



**STATEMENT OF QUALIFICATIONS**  
**LEXINGTON COUNTY**

May 29, 2019

# **US 1 OVER I-20 INTERCHANGE IMPROVEMENT**

Design Build Project - Project ID P030711





## 3.2 Introduction

### 3.2.1 - Superior Construction Company Southeast, LLC

#### Authority to Execute Contract

##### Pete Kelley

7072 Business Park Blvd. N.  
Jacksonville, FL 32256  
904-292-4240  
pkelley@superiorconstruction.com

#### Office from which project will be managed

4000 Faber Place Drive, Suite 300  
North Charleston, SC 29405

### 3.2.2 - Procurement Points of Contact

#### Brantlee Milner

Superior Construction Company  
Southeast, LLC  
4000 Faber Place Drive, Suite 300  
North Charleston SC 29405  
843-323-4164  
BMilner@superiorconstruction.com

#### Christine Roth

Johnson, Mirmiran & Thompson, Inc.  
952 Houston Northcutt Blvd., Suite 100  
Mt. Pleasant, SC 29464  
843-556-2624  
croth@jmt.com

### 3.2.3 – Lead Contractor/Designer

#### Lead Contractor

Superior Construction Company  
Southeast, LLC

#### Lead Designer

Johnson, Mirmiran & Thompson, Inc.

No team member has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.



### 3.2.4 – Commitment of Key Individuals

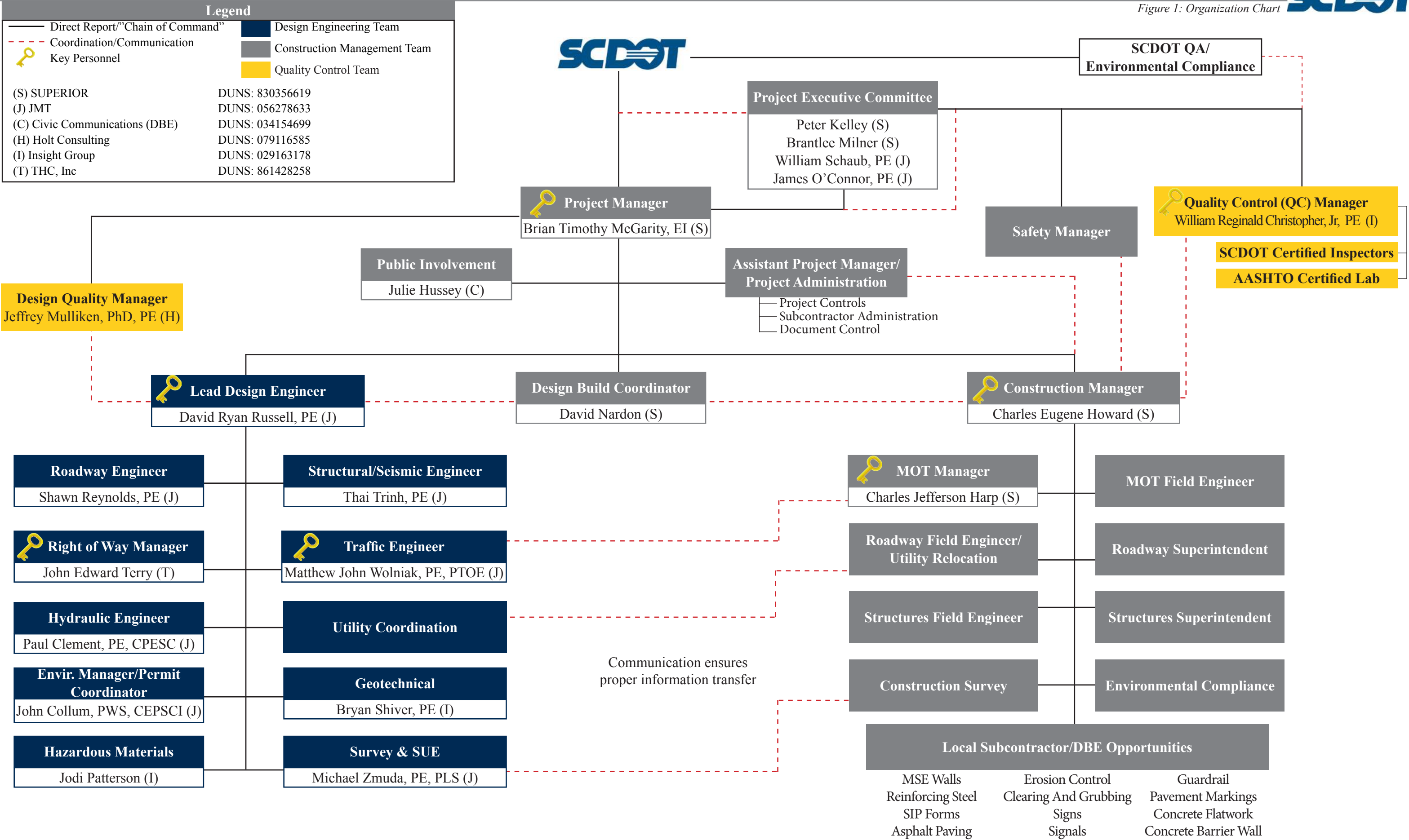
All key personnel identified will be committed to the project per requirements of the RFQ and to meeting SCDOT's quality and schedule expectations. Superior Construction Company Southeast, LLC and JMT confirms availability of key staff for the duration of the project.

