



**STATEMENT OF QUALIFICATIONS**  
**US 1 over I-20 Interchange Improvement**  
**Design-Build Project (Project ID P030711)**  
**Lexington County, SC**



**Submitted on:**  
**May 29, 2019**



## Document Navigation

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## 3.2 INTRODUCTION

**3.2.1 Contracting Entity** | Sloan Construction, a Division of Reeves Construction Company (Sloan) will be the Contracting Entity and will be responsible for the successful delivery of this US 1 over I-20 Interchange Improvement Design-Build project. Sloan provides a full range of heavy civil services, including grading, underground utilities, bridge construction, asphalt paving, and material supply. Sloan's headquarters is positioned in Duncan, South Carolina, with regional offices strategically located throughout the state, including a fixed location in Columbia. Sloan is a part of Reeves Construction Company, which includes operations throughout the Southeast, covering the Carolinas, much of Georgia, and Northern Florida. Reeves Construction is owned by Colas, an international highway construction and materials business.



### Contracting Entity Contact

**Rob Loar**  
250 Plemmons Road  
Duncan, SC 29334  
706.533.1472  
[rloar@reevescc.com](mailto:rloar@reevescc.com)

## 3.2.2 Points of Contact & 3.2.3 Full Legal Name of Lead Contractor & Lead Designer

### LEAD CONTRACTOR:

Sloan Construction, a Division of Reeves Construction Company (Sloan)



#### Point of Contact:

**BENJAMIN JOHN BISHOP**  
250 Plemmons Road, Duncan, SC 29334  
864.968.2250 (phone); 864.580.9263 (mobile)  
[bbishop@sloancec.net](mailto:bbishop@sloancec.net)

### LEAD DESIGNER:

Rummel, Klepper & Kahl, LLP (RK&K)



#### Point of Contact:

**CHRISTOPHER ERIC JORDAN, PE, ASSOC. DBIA**  
1201 Main Street, Suite 1400, Columbia, SC 29201  
803.766.7242 (phone); 803.445.9158 (mobile)  
[cjordan@rkk.com](mailto:cjordan@rkk.com)

**3.2.4 Commitment of Key Individuals** | Our Key Individuals are **fully committed to this project** to meet and exceed SCDOT's quality and schedule expectations, and are **available for the duration of the Project**. Our Team is also committed to providing all resources and personnel required to successfully deliver the project.


## 3.3 TEAM STRUCTURE AND PROJECT EXECUTION





**3.3.1 Organizational Chart, Team Structure, & Team Integration** | Our **Organizational Chart** in **Figure 1 on Page 3** demonstrates our dedication to providing SCDOT and this project with a cohesive team of contractors and designers that works as one. **Figure 2 on Page 4** identifies past and current teaming successes for our proposed team.

**Executive Management:** Our Executive Management Team includes **Rob Loar** (Vice President of Operations) and **Smitty Helms** (Area Manager) from Sloan; and **Keith Skinner, PE** (Executive Director, Transportation) and **Mimi Kronisch, PE** (Partner) from RK&K. These executives will ensure the project is assigned the necessary resources to be successful.





**Project Management and Project Administration: Benjamin Bishop** <sup>SLOAN</sup> , Project Manager, will have overall responsibility for project delivery in accordance with contract requirements. He will serve as the Lead Contractor Proposer Point of Contact. His direct reports include the Lead Design Engineer, Construction Manager, Project Engineer, and Office Manager/Administration.

**Brandon McInnis, PE** <sup>RK&K</sup> , Lead Design Engineer, will be responsible for all aspects of design. **Chris Jordan, PE, Assoc. DBIA** <sup>RK&K</sup>, will be the Assistant Design Engineer and will coordinate all design activities. He will serve as the Lead Designer Proposer Point of Contact. All design team members, including **Stuart Samberg, PE, PTOE, PTP, RSP** <sup>RK&K</sup> , Traffic Engineer, will report directly to the Lead Designer. **Aaron Hollar** <sup>SLOAN</sup> , Construction Manager, will be responsible for construction operations, as well as personnel and equipment management. He will report directly to the Project Manager and will work closely with the designers during the design phase to ensure work plans and subcontracting opportunities are fully developed. **Edwin K Haney** <sup>SLOAN</sup> , Maintenance of Traffic (MOT) Manager, will report directly to Mr. Hollar.

**Quality, Environmental & Safety Oversight Group: Mitchell Dodd** <sup>SLOAN</sup> , Quality Control Manager, and **Scott Blevins, PE** <sup>RK&K</sup> and **Matt Lifsey, PE, DBIA** <sup>NS</sup>, Design Quality Control Managers, will oversee quality for operations personnel and will interact with the Lead Design Engineer and Construction Manager. Environmental Compliance will be led by **Colton Ginn** <sup>SLOAN</sup> and Safety will be jointly handled by **Dan Larrabee** <sup>SLOAN</sup> and **Ricky Ward, PE** <sup>RK&K</sup>. These oversight groups will operate independently and will report to the Executive Management Team and SCDOT and interact with the Project Manager and Field Operations and will participate in regular meetings with SCDOT.

**Maintenance of Traffic (MOT) Task Force:** Our Team will establish a MOT Task Force that includes **Edwin Haney** <sup>SLOAN</sup> and **Stuart Samberg, PE, PTOE, PTP, RSP** <sup>RK&K</sup> and representatives from SCDOT. This group will ensure our Team's comprehensive MOT plan maximizes safety and mobility and minimizes impacts to the public. Our goal is to provide a seamless transition from design through construction implementation.

**Right of Way (ROW):** We have enlisted the expertise and local resources of **THC, Inc (ROW Management)**, **AR Martin, Co. (Fee Appraiser)**, and **Real Estate Appraisers & Consultants, LLC (Fee Reviewer)** to provide critical right of way services. **John Terry** <sup>THC</sup> will be responsible for directing our team's ROW services. All of these respected firms are currently providing ROW services for SCDOT and are on SCDOT's Approved Consultant list.





Resident Construction Engineer

PROJECT MANAGER

Benjamin John Bishop <sup>SLOAN</sup>

SAFETY TASK FORCE

Dan Larrabee <sup>SLOAN</sup>  
Ricky Ward, PE <sup>RK&K</sup>  
SCDOT

ENVIRONMENTAL COMPLIANCE

Colton Ginn <sup>SLOAN</sup>

EXECUTIVE MANAGEMENT

Rob Loar <sup>SLOAN</sup>  
Smitty Helms <sup>SLOAN</sup>  
Keith Skinner, PE <sup>RK&K</sup>  
Mimi Kronisch, PE <sup>RK&K</sup>

QC MANAGER

Mitchell Dale Dodd <sup>SLOAN</sup>

DESIGN QC MANAGER

Scott Blevins, PE <sup>RK&K</sup>  
Matt Lifsey, PE, DBIA <sup>NS</sup>

LEAD DESIGN ENGINEER

Brandon James McInnis, PE <sup>RK&K</sup>

ASSISTANT DESIGN ENGINEER

Christopher Eric Jordan, PE, Assoc. DBIA <sup>RK&K</sup>

CONSTRUCTION MANAGER

Aaron Thomas Hollar <sup>SLOAN</sup>

PROJECT ENGINEER

Robert Burnett <sup>SLOAN</sup>

FIELD ENGINEER

Beau Kelly <sup>SLOAN</sup>

SCHEDULE ENGINEER

Daniel Bantly <sup>SLOAN</sup>

PUBLIC RELATIONS

Paige Kohler <sup>SLOAN</sup>

Office Manager/  
Administration

DESIGN TEAM

Roadway Engineering

Matthew Lamy, PE <sup>RK&K</sup>  
Mary Mays Yahl, PE <sup>RK&K</sup>  
James Galgano, EI <sup>RK&K</sup>

Traffic Management Plans

Stuart Michael Samberg, PE, PTOE, PTP, RSP <sup>RK&K</sup>  
Byron Holden, PE <sup>RK&K</sup>

Signing & Pavement Markings

Stuart Michael Samberg, PE, PTOE, PTP, RSP <sup>RK&K</sup>

Public Involvement

Heather Robbins, AICP <sup>TO</sup>  
LaTonya Derrick <sup>TO</sup>

**Bold** - Denotes design discipline lead

Bridge/Seismic Engineering

David Bradley Peterson, PE <sup>RK&K</sup>  
Satrajit Das, PhD, PE <sup>RK&K</sup>  
David Ragan, PE <sup>RK&K</sup>  
Michele Ziehl, PE <sup>RK&K</sup>

Geotechnical Engineering

Gary Taylor, PE <sup>RK&K</sup>  
Gregory Goins, PE <sup>RK&K</sup>

Utility Coordination & Design

Randy Roberts <sup>NS</sup>  
William Axson <sup>NS</sup>

Hydraulic Engineering

Mike Phillips, PE, CFM <sup>NS</sup>  
David MacLean, PE <sup>NS</sup>  
Britton Wells, PE, CFM <sup>NS</sup>

Environmental/Permitting

Skip Johnson <sup>TO</sup>  
Michael Wood, LSS <sup>TO</sup>

Hazardous Materials

Andy Wilson, PG <sup>ARM</sup>

Survey/SUE

Nick Miguez, PLS <sup>M&C</sup>  
Doug Brown, PG <sup>M&C</sup>  
Tim Van Gelder, PLS <sup>M&C</sup>

Right-of-way Manager

John Edward Terry <sup>THC</sup>

Fee Appraiser

Anthony Ray Martin, MAI <sup>AMC</sup>

Fee Reviewer

George Ernest Knight, MAI <sup>REAC</sup>

MOT TASK FORCE

Edwin K Haney <sup>SLOAN</sup>  
Stuart Michael Samberg, PE, PTOE, PTP, RSP <sup>RK&K</sup>  
SCDOT



Extensive Local  
Resources



Sloan / Reeves Construction

- Grading, bridge construction, paving, utilities, material supply
- 400 accessible employees – Columbia, Greenville, Augusta, Charlotte
- 2 Columbia-based asphalt plants
- Columbia-based construction office
- Crews available upon near completion of Monroe Bypass Design-Build project with RK&K



RK&K

- 400 staff in the Carolinas
- 1,400 staff in the mid-Atlantic region
- \$2+ Billion in Design-Build awards in the Carolinas as Lead Designer
- Top 20 Transportation Design Firm
- Columbia-based design office
- Columbia-based specialty subconsultants

Figure 1 - ORGANIZATIONAL CHART

Key Points of Team Interaction:

- **PM-SCDOT-Executive Management:** Our Project Manager (PM) has direct reporting responsibilities to the Resident Construction Engineer (RCE) and to Executive Management. Executive Management provides the RCE with direct access to leadership/ownership of the Design-Builder should the need occur.
- **PM-SCDOT-Quality Control (QC)/Safety/Environmental Compliance-Executive Management:** The QC Manager will report directly to a responsible officer of Sloan Construction who is also a member of Executive Management. The Safety/Environmental Compliance functions will report directly to Executive Management and SCDOT to ensure this critical oversight is fulfilled. Operationally, the QC/Safety/Environmental Compliance functions will interact with the PM, SCDOT, design, construction and project administration on a regular basis.
- **PM-Lead Design Engineer-Construction Manager-Project Engineer:** These functions (design, construction, project administration) will report directly to the PM and work closely with each other throughout the project.
- **Safety Task Force:** The RCE and/or their designee will be a key member of this task force to ensure a direct line of communication to this critical function.
- **MOT Task Force:** The RCE and/or their designee will be a key member of this task force to ensure a direct line of communication to this critical function. This task force also serves as a specific point of interaction between the design and construction teams.





### 3.3.1 Teaming Success | Figure 2 - Teaming

#### MONROE BYPASS DESIGN-BUILD, Union County, NC (Design-Build project, 2013 - present)

Since 2013 Sloan and RK&K have successfully collaborated on significant portions of this \$464M, 19.7-mile toll freeway on new location. Sloan constructed 14 bridges, three bridges designed by RK&K, 2 miles of mainline freeway and frontage roads, and a directional interchange. This segment is the most challenging portion of the project, including an elevated US 74 roadway with MSE walls and construction access challenges.

**Reference:** NCDOT, Rick Baucom, PE, 704.983.4400, [rwbaucom@ncdot.gov](mailto:rwbaucom@ncdot.gov)  
**Team Members Involved:** *Sloan:* Benjamin Bishop, Rob Loar, Smitty Helms, Edwin Haney, Thomas Jones, Robert Burnett, Beau Kelly, Daniel Bantly; *RK&K:* Keith Skinner, Brandon McInnis, David Peterson, Matthew Lamy, Mary Yahl, Byron Holden, Gary Taylor, Stuart Samberg; *Three Oaks:* Michael Wood

#### I-385 CROSS SLOPE CORRECTIONS, Greenville, SC (Portion of Rehabilitation Project, 2019)

Sloan and RK&K were responsible for designing and developing plans for the Cross Slope Corrections on six miles of I-385. The cross slope corrections were a part of a larger Interstate Rehab project on I-385 that began at mile marker 37 and extended to near mile marker 42.

**Reference:** SCDOT, Casey Lucas, 803.737.1087, [lucascb@scdot.org](mailto:lucascb@scdot.org)  
**Team Members Involved:** *Sloan:* Rob Loar, Mitchell Dodd; *RK&K:* Chris Jordan, Ricky Ward, James Galgano.

#### SC 277 NB OVER I-77 BRIDGE REPLACEMENT PURSUIT, SCDOT, Richland County, SC (Design-Build project, 2018)

Sloan and RK&K were shortlisted for this design-build project for the design and construction of a bridge replacement along SC 277 Northbound over I-77. Sloan was the Contractor and RK&K was the Lead Designer for this pursuit. The Team secured approval for several innovative MOT ATCs for both demolition and construction, and achieved a score of 96.65 on the technical proposal.

**Reference:** SCDOT, Jae Mattox, 803.737.1805, [mattoxjh@scdot.org](mailto:mattoxjh@scdot.org)  
**Proposed Team Members Involved:** *Sloan:* Rob Loar, Benjamin Bishop, Mitchell Dodd, Smitty Helms, Thomas Jones, Beau Kelly, Daniel Bantly; *RK&K:* Keith Skinner, Scott Blevins, Ricky Ward, Brandon McInnis, Matthew Lamy, Mary Yahl, Stuart Samberg, David Peterson, Satrajit Das, David Ragan, Gary Taylor, Gregory Goins, Howard Woodall, Tina Swiezy, Jeff Meador, *Three Oaks:* Skip Johnson and Michael Wood

#### I-85 PHASE I/II PURSUIT, SCDOT, Spartanburg & Cherokee Counties, SC (Design-Build project, 2016)

Sloan and RK&K had the opportunity to build upon the successes from the Monroe Bypass when shortlisted for this 21-mile interstate widening and rehabilitation project in the Upstate. Sloan was a JV partner and RK&K a member of the engineering team.

**Reference:** SCDOT, Brad Reynolds, 803.737.1440, [reynoldsbs@scdot.org](mailto:reynoldsbs@scdot.org)  
**Proposed Team Members Involved:** *Sloan:* Rob Loar, Smitty Helms, Daniel Bantly; *RK&K:* Gary Taylor, Greg Goins, Matthew Lamy, Stuart Samberg.

