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

**In Witness Whereof**, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021



*Marie C. Tetreault*  
 Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

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

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

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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this

*23rd*

day of

*May*

*2014*



*Kevin E. Hughes*  
 Kevin E. Hughes, Assistant Secretary

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





## **Appendix E**

### 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:

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

5/28/19  
Date

MARK JOHNNIE  
\_\_\_\_\_  
Print Name

BALFOUR BEATTY INFRASTRUCTURE  
\_\_\_\_\_  
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):

Stephen E. Roberts  
Signature

5-28-19  
Date

Stephen Earl Roberts  
Print Name

A. Morton Thomas & Associates, Inc.  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company



## **Appendix F**

### Confidential or Proprietary Information Summary List

## APPENDIX F – Confidential or Proprietary Information Summary List

Balfour Beatty Infrastructure, Inc. (Contractor) and A. Morton Thomas and Associates, Inc. (Lead Designer),

do not hold any of the information in this submittal as confidential or proprietary.





## **Appendix G**

### Addendum Receipt Form(s)

**NOTICE OF RECEIPT**  
**US 1 over I-20 Interchange Improvement**  
**Design-Build – Project ID P030711**  
**Lexington County**

**Addendum 1**

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

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

**Confirmation Statement:**

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

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

5/28/19  
\_\_\_\_\_  
Date

MARK JOHNNIE  
\_\_\_\_\_  
Printed Name

For: BALFOUR BEATTY / AMT  
\_\_\_\_\_  
Design-Build Team Name







## **Appendix H**

### Key Individual and Contractor/ Designer Reference Form(s)



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
<a href="mailto:jsalisbury@ncdot.gov">jsalisbury@ncdot.gov</a>	Jason	Salisbury	Keith Nixon	Morganton Road Bridge	Project Manager	Balfour Beatty
<a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>	Kyle	Berry	Keith Nixon	US 17, SC707 Backgate Interchange	Operations Manager	Balfour Beatty
<a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>	Kyle	Berry	Keith Nixon	SCDOT SC917 Little Pee Dee Bridge Replacements	Operations Manager	Balfour Beatty
<a href="mailto:jmparker@ncdot.gov">jmparker@ncdot.gov</a>	Mike	Parker	Keith Nixon	Fayetteville Outer Loop	Design-Build Project Manager	Balfour Beatty
<a href="mailto:brobinson@ncdot.gov">brobinson@ncdot.gov</a>	Beverly	Robinson	Stephen Roberts	I-40/Lenoir Rhyne Boulevard	QA/QC Manager	AMT
<a href="mailto:kyle.hubert@townofcary.org">kyle.hubert@townofcary.org</a>	Kyle	Hubert	Stephen Roberts	Morrisville Parkway/NC 540 Interchange	Project Manager	RK&K
<a href="mailto:rwbaucom@ncdot.gov">rwbaucom@ncdot.gov</a>	Rick	Baucom	Stephen Roberts	Monroe Connector Bypass Design-Build	Design Manager	RK&K
<a href="mailto:dvanmeter@dot.ga.gov">dvanmeter@dot.ga.gov</a>	Darryl	VanMeter	Jonathan Reid	GDOT I-75 Northwest Corridor EIS	Traffic Engineering Manager	Balfour Beatty
<a href="mailto:marylou.godfrey@ncdot.gov">marylou.godfrey@ncdot.gov</a>	MaryLou	Godfrey	Jonathan Reid	FDOT Tampa Bay Express Downtown Interchange	Concept Design Engineer	Arcadis
<a href="mailto:james.knight@dot.state.fl.us">james.knight@dot.state.fl.us</a>	James	Knight	Jonathan Reid	FDOT I-95 System Operations Interchange Report	Lead Traffic Engineer	Balfour Beatty
<a href="mailto:campra@scdot.org">campra@scdot.org</a>	Robby	Camp	Taylor Keith	SCDOT I-85 Reconstruction & Widening	Right of Way Manager	Parsons Brinckerhoff
<a href="mailto:nstrickland@ncdot.gov">nstrickland@ncdot.gov</a>	Neal	Strickland	Taylor Keith	NCDOT I-3802 I-85 Widening	Right of Way Manager	Parsons Brinckerhoff
<a href="mailto:nstrickland@ncdot.gov">nstrickland@ncdot.gov</a>	Neal	Strickland	Taylor Keith	NCDOT R-2250 Greenville Southwest Bypass	Right of Way Manager	Barnhill/HDR
<a href="mailto:jenna.nichols@ci.charlotte.nc.us">jenna.nichols@ci.charlotte.nc.us</a>	Jenna	Nichols	Joshua Sommer	CATS Blue Line Light Rail Extension	Project Manager	Balfour Beatty
<a href="mailto:mpenney@ncdot.gov">mpenney@ncdot.gov</a>	Michael	Penney	Joshua Sommer	Fayetteville Outer Loop	Design Build Coordinator	Balfour Beatty
<a href="mailto:retheridge@dot.ga.gov">retheridge@dot.ga.gov</a>	Ross	Etheridge	Joshua Sommer	Truman Parkway	Project Engineer	Balfour Beatty
<a href="mailto:mgarner@dot.ga.gov">mgarner@dot.ga.gov</a>	Michael	Garner	Warren Bateman	GDOT Skidaway Narrows Bridge	QC Manager	United Infrastructure Group
<a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>	Kyle	Berry	Warren Bateman	SCDOT Statewide Bridge Replacement	QC Manager	United Infrastructure Group
<a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>	Kyle	Berry	Warren Bateman	SCDOT	Civil Engineering Tech	SCDOT
<a href="mailto:berrywk@scdot.org">berrywk@scdot.org</a>	Kyle	Berry	Drew Barnett	US 17, SC707 Backgate Interchange	Field Engineer	Balfour Beatty
<a href="mailto:jenna.nichols@ci.charlotte.nc.us">jenna.nichols@ci.charlotte.nc.us</a>	Jenna	Nichols	Drew Barnett	CATS Blue Line Light Rail Extension	Asst. Superintendent	Balfour Beatty
<a href="mailto:mshumsky@ncdot.gov">mshumsky@ncdot.gov</a>	Michael	Shumsky	Tony Laws	R-2247EB	Structural Engineer	Blythe/STV
<a href="mailto:kcarpenter@ci.chartlotte.nc.us">kcarpenter@ci.chartlotte.nc.us</a>	Keith	Carpenter	CALYX	Sandy Porter & Brown-Grier Road	Lead Designer	CALYX
<a href="mailto:rsmith@drmp.com">rsmith@drmp.com</a>	Ron	Smith	CALYX	SC 557 Widening	Lead Designer	CALYX



[illegible]



# **Attachment 1**

## Prequalification Certificate





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.**

**BALFOUR BEATTY INFRASTRUCTURE, INC.**

**Vendor ID: 1BA013**

**Issued : March 19, 2019**

**Expires: March 31, 2020**

**Approved By:**

A handwritten signature in black ink, appearing to be "C. B. H.", is written over a horizontal line.

**Prequalification Coordinator**