## 3.3 Team Structure and Project Execution

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

The US 1 over I-20 Design-Build project will be led by Superior Construction Company Southeast, LLC (SUPERIOR). SUPERIOR is a prequalified prime contractor (1SU018) with the SCDOT employing over 1,500 construction professionals between the Southeast and Midwest business units. SUPERIOR will be the sole entity to contract with the SCDOT responsible for the overall Design Build (DB) project management. SUPERIOR will self-perform most of the key elements on the project including major bridge and roadway components. Our organizational chart (Figure 1) demonstrates the “Chain of Command”, communication lines and functional relationships that will be implemented on this project.

TABLE 1: Primary Team Members	Role	Responsibility
	Lead Construction Firm	Bridge construction, structure demolition, MOT, retaining wall construction, quality control, foundations, piling, ground improvements, roadway embankments/excavation, drainage, utilities, roadway base, paving, concrete flatwork, signals, lighting, public involvement, environmental compliance, pavement markings, clearing, and signs.
	Lead Design Firm	Overall design management during construction, managing the permitting, surveys, utility coordination, right-of-way, geotechnical exploration, hydrologic/hydraulic analysis and design, roadway and bridge design, seismic design, foundation design, sound barrier design, media and community relations, as-built plans.



## Team Structure

SUPERIOR has entered into a design agreement with JMT to be the lead designer. The SUPERIOR-JMT Team's, Lead Design Engineer, David Russell, PE is a lifelong Lexington resident and commutes through this corridor daily. He has intimate knowledge of project challenges and existing deficiencies giving our team a unique understanding. Our team has already conducted a joint site visit to begin developing solutions that best meet the needs of the SCDOT and the traveling public.

The SUPERIOR-JMT Team is structured to apply lessons learned by JMT on current SCDOT DB jobs to ensure effective teamwork along with clear lines of authority and responsibility with open channels of communication. The design and construction teams are structured to ensure efficient cross-communication and integration between design and construction staff throughout the entire project duration. Table 2 below, and on page 4, details the functional reporting, responsibilities and experience of the key-individuals to show how we will function as an integrated team.







TABLE 2	Position/Name/Firm	Reporting to	Responsibility		Key Qualifications
	<b>Project Manager</b> Brian Timothy McGarity, EI SUPERIOR	Reporting to SCDOT Project Manager	<ul style="list-style-type: none"> <li>✓ Partnering with SCDOT</li> <li>✓ Managing the Design</li> <li>✓ Public Information</li> <li>✓ Safe delivery of quality construction project</li> </ul>	<ul style="list-style-type: none"> <li>✓ RFP and contract conformance</li> <li>✓ Lead weekly status meetings</li> <li>✓ Be available at SCDOT request</li> </ul>	<ul style="list-style-type: none"> <li>✓ 12 years of progressive management experience</li> <li>✓ DB projects &gt; \$50 mil</li> <li>✓ Urban interchange construction expertise</li> <li>✓ Complex MOT</li> <li>✓ Bridge and roadway experience</li> </ul>
	<b>Construction Manager</b> Charles Eugene Howard SUPERIOR	Reporting to Project Manager Brian McGarity	<ul style="list-style-type: none"> <li>✓ All aspects of project construction.</li> <li>✓ Conformance with SCDOT specifications, provisions, and standard drawings</li> </ul>	<ul style="list-style-type: none"> <li>✓ Subcontractor coordination</li> <li>✓ Management of construction team</li> </ul>	<ul style="list-style-type: none"> <li>✓ 45 years of construction/DB experience</li> <li>✓ MOT, bridge and roadway experience</li> <li>✓ Interchange construction experience</li> <li>✓ Management of on-site construction and field crews</li> </ul>
	<b>MOT Manager</b> Charles Jefferson Harp SUPERIOR	Reporting to Construction Manager Gene Howard	<ul style="list-style-type: none"> <li>✓ Maintain constant dialogue with safety manager</li> <li>✓ Implement MOT design plans and standards</li> </ul>	<ul style="list-style-type: none"> <li>✓ Actively respond to MOT deficiencies or changing conditions</li> <li>✓ Daily inspections</li> <li>✓ Traffic shift planning</li> </ul>	<ul style="list-style-type: none"> <li>✓ 11 years' of experience</li> <li>✓ MOT experience in high volume corridors</li> <li>✓ Certified Workzone supervisor</li> <li>✓ Interchange reconstruction MOT experience</li> </ul>