### 3.3.2 Critical Risks | Figure 3 - Critical and Additional Risks

Project Risk	Mitigation Strategies	SCDOT/Other Agency Involvement
<b>RIGHT OF WAY ACQUISITION, INCLUDING RELOCATIONS (SCDOT IDENTIFIED CRITICAL RISK)</b>		
<ul style="list-style-type: none"> <li>Volume of concurrent acquisitions / relocations in the Midlands region (I-26 DB, Carolina Crossroads, remaining 2015 flood-impacted properties)</li> <li>Availability of commercial ROW resources</li> <li>SCDOT capacity to process acquisitions / relocations</li> <li>Price escalation – regional supply and demand</li> <li>Number, type of design-driven acquisitions / relocations due to interchange configuration, frontage road realignments</li> <li>Potential cell tower impact</li> <li>Potentially contaminated sites</li> </ul>	<ul style="list-style-type: none"> <li>Must adhere to <i>Uniform Relocation Assistance and Real Property Acquisition Act of 1970</i>, and SCDOT Acquisition Manual, updated January 2019</li> <li>ROW Manager not involved with I-26 DB project</li> <li>ROW Team partnering with other resources as needed to meet the project schedule</li> <li>ROW Team works with Design Team to minimize impacts through value engineering. Design ramp alignment to avoid cell tower.</li> <li>Prioritize tracts; relocations have highest priority, and those with utilities</li> <li>Conduct Phase I assessments, check compliance status; for Phase II assessments, design to avoid contamination if possible</li> <li>Contaminated tracts to be acquired by easement</li> <li>Different types of properties impacted in the region (supply and demand): commercial, hotel vs. office, self-storage, Section 8 housing (Carolina Crossroads)</li> </ul>	<ul style="list-style-type: none"> <li>Proactive, advanced coordination with SCDOT ROW Department, beginning with design concepts, and continuing through all acquisition / relocation efforts</li> <li>Regularly scheduled meetings with SCDOT (semi-monthly, adjust as needed)</li> <li>Weekly progress reporting</li> <li>Agreement on required advance notifications to meet schedules</li> <li>Needed from SCDOT: administrative adjustments, setting just compensation, approving possible condemnations</li> </ul>



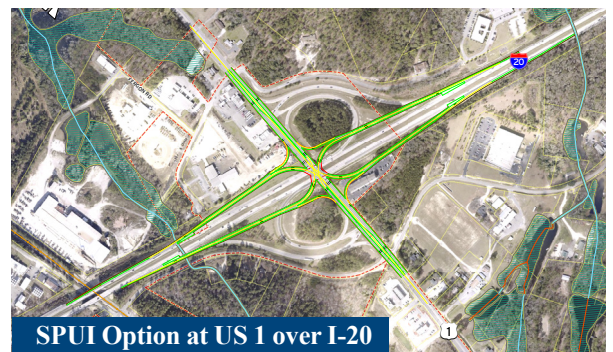
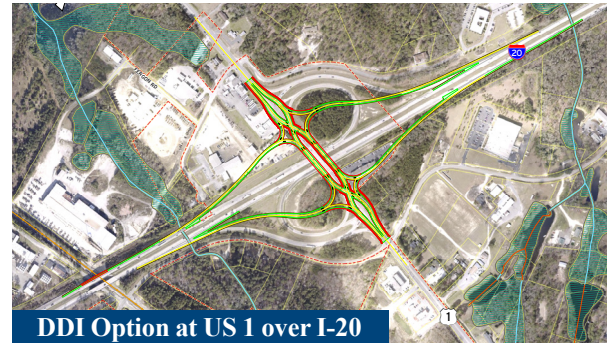


Project Risk	Mitigation Strategies	SCDOT/Other Agency Involvement
<b>MAINTENANCE OF TRAFFIC (SCDOT IDENTIFIED CRITICAL RISK)</b>		
<ul style="list-style-type: none"> <li>Staged construction of interchange improvements</li> <li>Interior median bent construction on I-20</li> <li>Setting girders over I-20</li> <li>Bridge demolition                             <ul style="list-style-type: none"> <li>Method</li> <li>Protection of I-20</li> </ul> </li> <li>Coordination with I-20 widening DB project</li> <li>Maintaining all lanes of traffic on US 1 during peak hour traffic</li> <li>Variable grades on US 1 during staged construction due to increased clearance over I-20</li> <li>Ingress/egress to properties on US 1</li> <li>Construction under traffic for any drainage features and/or utilities</li> </ul>	<ul style="list-style-type: none"> <li>Initiate Safety Task Force and MOT Task Force</li> <li>Initiate public involvement program to communicate advance construction notices</li> <li>Develop emergency implementation plan coordinated with stakeholders</li> <li>Conduct monthly safety reviews by Executive Management team</li> <li>Traffic analysis to document anticipated MOT conditions to adequately inform the public of expectations</li> <li>Construction sequencing that maintains US 1 traffic during peak hours</li> <li>Detailed analysis of diurnal and seasonal patterns along I-20 and US 1 to maximize work during minimum travel periods</li> <li>Top down demolition utilizing saw cutting deck into panels and removing while under night time lane closures</li> <li>Pace traffic during girder removal and setting new girders – night operations</li> <li>Design that mitigates the amount of room needed for construction of interior bent foundation</li> <li>Perform work at night to limit interference with traveling public</li> <li>Coordination with property owners on ingress/egress needs, integrate needs into construction staging and operations</li> <li>Coordination with I-20 widening DB project</li> <li>Continuous collaboration between Roadway and MOT Design teams to enhance designs to be the most constructible</li> </ul>	<ul style="list-style-type: none"> <li>SCDOT to participate in both Safety and MOT Task Force</li> <li>Allow DB Team to demonstrate how MOT plans impact delays and queues</li> <li>Contribute to development of emergency implementation plan</li> <li>Facilitate communication as part of public involvement plan</li> <li>Early and ongoing coordination with Lexington County and first responders</li> <li>Coordination with any community activities (e.g., high school football games, festivals, etc.)</li> </ul>
<b>THIRD PARTY IMPACTS (ADDITIONAL PROJECT RISKS)</b>		
<ul style="list-style-type: none"> <li>Utility Relocations                             <ul style="list-style-type: none"> <li>ROW/easement acquisition</li> <li>Utility owner's limited ability to perform work</li> <li>Storm Duty callup for utility crews – pulled off project</li> <li>Material lead times</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Initiate coordination with utility owners at project inception. Utility owners work with Design Team to minimize impacts through value engineering.</li> <li>Establish Plan "B" for alternative work areas until ROW is acquired</li> <li>Assist with design of relocations as allowed. Provide clearing for utility relocations if practical and allowed.</li> <li>Re-prioritize work areas and closely track the departure / availability of utilities for coordinating delays with SCDOT</li> <li>Early coordination and finalization of plans in areas where long lead time materials are anticipated</li> </ul>	<ul style="list-style-type: none"> <li>ROW/Easement Acquisition: Condemnation of property if ROW / easement negotiations fail</li> <li>Storm Duty call ups: Receive frequent updates from DB Team and acknowledge delay</li> </ul>
<ul style="list-style-type: none"> <li>Permitting</li> </ul>	<ul style="list-style-type: none"> <li>Purchase credits as needed from existing banks: Arrowhead Farms Mitigation Bank; Congaree Creek Mitigation Bank; Mill Creek Mitigation Bank (wetland &amp; stream); Sandhills Mitigation Bank (wetland); Sandy Forks Mitigation Bank; Turners Branch Mitigation Bank (stream)</li> </ul>	<ul style="list-style-type: none"> <li>Early coordination with USACE, SCDHEC</li> </ul>
<ul style="list-style-type: none"> <li>Interchange Modification Report (IMR) Approval</li> </ul>	<ul style="list-style-type: none"> <li>IMR Scoping Document submitted to SCDOT on day of award</li> <li>Early Concurrence and Scoping</li> <li>By Chapter Review Concurrence with FHWA and SCDOT to identify issues early and streamline approvals</li> </ul>	<ul style="list-style-type: none"> <li>SCDOT/FHWA to review IMR Scoping Document</li> <li>SCDOT/FHWA to participate in Concurrence / Scoping Meetings</li> <li>SCDOT/FHWA: By Chapter Reviews</li> </ul>



**PROJECT APPROACH** | Our team's approach is to **diligently address the identified risks** through the evaluation of numerous design alternatives. The mitigation of right-of-way (ROW) challenges will be balanced with minimizing impacts to traffic, while delivering SCDOT with the most efficient quality solutions. Heavy focus will be on all aspects of Project Management, including **MOT, ROW acquisition, utility relocation coordination, hazardous material compliance, coordination with adjacent work, and public relations**. We will partner with SCDOT's staff to execute all phases of work in strict compliance with all expectations regarding project specifications, quality, and safety.

**Interchange Alternatives:** Multiple interchange alternatives will be developed based in part on the traffic analysis. After the future year travel demand is determined, tools such as CAP-X, Synchro and HCS will be used to determine the most viable options. Based on a preliminary analysis using SCDOT AADT and Streetlight Origin-Destination Data, multiple interchange configurations show promise at this location. Of the options we evaluated, the **Diverging Diamond Interchange (DDI)** demonstrated acceptable operations which accommodated the volume of traffic turning from US 1 to I-20 and through volumes along US 1. **Figure 4** below illustrates several possible interchange types that could be used. We also want to consider non-traditional solutions, such as a ramp bridge over an access road that would allow the hotel to remain unaffected.



For additional detail, please **ZOOM IN** on the interchange concepts above.

**Figure 4 | Configuration Options and Benefits**

Interchange Type	Traffic Operations	Constructibility	Driver Familiarity	Right-of-way	Construction Cost
Diverging Diamond <sup>1,2</sup>	●	◐	◐	◐	◐
Single-Point Urban <sup>1,2</sup>	◐	◐	◐	◐	◐
Displaced Left-Turn <sup>1</sup>	◐	◐	○	◐	◐
Tight Diamond <sup>1,2</sup>	◐	◐	◐	◐	◐
Roundabout <sup>1,2</sup>	◐	◐	○	◐	◐
Partial Cloverleaf (w/ signalized ramp terms.) <sup>1,2</sup>	◐	◐	◐	●	●

Legend: ● Excellent ◐ Very Good ◐ Good ◐ Fair ○ Poor

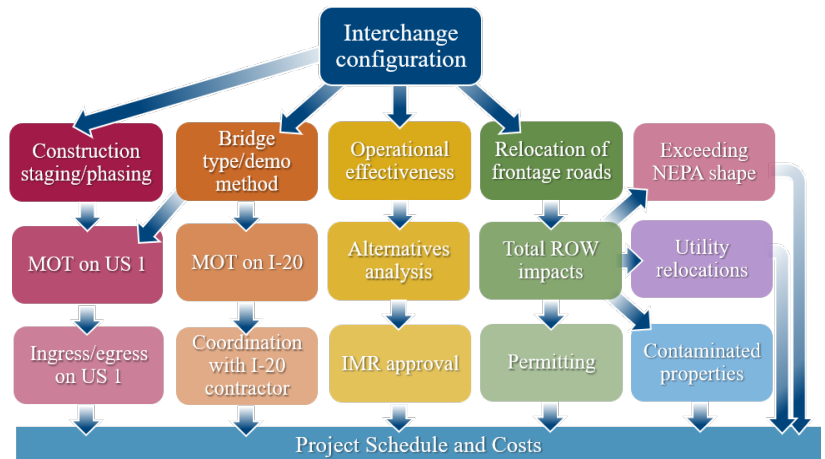
<sup>1</sup> RK&K analysis & design experience <sup>2</sup> Sloan construction experience





**Interchange Configuration:** As shown by the accompanying graphic, the type of interchange selected will drive a multitude of interdependent decisions and project impacts, including construction phasing/MOT, bridge type, operational effectiveness, hazardous material impacts, and right of way impacts. **Maintenance of**

**Traffic:** To mitigate MOT risks and ensure safety, our team brings the experience of designing and constructing



similar interstate interchanges with comparable traffic volumes. The selection of the appropriate interchange will benefit MOT. While a **Single Point Urban Interchange** would help with the closely spaced frontage road intersections, it presents a challenge to construct due to the bridge geometry. If a **DDI** was the selected option, then a one span bridge may be utilized to eliminate the median bent. This could minimize the required work on I-20 and exposure to the traveling public and workers. This successful strategy was utilized on RK&K's **Macy Grove Widening design-build project** over I-40 Business. Our **Work History** includes design and construction of DDI interchanges that would enable the use of a one span bridge.

**Construction:** Any interchange selected will require staging along US 1. This may include staging the bridge construction to ensure US 1 lanes are maintained at all times. Increasing the clearance over I-20 may create grade differentials on US 1 during the staging, further complicating MOT and ingress/egress to adjacent properties. Sloan has the local equipment and experience to perform staged construction, regardless of the type of bridge configuration. Our team brings substantial experience in constructing both standard bridges and single point urban interchanges in multiple stages. Our Work History illustrates how we have mitigated the complex challenges of working in tight areas for demolition and foundation installation, shoring, grade differentials between stages, and matching staged bridge decks.

**Hazardous Materials:** The selected interchange will determine Hazardous Materials (HAZMAT) impacts. Our team has identified several HAZMAT sites of concern. The majority of these sites are located in the SW quadrant. This information will assist in determining the preferred interchange design. Once an interchange type is selected and after project award, our team will perform a Phase I site assessment and check compliance status. Sites of concern impacted by the interchange alignment will undergo Phase II assessments.

**Right-of-way Acquisition:** In addition to interchange type, impacts to HAZMAT sites and utilities, and other factors will effect ROW Acquisition. For example, if a partial clover interchange is selected and the required spacing between the ramps and frontage roads is obtained, ROW impacts could possibly be extended along US 1. However, a Single Point Urban interchange would provide the most space possible between intersections if the frontage roads remain in their existing location.



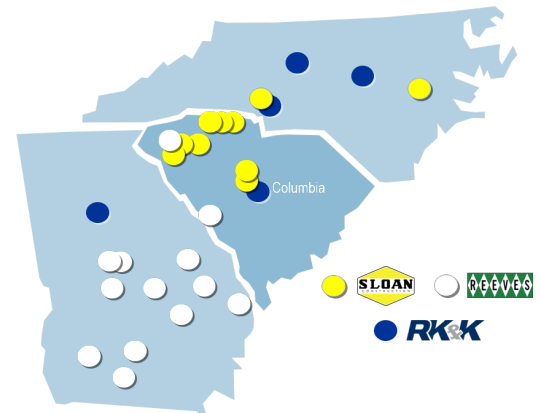
As described and illustrated above, there are many variables that must be analyzed to determine the preferred interchange.

**Quality Control:** Our **Quality Control Program** will ensure strict compliance with all project specific requirements and SCDOT standard specifications. All asphalt testing will be handled in-house, while geotechnical, concrete, and other related testing requirements will be performed by external certified technicians. Compliance will be continuously monitored and evaluated to meet testing frequencies and correct any deficiency.

### 3.3.3 Project Resources, Strategies, and Execution | Sloan manages all activities in the Carolinas

from our corporate office in Duncan, South Carolina. We will provide both financial (excess bonding capacity) and resource (manpower and equipment) strength to complete this project without any limitations due to market conditions. Sloan maintains a full-time workforce of more than **330 employees**, and expands to **more 400 during the construction season**.

Reeves Construction provides the resources of more than 1,000 employees company-wide. As a local contractor, Sloan has a long-term presence in



Columbia, maintaining an office and two asphalt plants within the project area. Sloan team members proposed for this project are working together on the Monroe Bypass project in North Carolina. Nearing completion, this will provide a smooth transition from bid to design to construction. Sloan's locally available crews, combined with our ability to draw from other operating units of Reeves Construction, provides additional crew support from Greenville, Augusta, and Charlotte. Sloan intends to self-perform the critical project elements, including traffic control, earthwork and grading, drainage, paving, and bridge construction and demolition, which will allow for greater control over the schedule.

RK&K maintains **400 staff in the Carolinas** to leverage for this project from offices in Columbia and Raleigh and Charlotte. Staff from these offices partner daily on complex design-build and bid-build transportation projects. Beyond the Carolinas, RK&K can draw on its **firm-wide resources of 1,400 staff** to meet any project need. Key design team members based in Columbia and Raleigh provide immediate access to SCDOT headquarters and the ability to draw on \$2 billion of design-build project experience in North Carolina. **With the project location 10 miles from RK&K's Columbia office, they can seamlessly coordinate on-site with Sloan and SCDOT enhancing communication, issue resolution, and project execution.** RK&K will self-perform the design management, roadway/structures/seismic design, geotechnical engineering, and maintenance of traffic, signing, and pavement marking plans.

Our team's right of way firms **THC, Inc (ROW Management)**, **AR Martin, Co. (Fee Appraiser)**, and **Real**





**Estate Appraisers & Consultants, LLC (Fee Reviewer)** bring extensive local experience. **THC, Inc.**, led by **John Terry** as Right of Way Manager, will execute the right of services. In consideration of the number and types of potential acquisitions/relocations, all subject to the impacts of the interchange configuration and relocation of the frontage roads, this is considered a small to medium right of way project. John estimates 3-4 agents, an appropriate number of appraisers, and one reviewer will be needed. THC and their appraiser/reviewer partners have more than sufficient resources in Columbia to address this project and can easily draw on their extended resources in Charlotte and Duluth, GA. THC is not currently encumbered by other major right of way efforts in the Midlands and is committed to a successful completion of acquisition and relocation services for this project. John is a former SCDOT Right of Way Agent with 32 years of land acquisition experience in SC. As recently as 2017, John lead the acquisition of 65 parcels plus significant relocations on US 1 in Lexington County, and is very familiar with this project location.

### 3.4 EXPERIENCE OF KEY INDIVIDUALS

**Figure 5 | Individual Experience Table**

Name & Role	Firm	Resume Highlights
<b>Benjamin John Bishop</b> Project Manager	SLOAN	<ul style="list-style-type: none"> <li>14 years of experience on similar projects as an engineer, estimator and project manager.</li> <li>PM for the Monroe Bypass DB Project, working with RK&amp;K on the three structures of Segment 1, two miles of new roadway construction and 14 bridges at nine separate project sites.</li> <li>Active in the industry: Member of the SCDOT/AGC Joint Bridge Committee and AGC Young Leaders.</li> </ul>
<b>Brandon James Mcinnis, PE</b> Lead Design Engineer	RK&K	<ul style="list-style-type: none"> <li>20 years of Design-Build experience. Served as Lead Design Engineer, Assistant Design Engineer, or Lead Roadway Design Engineer for 10 projects, including interstate interchange design, right of way acquisition, environmental permits, bridge design and construction, and complex MOT.</li> <li>Experience includes the design of numerous interchange types including diamond (with and without roundabouts), cloverleaf, single point urban, diverging diamonds, and others.</li> <li>Lead Designer for three interstate widening projects. ADT exceeded 140,000.</li> <li>Lead Designer for Segment 1 of the Monroe Connector/Bypass project.</li> </ul>
<b>Stuart Michael Samberg, PE, PTOE, PTP, RSP</b> Traffic Engineer / MOT Task Force	RK&K	<ul style="list-style-type: none"> <li>14 years of traffic, MOT, and interchange experience.</li> <li>Involved in all crucial decisions related to traffic analysis components.</li> <li>Responsible for the development of traffic analysis for all submitted and approved Alternative Technical Concepts for the Monroe Bypass project, involving multiple interchange reconfigurations, and intersection concept revisions.</li> </ul>
<b>John Edward Terry</b> Right of Way Manager	THC	<ul style="list-style-type: none"> <li>30 years of right of way acquisition experience.</li> <li>Former SCDOT ROW Agent.</li> <li>Responsible for all THC, Inc. land acquisition projects within South Carolina.</li> <li>ROW Manager for 65 parcel acquisitions plus relocations on US 1 adjacent to US 1 over I-20 Interchange.</li> </ul>
<b>Anthony Ray Martin, MAI</b> - Appraiser	AMC	<ul style="list-style-type: none"> <li>26 years of experience. Appraiser since 1983. SC Certified General Real Estate Appraiser No. 1729.</li> <li>Resume includes: I-73/Dillon Co., Bluffton Pkwy/Beaufort Co., Hwy 378/Florence Co., Aynor Overpass/Horry Co., I-520/Aiken Co., Hwy 1/Richland Co., Hwy 68 Hampton Co.</li> </ul>
<b>George Ernest Knight, MAI</b> - Reviewer	REAC	<ul style="list-style-type: none"> <li>31 years of experience. SC Certified General Real Estate Appraiser / Certificate No. CG 1531.</li> <li>Resume includes: US Route 21/SC Route 51, York County, SC; SC Route 165, Darlington County, SC; US Route 51 (Pamlico Hwy), Florence County, SC.</li> </ul>
<b>Aaron Thomas Hollar</b> Construction Manager	SLOAN	<ul style="list-style-type: none"> <li>10 years of experience delivering highway construction projects.</li> <li>Recent project management experience on I-77 Design-Build project in Columbia, SC.</li> <li>Reeves Construction Safety Steering Team Leader, 2017-present.</li> </ul>
<b>Mitchell Dale Dodd</b> QC Manager	SLOAN	<ul style="list-style-type: none"> <li>31 years of industry experience</li> <li>Managed Sloan's South Carolina Quality Control Program for past 7 years.</li> <li>Extensive interstate experience, including multiple design-build projects.</li> </ul>
<b>Edwin K Haney</b> Maintenance of Traffic Manager	SLOAN	<ul style="list-style-type: none"> <li>39 years of related industry experience.</li> <li>Roadway Superintendent on Monroe Bypass Design-Build project.</li> <li>Extensive interstate work history, including complex MOT management.</li> </ul>



### 3.5 PAST PERFORMANCE OF TEAM

#### 3.5.1 Experience of Proposer's Team | Summary of Work History and Quality Forms

Figure 6 - Relevant Past Project Experience			Design-Build Delivery	Freeway / Interstate / Complex MOT	Interstate Interchanges	Diverging Diamond Interchange	Staged Construction	Demolition	Environmental Permitting	Right of Way Acquisition	Construction over Active Traffic	Utility Conflicts	Hazardous Materials	Coordination with Adjacent Projects
Project	Project Features													
Sloan	Monroe Bypass Design-Build (\$32M)	14 bridges, 2 miles new freeway frontage roads	↙	↙	↙		↙	↙	↙	↙	↙	↙	↙	↙
	I-95 SR21 DDI Design-Build (\$6.4M)	High traffic area	↙	↙	↙	↙	↙					↙		
	I-75 SR 27 Interchange (\$25M)	Reconstruction		↙	↙		↙	↙			↙			
RK&K	Monroe Bypass Design-Build (\$464M)	19.7 miles, 37 bridges, 8 interchanges Tech. score: 93%	↙	↙	↙		↙	↙	↙	↙	↙	↙	↙	↙
	Macy Grove Road Design-Build (\$39M)	Interstate/freeway Interchanges Highest tech. score: 90%	↙	↙	↙		↙	↙	↙	↙	↙	↙	↙	
	I-40 Widening & Improvements Design-Build (\$360M)	2 DDI Interchanges Highest tech. score: 95%	↙	↙	↙	↙	↙	↙	↙	↙	↙	↙	↙	↙

**3.5.2 Quality of Past Performance |** To demonstrate the high quality of work performed by the Sloan Team, our Work History and Quality Forms contain details of projects completed **on budget, ahead of schedule, and with exceptional safety performance.** Sloan has not been declared delinquent or in default on any project, nor have we submitted a claim that was litigated. Sloan has not been cited by OSHA for violations deemed serious, willful, or repeated. No projects have been subject to remediation actions, stop work orders, or delays for more than 30 days for 404/401 violations. No legal proceedings have occurred between Sloan and RK&K. **Appendix C** contains Sloan's (Reeves Construction) projects that were delayed more than 30 days. Over the past five years, Reeves Construction has performed work on more than 1,000 construction projects, with a value in excess of \$1.2 Billion. Considering the vast amount of projects we complete on an annual basis, these delayed projects represent less than 2% of our total portfolio.

**Quality/Award Winning Projects:** With a reputation for quality, our team brings SCDOT long resumes of award winning projects. Consistently recognized by NAPA, SCAPA, and GHCA, Sloan has received **Carolina's AGC Pinnacle Award** for **Best General Contractor**, **SC Asphalt Pavement Association's Green Construction** and **Innovative Pavement Awards**, and many others. RK&K was presented with **ACEC Design Excellence Awards** for NCDOT's Triangle Parkway and I-40 widening design-build projects, **Carolina's AGC Pinnacle Award** for the Macy Grove Road design-build project, and the **Pinnacle Award** for 29 Solutions Single Point Interchange design-build project.





**SCDOT**

## APPENDIX A

### Key Individual Resume Forms




**SLOAN**  
CONSTRUCTION  
A DIVISION OF  
REEVES CONSTRUCTION COMPANY

**RK&K**



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Benjamin John Bishop</b>  <b>Project Manager</b></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>Sloan Construction, a Division of Reeves Construction Company</b></p>	
<p>d. Years of Experience: With this Firm <b>4</b> Years      With Other Firms <b>10</b> Years  <b>Sloan Construction:</b> Project Manager – Benjamin is responsible for management of assigned construction projects, 2015 – Present  <b>Crowder Construction Company:</b> Project Manager – Responsible for management of assigned construction projects, 2013 – 2014  <b>Lee Construction of the Carolinas, Inc.:</b> Project Engineer – Responsible for submittals, schedules, work plans, and estimating, 2005 – 2013</p>	
<p>e. Education:  University of North Carolina, Charlotte / Charlotte, NC / Bachelor of Science / 2006 / Civil Engineering Technology  Horry Georgetown Technical College / Conway, SC / Associates of Science / 2004 / Civil Engineering Technology</p>	
<p>f. Active Registrations:  N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>Monroe Connector Bypass Design-Build, Mecklenburg &amp; Union Counties, NC</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> Assigned: 2015-Present, Project: 2018-Present  <b>Owner Contact Information:</b> MBC, Jeremy Goings, <a href="mailto:jeremy.goings@uig.net">jeremy.goings@uig.net</a>, (803) 240-5639  <b>Design/Construction Value:</b> \$32 Million  <b>Project Description:</b> This project includes two-miles of new roadway construction with <b>14 bridges at nine separate bridge sites</b> along the project in Union County. Benjamin's specific responsibilities include coordination with prime contractor, subcontractors, scheduling, cost control, design plan reviews, and management of 10 crews. Project relevancy includes: Design-Build delivery and <b>interchanges</b> with <b>heavy MOT demands</b>.</p> <p><b><u>Cumberland County Bridges on US 301, Cumberland County, NC</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> Assigned: 2015-2016, Project: 2012-2016  <b>Owner Contact Information:</b> NCDOT, Jason Salisbury, <a href="mailto:jsalisbury@ncdot.gov">jsalisbury@ncdot.gov</a>, (910) 364-0607  <b>Design/Construction Value:</b> \$17.1 Million  <b>Project Description:</b> This project included <b>construction of two bridges</b>, one over the Cape Fear River and one phased constructed bridge over Cross Creek and associated road work on US 301 in Fayetteville, NC. Benjamin's specific responsibilities included coordination of subcontractors, cost management, scheduling, and project closeout. Project relevancy includes: <b>highway and interchange improvements</b> and <b>girder erection</b> with limited access.</p> <p><b><u>Sumter County Bridge over CSX Railroad, Sumter County, SC</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> No, Crowder Construction  <b>Project/Assignment Duration:</b> Assigned: 2014, Project: 2012-2015  <b>Owner Contact Information:</b> SCDOT, Jeffrey Wilkes, <a href="mailto:wilkesjt@scdot.org">wilkesjt@scdot.org</a>, (803) 775-3501  <b>Design/Construction Value:</b> \$13 Million  <b>Project Description:</b> This project consisted of reconstruction of the US 15 Bridge over CSX Railroad and Hauser street in Sumter, SC. Demolition and construction of an 856-foot long bridge and replacement with prestressed concrete girders and structural steel on drilled caisson foundations. Benjamin's specific responsibilities included subcontractor coordination, scheduling, cost management, and submittals. Benjamin was also the Manger during demolition and substructure construction on this</p>	



project. Project relevancy includes: **bridge demolition** over existing bridges, railroad and 2 side streets; and SCDOT experience.

**Cumberland County Bridges in I-295, Cumberland County, NC**

**Key Personnel Role:** Project Engineer

**Experience with Current Firm:** No, Lee Construction

**Project/Assignment Duration:** Assigned: 2011-2013, Project: 2011-2016

**Owner Contact Information:** NCDOT, Jason Salisbury, [jsalisbury@ncdot.gov](mailto:jsalisbury@ncdot.gov), (910) 364-0607

**Design/Construction Value:** \$22 Million

**Project Description:** This project included the **construction of 13 bridges on new location** for I-295, from All American Boulevard to Bragg Boulevard in Fayetteville, NC. The main bridge on the project was a 1,300-foot structural steel bridge over All American Boulevard and future I-295 with post tension caps. Benjamin's specific responsibilities included daily coordination of five bridge crews, all submittals, Requests for Information, and related construction engineering for formwork and lift plans. Project relevancy includes: Construction of Curved Steel Girder Flyover STR; **heavy MOT constraints**; and **major interchange with multi levels**.

**SC 41 Over US 501, Marion County, SC**

**Key Personnel Role:** Project Engineer

**Experience with Current Firm:** No, with Lee Construction

**Project/Assignment Duration:** Assigned: 2008, Project: 2008-2009

**Owner Contact Information:** SCDOT Ken Hayes, [HayesKL@scdot.org](mailto:HayesKL@scdot.org), (843) 431-1135

**Design/Construction Value:** \$3 million

**Project Description:** This project included construction of a new overpass over US 501 at SC41. The bridge was a four-span concrete girder bridge with cast-in-place substructure and superstructure and was constructed while maintaining traffic on US 501. Lee Construction was the bridge subcontractor to RE Goodson construction. Project relevancy includes: Overpass over primary route with **MOT restrictions** and SCDOT Experience.

- 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.

**Benjamin** is currently assigned to the Monroe Bypass/Connector Project as a Project Manager for Segment #,1 with duties and responsibilities to be completed in July 2019.

# KEY INDIVIDUAL RESUME FORM

## Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

**Brandon James McInnis, PE**  
**Director, Transportation**



b. Role of Key Individual for this Project:

**Lead Design Engineer**

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

**RK&K**

d. Years of Experience: With this Firm 18 Years With Other Firms 2 Years

**RK&K:** Director, Transportation – Responsible for roadway design, rail design, public involvement, hydraulic design, traffic control plans, traffic signal design, and traffic studies, 2001 – Present

**Wang Engineering:** Roadway Engineer – Responsible for roadway design (preliminary and final design), quantity calculations, sight distance calculations, and preliminary hydraulic technical reports, 2000 – 2001

**North Carolina Department of Transportation (NCDOT):** Traffic Safety Project Engineer – Responsible for completing crash reports, developing crash diagrams, and transmitting data to NCDOT personnel when a trend or high crash severity rate was identified, 1999 – 2000

e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):

North Carolina State University / Raleigh, NC / Bachelor of Science / 1999 / Civil Engineering

f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:

2017 / SC / Professional Engineer / 34342

2003 / NC / Professional Engineer / 029470

2017 / FL / Professional Engineer / 83017

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

### **NCDOT I-5111/I-4739 I-40 Widening & Improvements (Design-Build), Wake & Johnston Co.'s, NC**

**Key Personnel Role:** Design Project Manager

**Experience with Current Firm:** Yes, RK&K

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

**Owner Contact Information:** NCDOT, Malcom Watson, PE, [mcwatson@ncdot.gov](mailto:mcwatson@ncdot.gov), 919.707.6614

**Design/Construction Value:** \$360 Million

#### **Project Description:**

The I-40 Widening project will provide relief from present and future congestion, as well as provide a higher level of service on I-40. This design-build project widens approximately 12.8 miles of I-40, **modifies several interchanges (including 2 DDIs)**, and replaces bridges along I-40. The project widening consists of ten-lane, eight-lane and six-lane sections, designed to meet 70 and 75 mph for freeway interstate standards. Brandon is currently serving as the Design Project Manager and is actively managing the design of this project.

### **NCDOT R-3329/R-2559 Monroe Connector/Bypass (Design-Build), Mecklenburg & Union Co.'s, NC**

**Key Personnel Role:** Deputy Roadway Design Project Manager

**Experience with Current Firm:** Yes, RK&K

**Project/Assignment Duration:** Assigned: 2010-2019, Project: 2010-2019

**Owner Contact Information:** NCDOT, Malcom Watson, PE, [mcwatson@ncdot.gov](mailto:mcwatson@ncdot.gov), (919) 707-6614

**Design/Construction Value:** \$464 Million

#### **Project Description:**

The 19.7-mile Monroe Bypass is a new location, 4-lane divided, **interstate standard designed**, Toll Facility that will **improve mobility and capacity** by providing a facility for the US 74 corridor with **interchange access** that allows for high-speed regional travel, while maintaining access to properties along existing US 74. Brandon was the Deputy Roadway Design Manager and helped to coordinate all the design sections for the project (6 total sections). He was also the Section 1 Lead Roadway Engineer and oversaw the design of the complex section including a directional interchange, raised section with slip ramps, Texas U-turns and several intersections.