TABLE 2	Position/Name/Firm	Reporting to	Responsibility		Key Qualifications
	<b>Lead Design Engineer</b> David Ryan Russell, PE JMT	Reporting to Project Manager Brian McGarity	<ul style="list-style-type: none"> <li>✓ Responsible for all aspects of design</li> <li>✓ Attend all routine project meetings in-person</li> <li>✓ Be available as needed by SCDOT</li> </ul>	<ul style="list-style-type: none"> <li>✓ Responsible for coordination of all members of the design team</li> <li>✓ Be primarily dedicated to design of the project</li> </ul>	<ul style="list-style-type: none"> <li>✓ 22 years' of experience</li> <li>✓ Significant recent SCDOT Design-Build Experience (MOT, ROW, Roadway, and Structures)</li> <li>✓ Complex interchange design experience</li> </ul>
	<b>Traffic Engineer</b> Matthew John Wolniak, PE, PTOE JMT	Reporting to Lead Design Engineer David Russell, PE	<ul style="list-style-type: none"> <li>✓ Prepare IMR</li> <li>✓ Conduct operational analysis</li> </ul>	<ul style="list-style-type: none"> <li>✓ Prepare MOT plans</li> <li>✓ Prepare signal plans and timing</li> </ul>	<ul style="list-style-type: none"> <li>✓ 37 years' of experience</li> <li>✓ Complex MOT design/IMR experience</li> <li>✓ SCDOT design build experience</li> <li>✓ Extensive interchange design experience</li> <li>✓ VISSIM and SYNCRO experience</li> <li>✓ Experience Performing HCM analysis</li> </ul>
	<b>Right-of-Way Manager</b> John Edward Terry THC	Reporting to Lead Design Engineer David Russell, PE	<ul style="list-style-type: none"> <li>✓ Manage R/W acquisitions process</li> <li>✓ Coordinate with appraisers</li> </ul>	<ul style="list-style-type: none"> <li>✓ Coordinate with SCDOT R/W office</li> </ul>	<ul style="list-style-type: none"> <li>✓ 32 years' of experience</li> <li>✓ Former SCDOT R/W agent</li> <li>✓ Relevant experience with commercial acquisition and billboards</li> <li>✓ Has acquired more than 10,000 parcels</li> </ul>

### SUPERIOR-JMT Team Additional Essential Staff

Assisting the Project Manager will be the Design Build Coordinator, David Nardon, who has 40+ years of transportation and DB experience, along with having worked on six DB projects with JMT in South Carolina and other states. Mr. Nardon will lead internal design reviews of deliverables, conduct constructability reviews with the construction team, and be an interface between design and construction teams.

Our Quality Manager, William Reginald Christopher, Jr, P.E. and Safety Manager and will both report directly to the Executive Committee, independent of operations, which will ensure that our team has the resources required and that efforts are coordinated at the highest level. They both will communicate with the Project Manager and his team while working autonomously to ensure there is proper accountability for safety and quality.

We have engaged an independent Quality Design Manager, to assist in providing SCDOT with high quality, detailed and properly scheduled plan submittals. To fulfill this role, our team has enlisted Jeffrey Mulliken, PhD, PE of Holt Consulting Company. He will review and comment on all plan submittals prior to delivery to the SCDOT, so your staff and resources are efficiently engaged and returned comments are minimal.