### **NCDOT U-4909 SR 2643 Union Cross Road Widening, Forsyth County, NC**

**Key Personnel Role:** Roadway Project Engineer

**Experience with Current Firm:** Yes, RK&K

**Project/Assignment Duration:** Assigned 2007-2009, Project 2007-2009

**Owner Contact Information:** NCDOT, Pat Ivey, PE, [pivey@ncdot.gov](mailto:pivey@ncdot.gov), (919) 747-7800

**Design/Construction Value:** \$773,000 / \$30 Million



**Project Description:**

Brandon was responsible for the roadway design plans, quantity calculations, and plan preparation for this four-mile project which consisted of widening Union Cross Road from two lanes to four lanes with curb and gutter and a 30-foot median except for the 0.9-mile section north of I-40 which will be six lanes with a 30-foot median. The project also included **two major interchange modifications**. The existing US 311 interchange was converted from a **diamond to a diamond with two loops**. The existing I-40 interchange was initially converted from a diamond to a **single-point urban diamond interchange (SPUI)**. Upon completion of the design, RK&K re-designed the SPUI to a **Diverging Diamond Interchange (DDI)** to better serve heavy left turn volumes and to reduce construction costs. Unique to this project, RK&K was responsible for the design of one of North Carolina's first DDI projects.

**NCDOT U-2800 Macy Grove Road (Design-Build), Forsyth County, NC**

**Key Personnel Role:** Roadway Project Manager

**Experience with Current Firm:** Yes, RK&K

**Project/Assignment Duration:** Assigned 2012-2015, Project 2012-2015

**Owner Contact Information:** NCDOT, Teresa Bruton, PE, [tbruton@ncdot.gov](mailto:tbruton@ncdot.gov), (919) 707-6610

**Design/Construction Value:** \$39 Million

**Project Description:**

Brandon was responsible for the oversight of the roadway design of this **design-build project** that widened and extended 0.94-miles of Macy Grove Road (SR 2601) to a multi-lane roadway in Kernersville, NC. An **interchange** was added on I-40 Bus. at Macey Grove Road which required adding auxiliary lanes and acceleration/deceleration lanes along I-40 Bus for approximately 1.6-miles. This project also included the design and construction of a roundabout on East Mountain Street.

- 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.

**Brandon** is not required to be onsite during construction.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>Stuart Michael Samberg, PE, PTOE, PTP, RSP Manager, Traffic</b>
b.	Role of Key Individual for this Project: <b>Traffic Management Plans / Signing &amp; Pavement Markings</b>
c.	Name of Firm with which you are now associated: <b>RK&amp;K</b>
d.	Years of Experience: With this Firm <u>10</u> Years    With Other Firms <u>4</u> Years <b>RK&amp;K:</b> Manager – Responsible for overseeing all Traffic Engineering projects in multiple states, 2014 – 2019 <b>RK&amp;K:</b> Senior Engineer – Responsible for overseeing traffic engineering projects as assigned, 2009 – 2014 <b>URS:</b> Engineer – Responsible for roadway and traffic engineering duties on multiple projects as assigned, 2005 – 2009
e.	Education: North Carolina State University / Raleigh, NC / Bachelor of Science / 2009 / Civil Engineering University of Washington / Seattle, WA / Master of Science / 2014 / Sustainable Transportation Engineering
f.	Active Registrations: 2015 / SC / PE / 32724 2015 / NC / PE / 042960 2015 / VA / PE / 0402054707 2015 / Washington, DC / PE / PE908260 2015 / FL / PE / 79913 2015 / WA / PE / 52998 2016 / WV / PE / 021909 2016 / TN / PE / 119165 2016 / GA / PE / PE041063 2016 / MD / PE / 46322
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <b><u>I-66 Outside the Beltway Improvements, Prince William and Fairfax Counties, VA</u></b> <b>Key Personnel Role:</b> Traffic Technical Leader <b>Experience with Current Firm:</b> Yes, RK&K <b>Project/Assignment Duration:</b> 2017-Present (Completes in 2019) <b>Owner Contact Information:</b> FAM Construction, Rich Clifton PE, PTOE, <a href="mailto:rcclifton@fam66.us">rcclifton@fam66.us</a> , 703.349.7423 <b>Design/Construction Value:</b> \$3 Billion <b>Project Description:</b> This P3 project proposes to add HOT lanes along I-66 for 21 miles from Route 29 in Gainesville to I-495 in Falls Church. As part of this project, Stuart is serving as a Traffic Technical Leader for the <b>Design-Build</b> contractor. As part of this role, Stuart was responsible for overseeing the development of the Traffic Forecasts utilizing the concessionaires Toll & Revenue Model, development of VISSIM models to assess future traffic conditions, and documentation for a <b>Systemic IJR</b> . In this role, Stuart is also overseeing the development of the concepts for each interchange location to provide adequate access to/from the HOT lanes, while maintaining or improving access which exists today to I-66. In this role, Stuart is considered a leader on the Design-Build team and involved in all crucial decisions related to the traffic analysis components. He is also responsible for the QC oversight for all <b>MOT traffic analysis</b> and the expansion of work hours to fit the contractors schedule when acceptable to VDOT. He is also overseeing the development of signal, signing, and MOT Plans in the development stage.  <b><u>Monroe/Connector Bypass Design-Build, Mecklenburg &amp; Union Counties, NC</u></b> <b>Key Personnel Role:</b> Traffic Analysis Engineer <b>Experience with Current Firm:</b> Yes, RK&K <b>Project/Assignment Duration:</b> 2010-2018 <b>Owner Contact Information:</b> NCDOT, Malcom Watson, PE, <a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a> , 919.707.6614 <b>Design/Construction Value:</b> \$464 Million <b>Project Description:</b> 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 design-build projects. The project includes <b>seven interchanges</b> , <b>37 bridges</b> (26 sites with 11 duals), one railroad crossing, 45 culverts, and three sound barriers. As part of this project, Stuart was responsible for the development of <b>traffic analysis</b> for all submitted and approved Alternative





Technical Concepts by the team. This involved **multiple interchange reconfigurations**, and intersection concept revisions. The revisions included conversion of ramp terminals to roundabouts, and adjustment of flyover locations impacting the scope of traffic shifts. Also as part of this project, Stuart led the development of **multiple detour traffic analyses** to support the development of the MOT plans for construction.

**NCDOT R-2536 US 64 Asheboro Bypass and Zoo Connector (Design-Build), Randolph Co., NC**

**Key Personnel Role:** Traffic Analysis Engineer

**Experience with Current Firm:** Yes, RK&K

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

**Owner Contact Information:** NCDOT, Reuben Blakley, PE, [rblakley@ncdot.gov](mailto:rblakley@ncdot.gov), 919.773.8027

**Design/Construction Value:** \$244.4 Million


**Project Description:**

RK&K is serving as the Lead Designer for this 16.7-mile high-profile project in Western North Carolina. This four-lane divided facility on new location from existing US 64 west of Asheboro to US 64 east of Asheboro also includes a two-mile, two-lane Zoo Connector from east of Staleys Farm Road to the existing NC 159 / Zoo Entrance, which improves access to North Carolina Zoological Park. RK&K received an impressive technical score of 90% during the selection process. The Bypass is a controlled access (no driveways) highway, in which both directions of travel will be separated by a grassy/landscaped median. In addition to roadway and multi-discipline design services, this 16.7-mile project included the **design of 24 new bridges** and 19 culverts. The project includes **five major interchanges**, including: US 64 on both ends of the project; NC 49; I-73/74 (US 220 Bypass); the Zoo Connector; and NC 42. As part of this project, Stuart was responsible for the **development of the Interchange Access Request to NCDOT and FHWA for the proposed interchange** at I-73/I-74 and US 220. The traffic analysis for this project included performing analysis in CORSIM, HCS, and Synchro. The traffic forecasts for the proposed interchange were adjusted for the proposed configuration. Also as part of this project, Stuart led the **development of multiple detour traffic analyses** to support the development of the MOT plans for construction, and user cost analyses for overpass closures during construction.

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

**Stuart** is not required to be onsite during construction.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>John Edward Terry</b>  <b>SC Program Manager</b></p>	
<p>b. Role of Key Individual for this Project:  <b>Right of Way (R/W) Project Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>THC, Inc.</b></p>	
<p>d. Years of Experience: With this Firm <u>2+</u> Years      With Other Firms <u>30+</u> Years</p> <p><b>THC, Inc.:</b> SC Program Manager – Responsible for all land acquisition projects within South Carolina, 2017 to Present</p> <p><b>Primacq, Inc. (fka Terrell, Hundley &amp; Carroll Right of Way Services, Inc.):</b> SC State Manager – Responsible for overseeing all land acquisition projects within South Carolina, 2003 – 2017</p> <p><b>Terrell, Hundley &amp; Carroll Right of Way Services, Inc.:</b> Right of Way Project Manager – Responsible for land acquisition services as assigned, 2002 – 2003</p> <p><b>Moreland Altobelli Associates, Inc.:</b> State Right of Way Manager – Responsible for managing all land acquisition services within South Carolina, 2001 – 2002</p> <p><b>Moreland Altobelli Associates, Inc.:</b> Project Manager – Responsible for managing land acquisition services on select projects within South Carolina, 1998 – 2000</p> <p><b>South Carolina DOT:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across South Carolina, 1991 – 1998</p> <p><b>Universal Field Services, Inc.:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across South Carolina, 1988 – 1991</p> <p><b>Southern Right of Way, Inc.:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across South Carolina, 1986 – 1988</p>	
<p>e. Education:  University of South Carolina / Columbia, SC / Bachelor of Arts / 1986 / History</p>	
<p>f. Active Registrations:  1986 / SC / Real Estate / License #68115</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>Richland County Penny Dirt Paving Program</u></b></p> <p><b>Key Personnel Role:</b> R/W Program Manager</p> <p><b>Experience with Current Firm:</b> THC, Inc.</p> <p><b>Project/Assignment Duration:</b> Feb 2018-Present</p> <p><b>Owner Contact Information:</b> Holt Consulting Co., Daniel Atkinson, Project Manager, <a href="mailto:datkinson@holtconsultingco.com">datkinson@holtconsultingco.com</a>, (803) 908-9605</p> <p><b>Design/Construction Value:</b> \$344,250</p> <p><b>Project Description:</b>  THC is <b>acquiring easements</b> for Richland County's first twenty projects under the current phase of this program. Anticipated easements (current phase): 300. John is serving as R/W Program Manager for this project.</p> <p><b><u>Anderson County Transportation Committee (ACTC) Program</u></b></p> <p><b>Key Personnel Role:</b> R/W Program Manager</p> <p><b>Experience with Current Firm:</b> THC, Inc.</p> <p><b>Project/Assignment Duration:</b> Aug 2018-Present</p> <p><b>Owner Contact Information:</b> Bunnell-Lammons Eng., Dan Chism, Dir. of Transportation Services, <a href="mailto:dan.chism@blecorp.com">dan.chism@blecorp.com</a>, (864) 554-6820</p> <p><b>Design/Construction Value:</b> \$6,000</p> <p><b>Project Description:</b>  THC is providing <b>right of way acquisition services</b> for ACTC projects. The first project under the program is Big Water Road which has <b>two tracts at the intersection</b> of Big Water Road and US 29 in Starr, SC. John is serving as R/W Program Manager for this project.</p>	



**SCDOT: US Route 1 (Augusta Highway) Program, Lexington, SC**

**Key Personnel Role:** R/W Program Manager

**Experience with Current Firm:** Primacq, Inc.

**Project/Assignment Duration:** July 2016-Jan 2017

**Owner Contact Information:** SCDOT, Hugh Haddock, SCDOT Asst. Director-Rights of Way, [HaddockHS@scdot.org](mailto:HaddockHS@scdot.org), (803) 737-1406

**Design/Construction Value:** \$131,540

**Project Description:**

To alleviate traffic congestion between the Towns of Lexington and Batesburg-Leesville, the existing road was widened from 2 lanes to 5 lanes. THC staff **acquired** 65 parcels and provided **relocation services** for single family residences, a tri-plex apartment and numerous outdoor advertising signs. John served as R/W Program Manager for this project.

**SCDOT: SC Route 707, Georgetown, Horry Counties**

**Key Personnel Role:** R/W Program Manager

**Experience with Current Firm:** Primacq, Inc.

**Project/Assignment Duration:** July 2010 - December 2015

**Owner Contact Information:** SCDOT, William C. Johnston, Assistant Director of Rights of Way for Operations, [JohnstonWC@scdot.org](mailto:JohnstonWC@scdot.org), (803) 737-4441

**Design/Construction Value:** \$275,000

**Project Description:**

This project was to widen the existing road from 2 lanes to 5 lanes for approximately 24 miles. There were approximately 583 parcels. Services included **appraisal, appraisal review, along with acquisition and relocation**. The relocations included signs, single family residences and businesses. John served as the Project Manager for all four sections of this project. He was the liaison between the Client and property owners and managed the acquisition agents and sub-consultants.


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

**John Terry** is currently assigned as Program Manager for a Disaster Recovery Buyout Program in Lexington County, SC. He is overseeing relocation services for five tenants and the project is scheduled to conclude September 2019.

Mr. Terry is serving as the Program Manager for the Richland County, SC Dirt Road Paving Program. He is guiding the THC Agents in the acquisition of easements. The program is scheduled for completion by December 2019.

Mr. Terry is also managing the acquisition of parcels for the Anderson County Transportation Committee (SC). Two tracts are targeted for acquisition and project completion will be September 2019.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Aaron Thomas Hollar</b>  <b>Project Manager</b></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>Sloan Construction, a Division of Reeves Construction Company</b></p>	
<p>d. Years of Experience: With this Firm <u>6</u> Years      With Other Firms <u>4</u> Years  <b>Sloan Construction:</b> Project Manager – Responsible for management of multiple assigned construction projects, 2013 – Present  <b>Kiewit Infrastructure Group:</b> Field Engineer – Responsible for management of multiple crews in various work disciplines, 2009 – 2013</p>	
<p>e. Education:  Georgia Southern University / Statesboro, GA / Bachelor of Science / 2009 / Construction Management</p>	
<p>f. Active Registrations:  N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>I-77 Widening, Richland County, SC</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> Assigned: 2016, Project: 2016-Present  <b>Owner Contact Information:</b> SCDOT, John Burns, <a href="mailto:BurnsJM@scdot.org">BurnsJM@scdot.org</a>, (803) 530-8798  <b>Design/Construction Value:</b> Design-Build, \$28.6 Million  <b>Project Description:</b> This project consisted of 12 miles of roadway rehabilitation and cross slope correction construction. Project also included widening roadway for 7 miles including at the SC 277 and I-20 <b>interchanges</b>. Aaron's specific responsibilities included coordination with prime contractor, subcontractors, scheduling, cost control, design plan reviews, and management of crews. Relevance to the US 1 project includes: <b>Design-Build</b> experience; <b>Interchange Project with heavy MOT demands</b>.</p> <p><b><u>Inter-County Connector – Contract B, Montgomery County, MD</u></b>  <b>Key Personnel Role:</b> Field Engineer  <b>Experience with Current Firm:</b> Kiewit Infrastructure Group  <b>Project/Assignment Duration:</b> Assigned: 2009-2013, Project: 2008-2013  <b>Owner Contact Information:</b> Maryland Transportation Authority, Don Smith, <a href="mailto:dsmith1@mdta.maryland.gov">dsmith1@mdta.maryland.gov</a>, (410) 537-6934 Ext. 76934  <b>Design/Construction Value:</b> Design-Build, \$560 Million  <b>Project Description:</b> This project consisted of 7-miles of new construction through a heavily populated residential corridor in Silver Spring, MD. It included 10 EA bridges, 14 miles of sound walls, 2,000,000 CY of excavation/embankment. Specific responsibilities included design management of and supervision of sound wall operations, supervision of grading crews, design management and supervision of substructure and superstructure bridge construction. Relevance to the US 1 project includes: <b>Design-Build</b> experience; <b>bridge construction in heavy residential area; bridge experience</b>.</p> <p><b><u>Leaphart Rd. and Rainbow Dr. Bridges over I-26, Lexington County, SC</u></b>  <b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> Assigned: 2018, Project: 2018-Present  <b>Owner Contact Information:</b> SCDOT, Jeremy Yuhas, <a href="mailto:YuhasJD@scdot.org">YuhasJD@scdot.org</a>, (803) 360-7235  <b>Design/Construction Value:</b> Bid/Build, \$3.8 Million  <b>Project Description:</b> This project consisted of the construction of new roadway and overlay of existing roads associated with the bridge replacement at Leaphart Rd. and Rainbow Rd in West Columbia, SC for SCDOT. Major items include 5,000 TN of paving on I-26 and 20,000 TN of side road paving. Aaron's specific responsibilities included coordination with prime contractor, subcontractors, scheduling, cost control, design plan reviews, and management of crews. Relevance to the US 1 project includes: <b>Construction on side roads as well as interstate; heavy MOT constraints, major interchanges within project limits</b>.</p>	

**Roadway Improvements, Richland County, SC**

**Key Personnel Role:** Project Engineer

**Experience with Current Firm:** Yes, Sloan Construction

**Project/Assignment Duration:** Assigned: 2012, Project: 2012-2015

**Owner Contact Information:** SCDOT, Paul Miller, [MillerPE@scdot.org](mailto:MillerPE@scdot.org), (803) 413-0708

**Design/Construction Value:** Bid/Build, \$5.7 Million


**Project Description:** This project consisted of 17.33 miles of road work. Major items include 51,000 TN of Resurfacing, 167,000 SY of Full Depth Patches, 5,100 TN of Shoulder Widening, Concrete Flatwork, and **Intersection Improvements** for the SCDOT. Specific responsibilities included management of field personnel, coordination and schedule with various subcontracts, and coordination of materials. Relevance to the US 1 project includes: SCDOT experience; multiple subcontractor management.

- 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.


**Aaron** is currently assigned to the I-77 Widening as a Project Manager with duties and responsibilities to be completed in July 2019. He is also assigned to the 3283411-Leaphart Rd. and Rainbow Dr. Bridges over I-26 as a Project Manager with duties and responsibilities to be completed in June of 2019.



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Mitchell Dale Dodd</b>  <b>Quality Control Manager, South Carolina / North Carolina</b></p>	
<p>b. Role of Key Individual for this Project:  <b>Quality Control Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Sloan Construction, a Division of Reeves Construction Company</b></p>	
<p>d. Years of Experience: With this Firm <u>31</u> Years      With Other Firms <u>0</u> Years  <b>Sloan Construction:</b> Quality Control Manager, 2012 – Present  <b>Sloan Construction:</b> Quality Control Technician, 1988 – 2012</p>	
<p>e. Education:  United States Marine Corp Reserves / 1989 – 1993  Habersham Central High School / 1988</p>	
<p>f. Active Registrations:  N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>I-85 Mile Marker 58 to 68, Greenville and Spartanburg Counties, SC</u></b></p> <p><b>Key Personnel Role:</b> QC Manager  <b>Experience with Current Firm:</b> Yes, Sloan  <b>Project/Assignment Duration:</b> 2015-2017  <b>Owner Contact Information:</b> SCDOT, District 3 Kevin Paxton, <a href="mailto:paxtonka@scdot.org">paxtonka@scdot.org</a>, (864) 414-8938  <b>Design Construction Value:</b> \$51,000,000  <b>Project Description:</b> Interstate 85 rehabilitation consisting of mill and fill from mile marker 58 to mile marker 68. Responsibilities included daily management of all testing specifications pertaining to project sampling and compaction needs. Troubleshoot and resolved any related items that failed to meet project specifications. Scheduled and oversaw all Quality Control technicians working on this project. Managed and Designed all Mix Designs related to this project.</p> <p><b><u>I-85 Mile Marker 87 to 107</u></b></p> <p><b>Key Personnel Role:</b> QC Manager  <b>Experience with Current Firm:</b> Yes, Sloan  <b>Project/Assignment Duration:</b> 2014-2015  <b>Owner Contact Information:</b> SCDOT, District 3 Kevin Paxton, <a href="mailto:paxtonka@scdot.org">paxtonka@scdot.org</a>, (864) 414-8938  <b>Design/Construction Value:</b> \$10,400,000  <b>Project Description:</b> Interstate 85 rehabilitation consisting of mill and fill from mile marker 87 to mile marker 107. Responsibilities included daily management of all testing specifications pertaining to project sampling and compaction needs. Troubleshoot and resolved any related items that fail to meet project specifications. Scheduled and oversaw all Quality Control technicians working on this project. Manage and Design all Mix Designs related to this project.</p> <p><b><u>I-26 Mile Marker 41 to 60</u></b></p> <p><b>Key Personnel Role:</b> QC Manager  <b>Experience with Current Firm:</b> Yes, Sloan  <b>Project/Assignment Duration:</b> 2012-2013  <b>Owner Contact Information:</b> SCDOT, District 2, Jeffery Lawson, <a href="mailto:lawsonjs@dot.state.sc.us">lawsonjs@dot.state.sc.us</a>, (864) 889-8007  <b>Design/Construction Value:</b> \$41,800,000  <b>Project Description:</b> Interstate 26 rehabilitation consisting of mill and fill from miler marker 41 to mile marker 60. Responsibilities included daily management of all testing specifications pertaining to project sampling and compaction needs. Troubleshoot and resolved any related items that failed to meet project specifications. Scheduled and oversaw all Quality Control technicians working on this project. Managed and designed all Mix Designs related to this project.</p>	
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <p><b>Mitchell</b> currently has multiple projects underway but will be readily available to service this project at the required level of involvement upon award.</p>	

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Edwin K Haney</b>  <b>MOT/Roadway Manager</b></p>	
<p>b. Role of Key Individual for this Project:  <b>MOT/Roadway Superintendent</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>Sloan Construction, a Division of Reeves Construction Company</b></p>	
<p>d. Years of Experience: With this Firm <u>22</u> Years      With Other Firms <u>17</u> Years  <b>Sloan Construction:</b> Construction Superintendent – Edwin is responsible for multiple grading and paving crews in North and South Carolina, 1999 – 2019  <b>Foothills Construction:</b> Construction Superintendent – Responsible for overseeing grading crews in South Carolina, 1997 – 1999  <b>Blythe Construction:</b> Construction Foreman – Led grading and pipes crew on construction projects in South Carolina, 1995 – 1997  <b>Taylor &amp; Murphy:</b> Construction Foreman – Led grading crews in Tennessee, North Carolina, South Carolina, 1989 – 1995</p>	
<p>e. Education:  Blue Ridge Technology / GED / 1981</p>	
<p>f. Active Registrations:  N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>Monroe/Connector Bypass Design-Build, Mecklenburg &amp; Union Counties, NC</u></b>  <b>Key Personnel Role:</b> General Superintendent Grading – Segment 1  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> Assigned: 2017, Project: 2019-Present  <b>Owner Contact Information:</b> MBC, Jeremy Goings, <a href="mailto:jeremy.goings@uig.net">jeremy.goings@uig.net</a>, (803) 240-5639  <b>Design/Construction Value:</b> \$32 Million  <b>Project Description:</b> Segment A of the Monroe Bypass consists of the construction of the interchange that ties in the new Monroe Bypass with US 74, adjacent to I-485. This segment includes two-miles of new roadway construction with 3 bridges, MSE walls, 800,000 cy of borrow, 300,000 cy of unclassified excavation, 19,000 lf of storm drain in a corridor with AADT that exceeds 60,000. Relevant project experience includes: <b>Design-Build Project Experience; Interchange Project with heavy MOT demands; Joint Sloan/RK&amp;K project.</b></p> <p><b><u>Roper Mountain Road Widening, Greenville County</u></b>  <b>Key Personnel Role:</b> Project Superintendent  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> 2014-2016  <b>Owner Contact Information:</b> SCDOT, Deborah Thomas, <a href="mailto:thomasdl@scdot.org">thomasdl@scdot.org</a>, (864) 615-0023  <b>Design/Construction Value:</b> \$5.5 Million  <b>Project Description:</b> Edwin served as the Project Superintendent for this Urban Widening project with 20,000 cy of excavation and 7,600 LF of storm drain.</p> <p><b><u>Laurens/Spartanburg Counties – I-26 Rehabilitation – 30.038567</u></b>  <b>Key Personnel Role:</b> Project Superintendent  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> 2010-2013  <b>Owner Contact Information:</b> SCDOT, Nick Waites <a href="mailto:waitesnt@scdot.org">waitesnt@scdot.org</a> (803) 737-1308  <b>Design/Construction Value:</b> \$42 Million  <b>Project Description:</b> Edwin served as the Project Superintendent for this project that included 16 miles of <b>interstate rehabilitation</b> with 300,000 tons of asphalt paving, and 32 miles of shoulder reconstruction.</p> <p><b><u>Hwy 274 Widening – Gaston County (NCDOT)</u></b>  <b>Key Personnel Role:</b> Project Superintendent  <b>Experience with Current Firm:</b> Yes, Sloan Construction  <b>Project/Assignment Duration:</b> 2007-2010  <b>Owner Contact Information:</b> NCDOT, Eric Conner, <a href="mailto:econner@ncdot.gov">econner@ncdot.gov</a>, (980) 429-0583  <b>Design/Construction Value:</b> \$20 Million  <b>Project Description:</b> Edwin served as the Project Superintendent for this Urban widening project at</p>	

I-85/NC 274 **interchange**, including 100k of excavation, 15,000 LF of storm drain, bridge widening.

**Western Corridor Project SC183, Greenville County**

**Key Personnel Role:** Project Superintendent

**Experience with Current Firm:** Yes, Sloan Construction

**Project/Assignment Duration:** 2000-2004

**Owner Contact Information:** SCDOT, Flour, Hope Grumbles, [hope.grumbles@fluor.com](mailto:hope.grumbles@fluor.com), (864) 281-4404

**Design/Construction Value:** \$23 Million

**Project Description:** Edwin served as the Project Superintendent for this Urban widening project on the SC Hwy 183 corridor involving **numerous intersection tie ins and bridge construction** over a railroad. Project included 150,000 cy of excavation, 21,000 lf of storm drain, handling and disposal of contaminated soils and water, 89,000 tons of asphalt.

- 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.

i.

**Edwin** is currently assigned to the Monroe Bypass/Connector Project as a Superintendent for Segment #1 with duties and responsibilities to be completed in July 2019.





**APPENDIX B**  
**Work History and Quality Form -**  
**Contractor/Designer (Section 3.5.1)**







# Lead Contractor Work History Forms

## Appendix B

Work History Forms for the following three projects completed by our team's Contractor, **Sloan Construction, a Division of Reeves Construction**, are included behind this page:



1. Monroe Bypass Design-Build Project
2. SR21 Diverging Diamond Interchange at I-95  
Design-Build
3. Widening and Reconstruction of Intersection at  
SR27 at I-75

WORK HISTORY AND QUALITY FORM – CONTRACTOR  
Sloan Construction, A Division of Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Monroe Bypass Design-Build Project Union Mecklenburg Counties, North Carolina	Monroe Bypass Constructors (United Infrastructure Group, Anderson Columbia and Boggs Paving)	North Carolina Department of Transportation Rick Baucom, PE 704.983.4400 <a href="mailto:rwbaucom@ncdot.gov">rwbaucom@ncdot.gov</a>	Construction: July 2019 (construction began in May 2015)	\$464,000	\$32,000
g. Narrative describing the work performed by Contractor.					
<div><p>Sloan Construction was selected by the Monroe Bypass Constructors team to construct 14 bridges on 9 bridge sites for the project and Segment 1, a 2.1-mile section of the 19.7-mile new alignment toll road. Segment 1 includes the one-mile section of mainline along existing US 74 with a directional interchange at I-485 on the west end of the project, one of the heaviest traveled US highway sections in North Carolina. The project consists of an elevated, six-lane, divided, controlled-access toll road with two-lane frontage roads located along each side of the mainline and three structures. The other nine bridges are across the project in Segments 2 and 3 and range from single-span overpasses to multiple-span creek bridges. While performing grading and drainage operations on the project, Sloan has moved more than 1,000,000-cubic yards of material to construct the roadway embankment while coordinating with mechanically stabilized earth (MSE) wall and paving subcontractors for the project. <b>Sloan and RK&amp;K have worked together closely during the construction phase to implement methods that accelerate the work and allow our team to work around utility and ROW conflicts by strategically adjusting the MOT and bridge phasing.</b></p></div> <div><div><p><b>Key Project Relevancies:</b></p><div><div><input checked="" type="checkbox"/> Design-Build Delivery</div><div><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</div><div><input checked="" type="checkbox"/> Interstate Interchanges</div><div><input checked="" type="checkbox"/> Staged Construction</div><div><input checked="" type="checkbox"/> Demolition</div><div><input checked="" type="checkbox"/> Environmental Permitting</div></div><div><div><input checked="" type="checkbox"/> Right of Way Acquisition</div><div><input checked="" type="checkbox"/> Construction Over Active Traffic Patterns</div><div><input checked="" type="checkbox"/> Utility Conflicts</div><div><input checked="" type="checkbox"/> Hazardous Materials</div><div><input checked="" type="checkbox"/> Coordination with Adjacent Projects</div></div></div></div> <div><p><b>Team Members Involved:</b> Benjamin Bishop, Edwin Haney, Rob Loar, Smitty Helms, Thomas Jones, Robert Burnett, Beau Kelly, Daniel Bantly</p></div> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Sloan has worked with Monroe Bypass Constructors and NCDOT to mitigate delays on Segment 1 with right of way acquisition and utility relocation. Work sequences were rearranged to construct portions of new roadway around parcels that had not yet been acquired and utilities that still required relocation. Sloan has worked with RK&amp;K to modify the MOT as needed due to the change in work sequences. These changes led to time savings of over 5 months to the critical path of the project. We have reviewed bridge designs and worked with RK&amp;K to find ways to combine concrete pours in both the substructure and the superstructure that shorten the duration of the bridge construction by several weeks. We also have used temporary wire walls to start backfill waiting periods prior to bridge completion. Each week we hold a meeting between the joint venture and all team members to review the upcoming week’s schedule, the overall project schedule, and address any questions before they become major issues.</p>					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Sloan is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Crews begin each shift with a safety and planning meeting to discuss the work plan for the day and any hazards present, followed by a stretch and flex exercise. The project team holds a weekly progress meeting to review cost and schedules, plan upcoming work, and review the previous week’s near-misses or accidents. Sloan uses crew schedules that forecast three weeks and are tied to the overall P6 project schedules to plan and monitor performance on all bridge and roadway projects. In a weekly operations meeting between region management, project managers, and superintendents, schedules and issues are discussed by our entire team to tap into the experience of our management group and promptly identify problems and solutions. Sloan utilizes daily and weekly cost reporting to communicate activity performance to both crews and management and allow for adjustments as work progresses.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Designer shall provide a detailed explanation below.					
N/A					