### Team Integration

The SUPERIOR-JMT Team recently collaborated on the I-26 Widening DB pursuit, where our team received the highest technical score. We have also worked together on multiple DB pursuits and projects in Florida where JMT was the owner's engineer. Our team members have worked together individually while with other firms and look forward to working together again.

Table 3: Projects	Superior	JMT	David Nardon
I-26 Widening MM 85-101 Design Build Pursuit, SCDOT (\$421M, 2019) SUPERIOR- JV Member, JMT- Major Subconsultant South Carolina Department of Transportation, Mr. Brad Reynolds, PE, DBIA, 803-737-1440, reynoldsbs@scdot.org	•	•	•
US 1/CR 210 Interchange DB Pursuit (\$35M, 2012) SUPERIOR- Lead Contractor, JMT- Owner's Engineer Florida Department of Transportation, Ms. Kathy Thomas PE, (386) 961-7533, kathy.thomas@dot.state.fl.us	•	•	
I-75 at US 441 DB Pursuit (\$9M, 2014) SUPERIOR- Lead Contractor, JMT- Owner's Engineer Florida Department of Transportation, Ms. Kathy Thomas PE, (386) 961-7533, kathy.thomas@dot.state.fl.us	•	•	
I-295/I-695 Interchange Design Build, 11th Street Corridor, Washington DC (\$350M, 2015) JMT- Lead Designer, Mr. Nardon- DB Manager District Department of Transportation, Mr. Joseph Dorsey, PE, 202-210-4542, joseph.dorsey@dc.gov		•	•
US RT 29 Charlottesville Bypass Design Build, Charlottesville, VA (\$118, 2015) JMT- Lead Designer, Mr. Nardon- DB Manager Virginia Department of Transportation, Mr. Jeffrey Roby, PE, 804-371-4316, jeffrey.robby@vdot.virginia.gov		•	•
I-564 Intermodal Connector Design Build Pursuit, Norfolk, VA (\$110, 2013) JMT- Lead Designer, Mr. Nardon- DB Manager Federal Highway Administration, Department of Transportation		•	•
I-66 Pavement Rehabilitation from Route 50 to I-495, Design-Build Pursuit, Fairfax County, VA, (\$50M, 2010) JMT- Lead Designer, Mr. Nardon- DB Manager Virginia Department of Transportation, Mr. Jeffrey Roby, PE, 804-371-4316, jeffrey.robby@vdot.virginia.gov		•	•
Greenbelt Test Track Design Build, Prince Georges County, MD, Prince Georges County, MD, (\$66M, 2012) JMT- Subconsultant, Mr. Nardon- DB Manager Washington Metropolitan Area Transit Authority (WMATA)		•	•

### 3.3.2 Critical Risk

The SUPERIOR-JMT Team has developed a strategy to quantify and mitigate each one of the risks identified in Tables 4 and 5 on the following pages. Our strategy begins during the design and planning stages. Several different concepts will be developed to improve the function of the interchange. The impacts and benefits of each concept will be evaluated relative to R/W, MOT, third party impacts, IMR operational acceptance and other corridor constraints. During the RFP phase we plan to present SCDOT/FHWA with a minimum of three interchange options for consideration as we seek operational acceptance for the future IMR. By presenting a minimum of three interchange options, this will provide



several different alternatives with different levels of risk in gaining operational acceptance. With this process our team can advance a cost competitive, constructible, and approvable design within the RFP process and will be immediately ready to secure IMR approval after award. The SUPERIOR-JMT Team has evaluated the critical risks stated in 3.3.2 of the RFQ and additionally identified other risks items we will consider through our development of the project. These are identified in the following tables.