WORK HISTORY AND QUALITY FORM – CONTRACTOR Sloan Construction, a Division of Reeves Construction Company																	
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)												
<b>SR21 Diverging Diamond Interchange at I-95 (Design-Build)</b> Chatham County, GA	Wolverton and Associates	Georgia Department of Transportation (GDOT) Andrew Hoenig, PE 404.631.1757 ahoenig@dot.ga.gov	<b>Construction:</b> March 2017 (construction began in September 2015)	\$6,379	\$4,633												
g. Narrative describing the work performed by Contractor.																	
<div><div>Reeves Construction Company served as the Contractor for this design-build project that provided operational improvement to the intersection of I-95 and SR 21 by constructing a <b>diverging diamond interchange</b> on SR 21 under the I-95 interchange. This project consisted of designing and reconstructing approximately 1 mile of SR 1 as a DDI which required extensive traffic control management while completing variable depth milling of up to 5 inches and paving 5 inches of hot mix asphalt paving. Both SR 21 and the I-95 ramps were widened to facilitate additional lanes of travel. Other work items included clearing and grubbing, earthwork, drainage improvements, utility relocation, utility coordination, new signals, new lighting, curb and gutter, and new signage. <i>As illustrated by the AADT Comparison Chart below, traffic volumes are quite similar between the <b>SR 21 @ I-95 DDI interchange</b> and the <b>US 1 over I-20 interchange</b>.</i></div><div><table><tr><th colspan="3">AADT Comparison Chart</th></tr><tr><th>Interchange</th><th>Intersecting Route</th><th>Interstate</th></tr><tr><td>SR 21 @ I-95</td><td>30,000-34,000</td><td>58,000-80,000</td></tr><tr><td>US 1 @ I-20</td><td>27,700-28,500</td><td>62,000-64,100</td></tr></table><div><div><b>Key Project Relevancies:</b><ul style="list-style-type: none"><li>☑ Design-Build Delivery</li><li>☑ Freeway/Interstate/Complex MOT</li><li>☑ Interstate Interchanges</li><li>☑ Diverging Diamond Interchange</li><li>☑ Staged Construction</li><li>☑ Utility Conflicts</li></ul></div><div><b>Team Members Involved:</b> Rob Loar</div></div></div></div>						AADT Comparison Chart			Interchange	Intersecting Route	Interstate	SR 21 @ I-95	30,000-34,000	58,000-80,000	US 1 @ I-20	27,700-28,500	62,000-64,100
AADT Comparison Chart																	
Interchange	Intersecting Route	Interstate															
SR 21 @ I-95	30,000-34,000	58,000-80,000															
US 1 @ I-20	27,700-28,500	62,000-64,100															
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																	
The Design Build Team met at frequent and regular intervals to mitigate any issues that might arise during each phase of the project. During the design phase of the project, the Engineer of Record, worked with all parties to identify and mitigate as many conflicts as possible while still meeting all design criteria. During the construction phase of the project the design build team met regularly with the owner in an effort to be proactive in resolving potential issues prior to them becoming actual issues that would delay construction. The construction schedule was used as a tool to help forecast future work activities and also to stimulate advance discussion on upcoming work activities. This project was completed without any claims, litigation or arbitration.																	
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.																	
Reeves is committed to quality and safety to our workers and the traveling public. Our crews begin each shift with a safety and planning meeting to discuss the work plan for the day and any hazards that are present during the shift, and is followed by a stretch and flex exercise. The project team holds a weekly progress meeting to review cost, schedules, plan the upcoming work, and review near misses or accidents from the previous week. Reeves uses crew schedules that forecast three weeks and that are also tied to the overall P6 project schedules to plan and monitor project performance on all bridge and roadway projects. In a weekly operations meeting between region management, project managers and superintendents, schedules and issues are discussed between our entire team to tap into the experience of our management group to promptly identify problems and solutions. Along with standard resurfacing and widening activities, this project involved unique grade adjustments with asphalt paving, so GPS modeling was used extensively for construction. The HMA plant used for this project has been nationally recognized by the National Asphalt Pavement Association in the form of Diamond Achievement Awards, an Ecological Award and Diamond Quality Commendation Awards.																	
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 Sloan Construction, a Division of Reeves Construction Company					
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
<b>Widening and Reconstruction of intersection on SR 27 at I-75</b> Dooly County, Georgia	Georgia Department of Transportation	Georgia Department of Transportation Greg Jones, Area Engineer, Perry Area Office 200 Julianne Drive, Perry GA 31069 478.988.7151 grjones@dot.ga.gov	<b>Construction:</b> September 2019 (Construction began in March 2016)	\$25,326	\$14,366
g. Narrative describing the work performed by Contractor.					
<div><p>Reeves Construction Company was awarded this project by the Georgia Department of Transportation to widen and reconstruct 1.126 miles of SR 27 at I-75/SR401, which includes the construction of a bridge and approaches over I-75. The project consists of the staged construction for the relocation of three county roads, construction of a bridge, and new ON and OFF ramps. These required 375,000 cubic yards of borrow material and 195,500 cubic yards of onsite unclassified material to be moved. Reeves has performed all grading operations, placement of 75,000 tons of graded aggregate base material, and placement of asphalt pavement. Reeves coordinated with subcontractors for tasks including: bridge work, mechanically stabilized earth (MSE) walls, portland cement concrete pavement, and a lighting system.</p></div> <div><div><p><b>Key Project Relevancies:</b></p><ul style="list-style-type: none"><li>☑ Freeway/Interstate/Complex MOT</li><li>☑ Interstate Interchanges</li><li>☑ Staged Construction</li><li>☑ Demolition</li><li>☑ Construction Over Active Traffic Patterns</li></ul></div><div><p><b>Team Members Involved:</b></p><p>Rob Loar</p></div><div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Reeves has worked with the Georgia Department of Transportation to mitigate any issues on the project and prevent delays. We have reviewed and adjusted staged construction plans to help maintain the completion date. Items not covered in the contract have been negotiated with the Department to minimize the impact to the construction schedule. Our team has also negotiated with adjacent property owners to acquire borrow material with minimal haul, and with the Department to obtain additional unclassified material onsite.					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Reeves is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Our crews begin each shift with a safety and planning meeting to discuss the work plan for the day and any hazards present, followed by a stretch and flex exercise. The project team holds a weekly progress meeting to review cost and schedules, plan upcoming work, and review the previous week’s near-misses or accidents. Crew schedules are used to forecast three weeks of work and are tied to the overall P6 project schedules to plan and monitor project performance. In a weekly operations meeting between region management, project managers, and superintendents, schedules and issues are discussed by our entire team to tap into the experience of our management group and promptly identify problems and solutions. Reeves Construction utilizes daily and weekly cost reporting to communicate activity performance to both crews and management and allow for adjustments as work progresses.					
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					

# Design Team Work History Forms



## Appendix B

Work History Forms for the following five projects completed by our Lead Designer, **Rummel, Klepper & Kahl, LLP (RK&K)** are included behind this page:

1. Monroe Bypass Design-Build
2. Macy Grove Road Design-Build
3. I-40 Widening and Improvements Design-Build



WORK HISTORY AND QUALITY FORM – DESIGNER  
Rummel, Klepper & Kahl, LLP (RK&K)

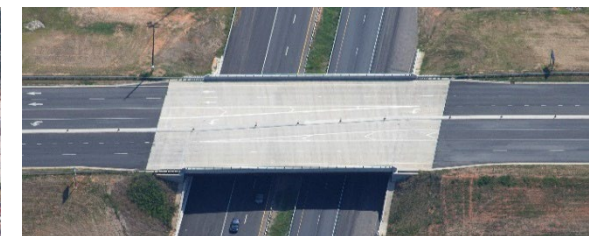
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Designer(in thousands)
Monroe Bypass Design-Build Project Union/ Mecklenburg Counties, North Carolina	United Infrastructure Group	North Carolina Department of Transportation Project Manager: Malcolm Watson, PE, Design-Build Engineer 919.707.6614 <a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Design Completed: 2017  Construction: Open to traffic November 2018; Construction began in May 2015; Constr. Complete 2019	\$464,000	\$19,000
g. Narrative describing the work performed by Designer.					
<div><p>As Lead Designer for one of North Carolina’s largest design-build projects, RK&amp;K and the Monroe Bypass Constructors team designed and constructed this \$464M, 19.7-mile new alignment toll road with <b>37 bridges and eight interchanges</b>. The Monroe Bypass will improve mobility and capacity by providing a facility for the US 74 corridor that allows for high-speed regional travel while maintaining access to properties along existing US 74. The design was prepared and managed by RK&amp;K’s Raleigh, North Carolina office. The project consists of providing all design, construction, and quality functions for this toll facility extending from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County. For the one-mile section of mainline along existing US 74 on the west end, the project is an elevated six-lane divided, controlled access toll road with two-lane frontage roads located along each side of the mainline. The remaining portion of the project consists of a four-lane divided, controlled access toll road with a 46-foot median. The western and eastern ends of the project will be designed to meet 60-mph design speeds while the remaining section will meet a 70-mph design speed for a rolling urban freeway. The project provides a major interchange at its western end with existing US 74 and full movement interchanges with Indian Trail-Fairview Road (SR 1520), Unionville-Indian Trail Road (SR 1367), Rocky River Road (SR 1514), US 601, NC 200, and Austin Chaney Road (SR 1758). The interchange at existing US 74 on the eastern end of the project will accommodate the Forest Hills School Road traffic movements with the addition of a “Superstreet U-turn” located on US 74.</p><p>With extensive aesthetics involved, the project includes 37 bridges (26 sites with 11 duals), 45 culverts, and 3 sound barriers.</p></div> <div></div> <div><div><p><b>Key Project Relevancies:</b></p><div><div><input checked="" type="checkbox"/> Design-Build Delivery</div><div><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</div><div><input checked="" type="checkbox"/> Interstate Interchanges</div><div><input checked="" type="checkbox"/> Staged Construction</div><div><input checked="" type="checkbox"/> Demolition</div><div><input checked="" type="checkbox"/> Environmental Permitting</div></div><div><div><input checked="" type="checkbox"/> Right of Way Acquisition</div><div><input checked="" type="checkbox"/> Construction Over Active Traffic Patterns</div><div><input checked="" type="checkbox"/> Utility Conflicts</div><div><input checked="" type="checkbox"/> Hazardous Materials</div><div><input checked="" type="checkbox"/> Coordination with Adjacent Projects</div></div></div></div> <div><p><b>Team Members Involved:</b></p><p><b>Brandon McInnis, Stuart Samberg,</b> Keith Skinner, David Peterson, Matthew Lamy, Gary Taylor, Byron Holden, Mary Yahl, Mike Wood</p></div>					

**WORK HISTORY AND QUALITY FORM – DESIGNER**  
**Rummel, Klepper & Kahl, LLP (RK&K)**

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 Designer's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Designer (in thousands)
<b>Macy Grove Road Design-Build</b> Guilford County, NC	Blythe Development Company	North Carolina Department of Transportation Teresa Bruton, PE 919.707.6610, <a href="mailto:tbruton@ncdot.gov">tbruton@ncdot.gov</a>	<b>Design Complete:</b> 2012 <b>Construction Completed:</b> 2015	\$38,800	\$2,684

g. Narrative describing the work performed by Designer. Include the office location(s) where the design work was performed and whether the firm was the lead designer or a subconsultant.

RK&K served as the Lead Designer for this award winning design-build project that widened, extended, and reconstructed 0.94-mile of Macy Grove Road (SR 2601) to a multi-lane roadway from south of I-40 Business/US 421 to north of East Mountain Street in Kernersville, NC. The project included the design of **two interchanges and three bridges**. Providing multi-discipline services, RK&K's scope of work included structure design; roadway design; hydraulic design; traffic control and pavement markings; signing, ITS, and signal design; permit preparation; utility coordination and relocation; public involvement; railroad coordination; erosion and sedimentation control; surveys and SUE; and right-of-way acquisition. **Structure Design:** This project included the design and construction of three bridges: (1) **Macy Grove Road over I-40 Business:** 156-foot long, one-span, tangent bridge with a superstructure consisting of parallel 65-inch steel plate girders. (2) **Macy Grove Road over the Norfolk Southern Railroad:** 117-foot long, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO prestressed concrete girders. (3) **Macy Grove Road over East Mountain Street:** 111-foot long, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO prestressed concrete girders. **Roadway Design:** The team designed and constructed a basic four-lane divided curb & gutter facility with additional specifics and features including: new Macy Grove Road/I-40 Business interchange; a two-lane bridge over I-40 Business / US 421 was replaced with a Compressed Diamond Interchange (CDI) with a seven-lane bridge; 1.6 miles of existing I-40 Business/US 421 was milled, resurfaced and improved; removed EB exit ramp on I-40 Business, removed 1,000-feet of existing WB I-40 Business/US 421 roadway and bridge east of NC 66, and reconstructed 1,000-feet of WB I-40 Business/US 421 roadway; removed existing WB entrance ramp and roadway between I-40 Business and East Mountain Street; added cul-de-sac on Old Greensboro Road; a partial interchange with two-way ramps in the Northwest quadrant of East Mountain Street with a roundabout at the ramp terminal; a new 1,355-foot long two-lane access road from Macy Grove Road to Whitt Road; and a 500-foot long two-lane access road from Industrial Park Road northward.



*Our team was presented with the 2015 Carolinas AGC Pinnacle Award for this Macy Grove Road Design-Build project. In addition, RK&K received the Pinnacle Carolinas AGC Partner Award. This award honors the work of general contractors and their projects' key partners and is the most prestigious recognition in the Carolinas construction industry.*



### Key Project Relevancies:

- ☑ Design-Build Delivery
- ☑ Freeway/Interstate/Complex MOT
- ☑ Interstate Interchanges
- ☑ Staged Construction
- ☑ Demolition

- ☑ Environmental Permitting
- ☑ Right of Way Acquisition
- ☑ Construction Over Active Traffic Patterns
- ☑ Utility Conflicts
- ☑ Hazardous Materials

### Team Members Involved:

**Brandon McInnis, Keith Skinner, David Peterson, Matthew Lamy, Byron Holden, Mike Wood**

h. Self-Assessment. The information provided in this section should be a self-assessment of the 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 Designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

Demonstrating outstanding performance on the project, RK&K received the Pinnacle Carolinas AGC Partner Award. As the most prestigious recognition in the Carolinas' construction industry, this award honors the work of contractors and their key partners. Also illustrating RK&K's innovative and creative design, the design-build team received the **highest technical score of 90%** during the design-build selection process. The design for the project was completed on time and within budget. We also worked with the owner and contractor when there were unexpected changes to the project such as when we had to minimize slopes on a large gas line (third party risk) by using reinforced soil slopes and adding additional drainage pipes to minimize cuts over the lines.

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.

A key aspect of maintaining schedules and budgets on all projects is the preparation of an effective initial design in order to avoid the delays and additional costs created by redesign. To ensure the initial design is effective all design submittals (including those from subconsultants) would go through an Interdisciplinary Review process where all disciplines would review the submittal and give comments. 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. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updated it regularly to include actual submittal dates versus projected. Below are a few examples of design changes resulting from above procedures. The design for this project included adding an interchange at an existing overpass. The RFP allowed closure road of the existing overpass but our Team developed a design that allowed the road to remain open at all times during construction. Another design change that increased the quality of the project was to use a 1-span bridge over I-40 Bus. This minimized work in the median of a busy interstate, eliminated a bent in the bridge, minimized maintenance cost, and allowed for a more consistent median along I-40 Bus. The Team also designed the project to minimize impacts to environmental features and worked closely with the Agencies to develop a Nationwide Permit instead of the Individual Permit that was anticipated in the RFP. This helped to accelerate receiving the Permit and allowed the Team to begin construction earlier than initially anticipated.

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
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**Rummel, Klepper & Kahl, LLP (RK&K)**

the Client & their Project	d. Actual or Estimated
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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 Designer's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Designer(in thousands)
<b>I-40 Widening and Improvements Design-Build Project</b> Wake/Johnston Counties, North Carolina	S.T. Wooten Corporation	North Carolina Department of Transportation Project Manager: Teresa Bruton, PE 919.707.6610 <a href="mailto:tbruton@ncdot.gov">tbruton@ncdot.gov</a>	<b>Design Completed:</b> Ongoing Estimated Completion: October 2019  <b>Construction:</b> Ongoing	\$360,175	\$22,514

g. Narrative describing the work performed by Designer.

To improve one of the most heavily traveled and congested transportation facilities in the Raleigh, North Carolina area, RK&K was selected as the Lead Designer for the widening and improvements of I-40 from the I-40 / I-440 / US 64 interchange in Wake County to just north of SR 1525 (Cornwallis Road) in Johnston County. To provide a higher level of service on I-40 and relieve present and future congestion, this design-build project widens approximately 12.8 miles of I-40, **modifies several interchanges**, and replaces bridges along I-40. The project widening consists of ten-lane, eight-lane, and six-lane sections and was designed to meet 70 and 75 mph for freeway interstate standards. In addition to widening, this much-needed project includes 15 bridges, 6 interchanges, replacement and extensions of number box culverts, and sound barrier and retaining walls. One of the most unique innovations includes the utilization of an overhead conveyor system to deliver Asphalt, Type I Stone, and ABC to the median from the contractor's local Asphalt Plant site on Cleveland Road. The use of this system greatly minimizes traffic impacts by eliminating approximately 7,600 truckloads of materials from entering / exiting the roadway median. The design-build team also utilizes the NCDOT-owned Smart Workzone System to monitor traffic flow and provide advanced notice to motorists to utilize alternate routes when there are delays. The team is modifying the existing system specifically for this project.

### Key Project Relevancies:

- |                                                                    |                                                                      |
|--------------------------------------------------------------------|----------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Design-Build Delivery          | <input checked="" type="checkbox"/> Right of Way Acquisition         |
| <input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT | <input checked="" type="checkbox"/> Construction Over Active Traffic |
| <input checked="" type="checkbox"/> Interstate Interchanges        | <input checked="" type="checkbox"/> Patterns                         |
| <input checked="" type="checkbox"/> Diverging Diamond Interchange  | <input checked="" type="checkbox"/> Utility Conflicts                |
| <input checked="" type="checkbox"/> Staged Construction            | <input checked="" type="checkbox"/> Hazardous Materials              |
| <input checked="" type="checkbox"/> Demolition                     | <input checked="" type="checkbox"/> Coordination with Adjacent       |
| <input checked="" type="checkbox"/> Environmental Permitting       | <input checked="" type="checkbox"/> Projects                         |

### Team Members Involved:

**Brandon McInnis, Keith Skinner, David Peterson, Mary Yahl, James Galgano, Chris Jordan, Byron Holden, Gary Taylor, Greg Goins, Mike Wood**



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

With an innovative design concept and aggressive construction schedule, RK&K and the design-build team received the **highest technical score of 95%** during the design-build selection process.

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

To ensure the initial design is effective all design submittals (including those from subconsultants) would go through an Interdisciplinary Review process where all disciplines would review the submittal and give comments. At the same time the plans are sent to the contractor to look at constructability. This process minimized the likelihood of conflicts between the different design disciplines and gives the contractor a chance to look at constructability, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updated it regularly to include actual submittal dates versus projected. Below are a few examples of design changes resulting from above procedures. During the review process at the bridges, the contractor noted areas where construction may be difficult. A separate meeting was held to discuss these areas and specific design changes were made to ensure constructability. The Team also worked closely with NCDOT and the Agencies to determine if large retaining walls adjacent to streams/wetlands were needed because of the possibility of scour and maintenance issues. After coordination the walls were removed with the Agencies blessing which reduces possible maintenance issues in the future.

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
-----





**SCDOT**

**APPENDIX C**  
**Work History and Quality Form -**  
**Contractor/Designer (Section 3.5.2)**



**RK&K**





## APPENDIX C - WORK HISTORY AND QUALITY FORM (SECTION 3.5.2)

We offer the following responses for information requested in the RFQ:

- The Lead Contractor has not been declared delinquent or placed in default on any project.
- The Lead Contractor has not submitted a claim on a project that was litigated and if litigated, was not resolved in favor of the Lead Contractor.
- Over the past five years, Reeves Construction has performed work on more than 1,000 construction projects, with a value of work in place in excess of \$1.2 Billion. Included in this performance period are many award winning projects, recognized by NAPA, SCAPA, and GHCA. Work History Forms detailing the following are provided in this section.

Project Information	Type of Work	Days Late	Completed	Source of Delay
Crisp Worth Cos. GA SR 33	Paving	37	2018	Borrow Pit Approval
Mitchell Co. GA SR 37	*Paving	46	2018	Striping Subcontractor
Liberty/Long GA SR144	*Paving	52	2018	Close-out, Subcontractor Punchlist Delays
Dooly Co. GA SR 257	*Paving	62	2018	Striping Subcontractor, Weather
Laurens Co. GA SR 29	*Paving	62	2018	Striping Subcontractor, Schedule Conflicts
Baldwin Co. GA SR 22	Paving	66	2018	Schedule Conflicts, Close-out Paperwork
Lee Worth Cos. GA SR 32	*Paving	67	2019	Striping Subcontractor, Weather
Columbia County GA SR 104	*Paving	69	2019	Striping Delays, Close-out Paperwork
Worth Co. GA SR 520	*Paving	71	2018	Striping Subcontractor, Material Shortages
Aiken I20 Resurfacing SCDOT	Paving	74	2018	Striping Subcontractor
Crisp Wilcox Cos. GA SR 30	*Paving	79	2019	Striping Subcontractor, Weather
I85 Gaston/Cleveland County NCDOT	Paving	84	2014	Striping Re-work
Baldwin Co. SR 49	*Paving	90	2018	Striping Delays, Close-out Paperwork
Sumter Co. GA 2015 LMIG Resurf	Paving	93	2016	Striping Delays, Close-out Paperwork
Colquitt Co. GA US 319	*Paving	99	2018	Striping Subcontractor, Weather
Laurens Co. GA US 319/SR 31	Grading, Paving	102	2016	Utility Delays
Mitchell Co. GA SR 37	*Paving	110	2018	Striping Subcontractor, Material Shortages
Colquitt Co. GA SR 37	*Paving	116	2017	Striping Subcontractor, Material Shortages
Ben Hill Co. GA SR 11	*Paving	124	2018	Striping Subcontractor, Material Shortages
Turner Co. GA SR112	*Paving	125	2018	Striping Subcontractor, Material Shortages
Lee Co. GA SR 520	*Paving	141	2018	Striping Subcontractor, Material Shortages
Lee Co. GA SR 195	*Paving	176	2018	Striping Subcontractor, Material Shortages
*In 2015 Georgia passed HB170, providing significant additional funding. Subsequently, resurfacing work increased dramatically in some areas of the state, creating challenges with both aggregate supply and striping work coordination.				

- The Lead Contractor has not been cited by OSHA for violations deemed serious, willful, or repeated.
- No projects have been subject to remediation actions, stop work orders, or delays for more than 30 days for 404/401 violations.
- No Owner or Lead Contractor has filed a claim against the Lead Designer's Errors and Omissions Insurance.
- The Lead Designer has never filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract.

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
<b>I-85</b> Gaston/Cleveland County, NC	Sloan Construction a Division of Reeves Construction Company	North Carolina Department of Transportation (NCDOT) Eric Conner, Resident Engineer 828-468-6266 econner@ncdot.gov	2014	\$2,870	\$2,870
g. Narrative describing the work performed by Contractor.					
<p>The project consisted of Milling, Paving, and Pavement Markings on I-85 from MP 7.3 in Cleveland County, NC to MP13.9 in Gaston County, NC</p> <p><b>Key Individuals Involved:</b></p> <ul style="list-style-type: none"><li>No key individuals involved</li></ul>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<ul style="list-style-type: none"><li>The pavement marking subcontractor had some issues with defective materials. The pavement markings started coming up over the winter and had to be removed and replaced the following spring. The project was assessed liquidated damages of 84 calendar days.</li></ul>					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
<b>I-20 Resurfacing – SCDOT File 0205560</b> Aiken County, South Carolina	Reeves Construction Company	South Carolina Department of Transportation (SCDOT) Bobby Usry, PE 803.641.7660 <a href="mailto:UsryBM@scdot.org">UsryBM@scdot.org</a>	<b>Construction:</b> Feburary 2018	\$18,027,000	\$18,027,000
g. Narrative describing the work performed by Contractor.					
2016 Interstate Preservation Program – I-20 in Aiken Co. mill and inlay surface on I-20.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Liquidated Damages applied due to striping subcontractor not completing the project within allotted time.					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
<b>SR 104 Resurfacing</b> <b>GDOT Project #</b> <b>M005596</b> Columbia County, Georgia	Reeves Construction Company	Georgia Department of Transportation (GDOT) Caleb Lord 478.533.3340 <a href="mailto:clord@dot.ga.gov">clord@dot.ga.gov</a>	<b>Construction:</b> April 2019	\$3,600,000	\$3,600,000
g. Narrative describing the work performed by Contractor.					
5.273 miles of milling, inlay, plant mix resurfacing and single surface treatment paving on SR 104 beginning at the Richmond County line and extending north of Gibbs Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Liquidated Damages applied due to striping subcontractor not completing the project within allotted time.					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
<b>GDOT SR 144 Resurfacing M005171</b> Liberty and Long Counties, Georgia	Reeves Construction Company	Georgia Department of Transportation (GDOT) Brad Saxon, PE 912-427-5711 bsaxon@dot.ga.gov	<b>Construction:</b> Fall 2017	\$3,267,737.54	\$2,245,654
g. Narrative describing the work performed by Contractor.					
15.955 MILES OF MILLING, PLANT MIX RESURFACING, SINGLE SURFACE TREATMENT PAVING AND SHOULDER REHABILITATION ON SR 144 BEGINNING AT THE TATTNALL COUNTY LINE ANDEXTENDING TO SR 119.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
The pay items were completed on this project within the specified completion time. There were several delays not addressed by GDOT for weather and for some GDOT approvals that were delayed beyond the contractor’s control that GDOT did not grant additional time for. The project closeout process was extended by the generation of multiple punch lists where many of the items were not directly related to our work.					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Laurens Co US 319/SR 31 Dublin, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Dublin – District 2 – Area 2 Daniel Smith 2003 U.S. Highway 441S Dublin, GA 31021 <a href="mailto:dasmith@dot.ga.gov">dasmith@dot.ga.gov</a>	2016	\$3,362,862	\$2,722,574
g. Narrative describing the work performed by Contractor.					
Widening and reconstruction on US 319 / SR 31 beginning north of East Dublin and extending north of Willie Wood Road (CR 20)					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Utility Delays caused 110 day delayed completion date but no liquidated damages were issued because the delays were related to utility issues					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Sumter Co 2015 LMIG Americus, GA	Reeves Construction Company	Sumter County Public Works Jimbo Littlefield P. O. Box 295 Americus, GA 31709 <a href="mailto:jlittlefield@sumtercountyga.us">jlittlefield@sumtercountyga.us</a>	2016	\$983,745	\$797,998
g. Narrative describing the work performed by Contractor.					
Resurfacing various roads and streets in Sumter County.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
93 days LDs assessed due to scheduling conflicts, subcontractor delays, and close-out process					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Colquitt Co US 319 Moultrie, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Moultrie – Area 4 Neil Tyson 120 Veterans Parkway North Moultrie, GA 31788 <a href="mailto:ntyson@dot.ga.gov">ntyson@dot.ga.gov</a>	2018	\$2,582,086	\$2,360,025
g. Narrative describing the work performed by Contractor.					
6.108 miles of milling, plant mix resurfacing and shoulder rehabilitation on US 319 / SR 35 beginning north of SR 33 and extending to SR33 / SR133					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delays and weather caused completion delay					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Laurens Co SR 29 Dublin, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Dublin – District 2 – Area 2 Daniel Smith 2003 U.S. Highway 441S Dublin, GA 31021 <a href="mailto:dasmith@dot.ga.gov">dasmith@dot.ga.gov</a>	2018	\$1,192,236	\$974,821
g. Narrative describing the work performed by Contractor.					
4.678 miles of milling, inlay and plant mix resurfacing on SR 29 beginning South of Gaines St. and extending North of Woodland Heights Dr.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Scheduling conflicts and striping subcontractor delays caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Lee Co SR 195 Leesburg, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2018	\$1,935,384	\$1,775,046
g. Narrative describing the work performed by Contractor.					
14.340 miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 195 beginning North of SR 32 and extending to the Sumter County line					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delay due to volume of work in market, along with quarry production and delivery delays caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Mitchell Co SR 37 Camilla, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2018	\$1,105,446	\$1,028,064
g. Narrative describing the work performed by Contractor.					
6.769 miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 37 beginning at the Baker County line and extending west of Pinecliff Road and on SR 37 Conn beginning west of Sf SR 37 and extending to SR 112					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delays, along with quarry aggregate/rail shipment delays caused late completion					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Baldwin Co SR 49 Milledgeville, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Milledgeville – District 2 Area 1 Len Burgamy 161 Blandy Rd. Milledgeville, GA 31061 <a href="mailto:dburgamy@dot.ga.gov">dburgamy@dot.ga.gov</a>	2018	\$3,085,568	\$2,789,321
g. Narrative describing the work performed by Contractor.					
11.142 miles of milling, inlay, plant mix resurfacing, single surface treatment, paving and shoulder rehabilitation on SR 49 beginning at the Jones County line and extending west of SR 122 (Elbert St.)					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delays and project close-out process caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Mitchell Co SR 37 Camilla, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2018	\$1,443,218	\$1,303,688
g. Narrative describing the work performed by Contractor.					
4.240 miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 37 beginning Northwest of Pinecliff Road and extending East of Bailey Rd.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delays caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Lee Co SR 520 Leesburg, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2018	\$3,240,368	\$2,980,913
g. Narrative describing the work performed by Contractor.					
5.342 miles of milling, inlay, plant mix resurfacing and shoulder rehabilitation on SR 520 beginning at the Terrell County line and extending east of Dawson Rd.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delay, along with material supply delay from quarries caused late compeltion					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Colquitt Co SR 37 Moultrie, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Moultrie – Area 4 Neil Tyson 120 Veterans Parkway North Moultrie, GA 31788 <a href="mailto:ntyson@dot.ga.gov">ntyson@dot.ga.gov</a>	2017	\$958,156	\$841,052
g. Narrative describing the work performed by Contractor.					
2.554 miles of milling and plant mix resurfacing on SR 37 beginning east of Ochlocknee River and extending west of US 319 / SR 35					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delays, along with aggregate/ rail shipment delays caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Crisp Worth Cos SR 33 Cordele, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2018	\$1,362,433	\$1,277,571
g. Narrative describing the work performed by Contractor.					
8.408 miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 33 beginning North of SR 32 and extending South of Buford Rd.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Delays with borrow pit approval caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Worth Co SR 520 Sylvester, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2018	\$2,136,717	\$2,064,072
g. Narrative describing the work performed by Contractor.					
1.909 miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 520 beginning at Silver Lake Cir (CR 319) and extending to Haley St. (CS 702)					
.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping Subcontractor delays, along with aggregate material delivery delays caused late completion					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Baldwin Co SR 22 Milledgeville, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Milledgeville – District 2 Area 1 Len Burgamy 161 Blandy Rd. Milledgeville, GA 31061 <a href="mailto:dburgamy@dot.ga.gov">dburgamy@dot.ga.gov</a>	2018	\$1,503,867	\$1,377,736
g. Narrative describing the work performed by Contractor.					
7.080 miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 22 beginning at the Jones County line and extending East of Little Fishing Creek Bridge.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Scheduling conflicts and project close-out caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Dooly Co SR 257 Cordele, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Perry – Area 3 Greg Jones 200 Julianne St. Perry, GA 31069 <a href="mailto:grjones@dot.ga.gov">grjones@dot.ga.gov</a>	2018	\$892.052	\$846.419
g. Narrative describing the work performed by Contractor.					
3.619 miles of milling, inlay, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 257 beginning at the Crisp County line and extending to SR 215					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping subcontractor delays and weather caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Ben Hill Co. SR 11 Fitzgerald, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Douglas – Area 2 Brad Dockery 1835 South Peterson Ave. Douglas, GA 31535 <a href="mailto:bdockery@dot.ga.gov">bdockery@dot.ga.gov</a>	2018	\$1,736,020	\$1,618,049
g. Narrative describing the work performed by Contractor.					
8.212 miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 11 beginning north of Bush Avenue and extending north of Bowen Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping subcontractor delays, along with quarry/rail shipment delays caused late completion					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Turner County GA SR 112 Ashburn, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Douglas – Area 2 Brad Dockery 1835 South Peterson Ave. Douglas, GA 31535 <a href="mailto:bdockery@dot.ga.gov">bdockery@dot.ga.gov</a>	2018	\$1,687,794	\$1,575,599
g. Narrative describing the work performed by Contractor.					
8.200 miles of milling, inlay, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 112 beginning at SR 107 and extending to SR 90					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping subcontractor delays, along with quarry aggregate supply and rail shipment delays caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Crisp Wilcox Cos SR 30 Cordele, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2019	\$2,847,880	\$2,609,505
g. Narrative describing the work performed by Contractor.					
12.610 miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 30 beginning east of SR 90 (Midway Rd) and extending east of 6 <sup>th</sup> St.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping subcontractor delays and weather delays caused late completion					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR**  
**Sloan Construction Company a Division of Reeves Construction Company**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Contractor (in thousands)
Lee Worth Cos SR 32 Leesburg, GA	Reeves Construction Company	Georgia Department of Transportation (GDOT) Albany – Area 5 Derrick Wilkerson 2060 Newton Rd. Albany, GA 31701 <a href="mailto:dwilkerson@dot.ga.gov">dwilkerson@dot.ga.gov</a>	2019	\$2,297,142	\$2,083,731
g. Narrative describing the work performed by Contractor.					
11.020 miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 32 beginning at last rail at railroad track in Lee County and extending to SR 300(E)					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss the Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
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.					
Striping subcontractor delays and weather delays caused late completion					





**SCDOT**

**APPENDIX D**  
**Legal and Financial**



**SLOAN**  
CONSTRUCTION  
A DIVISION OF  
REEVES CONSTRUCTION COMPANY

**RK&K**



# STATEMENT OF QUALIFICATIONS

US 1 over I-20 Interchange Improvement Design-Build Project | May 29, 2019



## FINANCIAL CAPACITY

SLOAN CONSTRUCTION, A DIVISION OF REEVES CONSTRUCTION COMPANY



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



### Section 3.6.1 – FINANCIAL CAPACITY AFFIDAVIT

#### RFQ For Project ID P030711 Lexington County Design-Build Project US 1 Over I-20 Interchange Improvement

To: Ms. Carmen Wright (Ms. Barbara Wessinger, Mr. Jae Mattox)  
Office of Project Delivery (Office of Chief Counsel, Preconstruction Design-Build Group)  
South Carolina Department of Transportation  
955 Park Street, Room 101 (302, 421)  
Columbia, South Carolina 29201

The purpose of this affidavit is to declare that Sloan Construction, a Division of Reeves Construction Company has the financial capacity and the resources necessary to complete the Project as proposed in the RFQ.

As a company we have completed close to \$300M of construction work in both 2017 and 2018 and should exceed that amount in 2019. We have a strong balance sheet with excellent working capital and are properly capitalized and we have adequate financial resources to complete this Project.

Dated as of May 15, 2019.

Sloan Construction, a Division of Reeves Construction Company

By: Fred Shelton

Name: Fred Shelton

Title: Chief Financial Officer / Treasurer

State of South Carolina

County of Greenville

The foregoing instrument was acknowledged before me this 15<sup>th</sup> day of May 2019  
By Fred Shelton who is personally known to me.

Rebecca W Glass  
Notary Signature

Rebecca W Glass  
Notary Name

My Commission Expires September 20, 2022

250 Plemmons Road • Duncan, SC 29334 • Phone: 864.416.0200 • Fax: 864.416.0201 • reevescc.com



# STATEMENT OF QUALIFICATIONS

US 1 over I-20 Interchange Improvement Design-Build Project | May 29, 2019



## BONDING CAPABILITY

SLOAN CONSTRUCTION, A DIVISION OF REEVES CONSTRUCTION COMPANY



### Liberty Mutual Surety

8044 Montgomery Road  
Cincinnati, OH 45236  
(513) 792-1861

May 14, 2019

Ms. Carmen Wright (Ms. Barbara Wessinger, Mr. Jae Mattox)  
Office of Project Delivery (Office of Chief Counsel, Preconstruction Design-Build Group)  
South Carolina Department of Transportation  
955 Park Street, Room 101 (302, 421)  
Columbia, South Carolina 29201

**RE: Sloan Construction, a Division of Reeves Construction Company – Bonding Reference for  
Project ID P030711 Lexington County Design-Build Project US 1 Over I-20 Interchange Improvement**

To Whom It May Concern:

Sloan Construction Company, a division of Reeves Construction Company is a highly regarded and valued client of Liberty Mutual Insurance Company. Sloan has a surety bond program in place with Liberty Mutual Insurance Company allowing for single jobs of \$100,000,000.

Liberty Mutual Insurance Company is listed on the U.S. Department of the Treasury list of approved bonding companies with an underwriting limitation of \$1,122,392,000 and has a rating of A XV (Excellent) by the A.M. Best Co. Liberty Mutual is licensed in all fifty states, including the State of South Carolina.

Our agreement to provide the bond program and execute bid or final bonds is subject to mutually acceptable contract terms, conditions, financing, and underwriting conditions to both Sloan and Liberty Mutual at the time of request.

This letter is not to be construed as an agreement to provide bonds, but is offered as an indication of our experience and confidence in Sloan Construction. Any arrangement to provide final bonds is a matter between Liberty Mutual and Sloan Construction and we assume no liability to third parties or to you for any reason if we do not execute bonds.

Sincerely,  
Liberty Mutual Insurance Company

By:

Robert Santa, Attorney-In-Fact

**Member of Liberty Mutual Group**



# STATEMENT OF QUALIFICATIONS

US 1 over I-20 Interchange Improvement Design-Build Project | May 29, 2019



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

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

Certificate No: 8196860-985949

## POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Aiza Anderson, Samuel E. Begun, Saykham Chanthasone, Lorina Monique Garcia, Danielle D. Johnson, Michelle Anne McMahon, Aimee R. Perondine, Mercedes Phothisrath, Jenny Rose Belen Phothisrath, Noah William Pierce, Donna M. Planeta, Joshua Sanford, Bethany Stevenson, Eric Strba, Jynell Marie Whitehead

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 18th day of September, 2018.



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

By:

*David M. Carey*  
David M. Carey, Assistant Secretary

State of PENNSYLVANIA ss  
County of MONTGOMERY

On this 18th day of September, 2018 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



COMMONWEALTH OF PENNSYLVANIA  
Notarial Seal  
Teresa Pastella, Notary Public  
Upper Merion Twp., Montgomery County  
My Commission Expires March 28, 2021  
Member, Pennsylvania Association of Notaries

By:

*Teresa Pastella*  
Teresa Pastella, Notary Public

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

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

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

### ARTICLE XIII - Execution of Contracts: Section 1. Surety Bonds and Undertakings.

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 6th day of April, 2019.



By:

*Renee C. Llewellyn*  
Renee C. Llewellyn, Assistant Secretary

LMS-12873 LMIC OCIC WAIC MUI Co\_062018

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-810-832-8240 between 9:00 am and 4:30 pm EST on any business day.



## STATEMENT OF QUALIFICATIONS

US 1 over I-20 Interchange Improvement Design-Build Project | May 29, 2019



### ORGANIZATIONAL AGREEMENTS

SLOAN CONSTRUCTION, A DIVISION OF REEVES CONSTRUCTION COMPANY

Not applicable - our Team is not a partnership, limited partnership, joint venture, or other association.







**SCDOT**

**APPENDIX E**  
**Organizational Conflict of Interest**



**SLOAN**  
CONSTRUCTION  
A DIVISION OF  
REEVES CONSTRUCTION COMPANY

**RK&K**



**SIGNED CONFLICT OF INTEREST FORM - CONTRACTOR**  
SLOAN CONSTRUCTION, A DIVISION OF REEVES CONSTRUCTION COMPANY**DISCLOSURE OF POTENTIAL CONFLICT OF  
INTEREST CERTIFICATION**


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

☒ Determined that no potential organizational conflict of interest exists.

☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

  
Signature

5-16-19  
Date

Rob Loar  
Print Name

Sloan Construction, a division of Reeves Construction Company  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company



**SIGNED CONFLICT OF INTEREST FORM - LEAD DESIGNER**  
**RUMMEL, KLEPPER & KAHL, LLP (RK&K)****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):

B. Keith Skinner  
Signature

5/16/2019  
Date

B. Keith Skinner  
Print Name

Rummel, Klepper & Kahl, LLP (RK&K)  
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





**SCDOT**

**APPENDIX F**  
**Confidential or Proprietary**  
**Information Summary List**



**SLOAN**  
CONSTRUCTION  
A DIVISION OF  
REEVES CONSTRUCTION COMPANY

**RK&K**





## APPENDIX F - CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

**Sloan Construction, a Division of Reeves Construction Company** (Contractor) and **Rummel, Klepper & Kahl, LLP (RK&K)** (Lead Designer) do not hold any of the information in this submittal as confidential or proprietary.





## APPENDIX G

### Addendum Receipt Form(s)







### APPENDIX G - ADDENDUM RECEIPT FORMS

Addendum Receipt Forms are attached to acknowledge the following Addenda posted by SCDOT:

- **Addendum 1**, posted May 22, 2019

# STATEMENT OF QUALIFICATIONS

US 1 over I-20 Interchange Improvement Design-Build Project | May 29, 2019



## ADDENDUM 1 POSTED MAY 22, 2019

### 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

5-23-19  
Date

Rob Loar  
Printed Name

For: Sloan Construction, a Division of Reeves Construction Company  
Design-Build Team Name

Post Office Box 191  
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314  
TTY: (803) 737-3870

AN EQUAL OPPORTUNITY  
AFFIRMATIVE ACTION EMPLOYER







## 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
<b>REFERENCES FROM 3.3.1 TABLE NOT ALREADY IN LIST</b>						
<a href="mailto:lucasb@scdot.org">lucasb@scdot.org</a>	Casey	Lucas	N/A	I-385 Cross Slope Corrections, Greenville, SC	N/A	Sloan / RK&K
<a href="mailto:mattoxjh@scdot.org">mattoxjh@scdot.org</a>	Jae	Mattox	Benjamin Bishop	SC 277 NB Bridge Replacement Pursuit, Richland Co., SC	Project Manager	Sloan
<a href="mailto:reynoldsbs@scdot.org">reynoldsbs@scdot.org</a>	Brad	Reynolds	N/A	I-85 Phase I/II Pursuit, Spartansburg and Cherokee Co.'s, SC	N/A	Sloan / RK&K
<b>REFERENCES FROM CONTRACTOR WORK HISTORY FORMS NOT ALREADY IN LIST</b>						
<a href="mailto:grjones@dot.ga.gov">grjones@dot.ga.gov</a>	Greg	Jones	N/A	Widening and Reconstruction of Intersection on SR 27 at I-75, Dooly Co., GA	N/A	Sloan
<a href="mailto:ahoenig@dot.ga.gov">ahoenig@dot.ga.gov</a>	Andrew	Hoenig	N/A	SR21 Diverging Diamond Interchange at I-95 Design-Build, Chatham Co., GA	N/A	Sloan
<b>REFERENCES FROM RESUMES</b>						
<a href="mailto:tbruton@ncdot.gov">tbruton@ncdot.gov</a>	Teresa	Bruton	Brandon McInnis	Macy Grove Road, Forsyth Co., NC	Roadway Project Manager	RK&K
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcom	Watson	Brandon McInnis	I-40 Widening & Improvements, Wake & Johnston Co.'s NC	Design Project Manager	RK&K
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcom	Watson	Brandon McInnis	Monroe Connector Bypass, Mecklenburg & Union Co.'s, NC	Deputy Roadway Design Project Manager	RK&K
<a href="mailto:pivey@ncdot.gov">pivey@ncdot.gov</a>	Pat	Ivey	Brandon McInnis	Union Cross Road Widening, Forsyth Co., NC	Roadway Project Engineer	RK&K
<a href="mailto:rclifton@fam66.us">rclifton@fam66.us</a>	Rich	Clifton	Stuart Samberg	I-66 Outside the Beltway Improvements, Prince William & Fairfax Co.'s, VA	Contract Manager	RK&K
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcom	Watson	Stuart Samberg	Monroe Connector Bypass, Mecklenburg & Union Co.'s, NC	Traffic Analysis Engineer	RK&K
<a href="mailto:rblakley@ncdot.gov">rblakley@ncdot.gov</a>	Reuben	Blakley	Stuart Samberg	US 64 Asheboro Bypass and Zoo Connector, Randolph Co., NC	Traffic Analysis Engineer	RK&K
<a href="mailto:burnsJM@scdot.org">burnsJM@scdot.org</a>	John	Burns	Aaron Hollar	I-77 Widening, Richland Co., SC	Project Manager	Sloan
<a href="mailto:dsmith1@mdta.maryland.gov">dsmith1@mdta.maryland.gov</a>	Don	Smith	Aaron Hollar	Inter-County Connector, Contract B, Montgomery Co., MD	Field Engineer	Sloan
<a href="mailto:YuhasJD@scdot.org">YuhasJD@scdot.org</a>	Jeremy	Yuhas	Aaron Hollar	Leaphart Rd. and Rainbow Dr. Bridges over I-26, Lexington Co., SC	Project Manager	Sloan
<a href="mailto:MillerPE@scdot.org">MillerPE@scdot.org</a>	Paul	Miller	Aaron Hollar	Roadway Improvements, Richland Co., SC	Project Engineer	Sloan
<a href="mailto:jeremy.goings@uig.net">jeremy.goings@uig.net</a>	Jeremy	Goings	Benjamin Bishop	Monroe Connector Bypass, Mecklenburg & Union Co.'s, NC	Project Manager	Sloan
<a href="mailto:jsalisbury@ncdot.gov">jsalisbury@ncdot.gov</a>	Jason	Salisbury	Benjamin Bishop	Cumberland County Bridges on US 301, Cumberland Co., NC	Project Manager	Sloan
<a href="mailto:jsalisbury@ncdot.gov">jsalisbury@ncdot.gov</a>	Jason	Salisbury	Benjamin Bishop	Cumberland County Bridges in I-295, Cumberland Co., NC	Project Engineer	Sloan
<a href="mailto:wilkesjt@scdot.org">wilkesjt@scdot.org</a>	Jeffrey	Wilkes	Benjamin Bishop	Sumter County Bridge over CSX Railroad, Sumter Co., SC	Project Manager	Sloan
<a href="mailto:HayesKL@scdot.gov">HayesKL@scdot.gov</a>	Ken	Hayes	Benjamin Bishop	SC 41 over US 501, Marion Co., SC	Project Engineer	Sloan
<a href="mailto:lawsonjs@dot.state.sc.us">lawsonjs@dot.state.sc.us</a>	Jeffery	Lawson	Mitchell Dodd	Interstate 16, Mile Marker 41-60	QC Manager	Sloan
<a href="mailto:paxtonka@scdot.org">paxtonka@scdot.org</a>	Kevin	Paxton	Mitchell Dodd	I-85 Mile Marker 87-107	QC Manager	Sloan
<a href="mailto:paxtonka@scdot.org">paxtonka@scdot.org</a>	Kevin	Paxton	Mitchell Dodd	I-85 Mile Marker 58-68	QC Manager	Sloan
<a href="mailto:jeremy.goings@uig.net">jeremy.goings@uig.net</a>	Jeremy	Goings	Edwin Haney	Monroe Connector Bypass, Mecklenburg & Union Co.'s, NC	General Superintendent Grading – Segment A	Sloan
<a href="mailto:waitesnt@scdot.gov">waitesnt@scdot.gov</a>	Nick	Waites	Edwin Haney	I-26 Rehabilitation, Laurens/Spartansburg Co.'s, SC	Project Superintendent	Sloan
<a href="mailto:thomasdl@scdot.org">thomasdl@scdot.org</a>	Deborah	Thomas	Edwin Haney	Roper Mountain, Greenville Co., SC	Project Superintendent	Sloan
<a href="mailto:econner@ncdot.gov">econner@ncdot.gov</a>	Eric	Conner	Edwin Haney	Hwy 274 Widening, Gaston Co., NC	Project Superintendent	Sloan
<a href="mailto:hope.grumbles@fluor.com">hope.grumbles@fluor.com</a>	Hope	Grumbles	Edwin Haney	Western Corridor Project SC183, Greenville Co., SC	Project Superintendent	Sloan
<a href="mailto:datkinson@hotconsultingco.com">datkinson@hotconsultingco.com</a>	Daniel	Atkinson	John Terry	Richland County Penny Dirt Paving Program, Richland Co., SC	R/W Program Manager	THC, Inc.
<a href="mailto:dan.chism@blecorp.com">dan.chism@blecorp.com</a>	Dan	Chism	John Terry	Anderson County Transportation Committee (ACTC) Program, Anderson Co., SC	R/W Program Manager	THC, Inc.
<a href="mailto:hadsockHS@scdot.org">hadsockHS@scdot.org</a>	Hugh	Hadsock	John Terry	SCDOT US Route 1 (August Hwy) Program, Lexington, SC	R/W Program Manager	THC, Inc.
<a href="mailto:johnstonwc@scdot.org">johnstonwc@scdot.org</a>	William	Johnston	John Terry	SCDOT SC Route 707, Georgetown, Horry Counties, SC	R/W Program Manager	THC, Inc.





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