TABLE 4: CRITICAL RISKS		
WHY CRITICAL	SUPERIOR MITIGATION STRATEGY	SCDOT/OTHER AGENCIES' ROLE
Risk: Right of way acquisitions, including relocations		
Gas Stations. Potential relocation or access impacts.	Coordinate design alternatives early for high value/ high impact properties.	Approve all administrative adjustments to appraised offers.  Be responsible for all awards over the approved appraisal offer.  ROW Office establishes just compensation for all offers, by approving the appraisals and appraisal reviews.  Determine if condemnation is required. If yes, file the condemnation package.  As per Section 2.2.8 of the RFQ, payment of ROW acquisition costs.
Woodspring Suites. Potential costly relocation or access impacts resulting in damages.	If not acquired/relocated, design for access equal to or better than access currently provided.	
Commercial development of Wilson Shealy property behind Murphy Express and Bojangles. Potential impact to planned development.	Coordinate with planned development to minimize impact and maintain or enhance development potential. Property has been subdivided in 2011 with high sale values for Murphy Oil and Bojangles. Residual remains for sale so early coordination will be critical.	
Properties surrounding interchange are owned by families with deep roots in the community. This project will have high local interest and political sensitivity. Adjacent property owners include Busbee, Caughman (of Caughman's Meat Plant) Harman, Mathias (Four Oaks Farm), Oswalt (Oswalt House Moving), Shealy and Shull. These properties may prove difficult to acquire and require condemnation.	Conduct additional Public Information Meetings, if needed. Provide SCDOT approved appraisers and right of way services. Comply with NEPA process and commitments and follow FHWA process. If impacts unavoidable, engage SCDOT for local feedback input for landmark properties (i.e. Four Oaks Farm) and minimize impact.	
Project Schedule. Commercial Tracts. Out of state point of contact, R/W schedule delays.	Potential condemnations will be considered when developing the construction schedule. Minimize R/W needs by using urban design techniques such as walls and compact interchange alternates to address the requirements of the RFP.	
Project Cost.	Attempt to maintain geometry on US 1 to avoid impacts adjacent to mainline as much as possible. A temporary bridge is also under strong consideration for stage construction.	
Risk: Maintenance of Traffic		
High traffic volumes, especially during peak commuting hours potentially limiting work schedule. This is one of the primary access points through	Attempt to maintain existing lane count during peak commuting hours. Work during off-peak hours to construct portions of the project that must be done under temporary lane closure. Consider a temporary bridge to	SCDOT will approve TMP and MOT plans.

**TABLE 4: CRITICAL RISKS**

WHY CRITICAL	SUPERIOR MITIGATION STRATEGY	SCDOT/OTHER AGENCIES' ROLE
Lexington to Columbia. US 1 sees approximately 28,000 ADT and I-20 over 63,000.	allow for staged construction of the new bridge on the existing alignment.	
Potential effects to businesses due to access impacts.	Engage on-site stakeholders to ensure that construction access provided is sufficient for their needs.	SUPERIOR to coordinate with SCDOT point of contact on project to ensure proper notification to all third parties.
Interchange Modification Report to be obtained by Design-Build Team is a new process for SCDOT.	Close coordination with SCDOT and FHWA during the RFP stage to understand the timeline for final approval upon selection.	SCDOT and FHWA to facilitate operational acceptance during pre-award stage and IMR approval post award.
Alternate interstate access routes and associated frontage road availability. Frontage roads currently act as bypass for traffic during frequent accidents on I-20.	Coordinate with Zachry, SCDOT, Lexington County, and Town of Lexington on traffic management. Construct improvements to interstate ramps and frontage road interchanges in early stages to realize improved traffic operations.	Participate in Agency coordination, facilitate if necessary. Facilitate communication with Zachry, if necessary.
Safety of the contractor and the travelling public. Frequent accidents in Lexington County receive negative publicity and potential bad PR for SCDOT.	Follow District 1 road and lane closure requirements. Daily MOT inspections. Proper implementation of MOT plan.	None.

**TABLE 5: OTHER IDENTIFIED RISKS AND MITIGATIONS**

WHY CRITICAL	SUPERIOR MITIGATION STRATEGY	SCDOT/OTHER 3RD PARTY ROLE
<b>Risk: Permitting/Environmental</b>		
<b>NEPA 'Box'.</b> This process is new and there may be unknowns associated with alternatives potentially triggering a NEPA re-evaluation. This could have significant schedule impacts.	After shortlist, SUPERIOR will evaluate resources the SCDOT identified and the potential impacts of our design alternatives. We will consider impacts, costs, timeframes and mitigation strategies to determine the best option for this interchange.	Provide the CE and conditions to be adhered too.
<b>Community/Cultural.</b> Four Oaks Farm is the most significant environmental risk. The Mathias family has deep roots in the community, is politically connected, and owns and lives on properties which adjoin the commercial buildings. If it is determined that the property itself is historic during the CE process, there are Section 106 and 4(f) implications.	Alternatives will seek to avoid impacts to Four Oaks Farm and bisecting its owners commercial and residential property. Key Team members know the Mathias', and they will be engaged early in the process to determine if there is an alternate which satisfies other project priorities and minimizes impacts to them.	Provide digital files of limits/locations of resources identified by SCDOT during NEPA process.
<b>Streams/wetlands.</b> Unnamed tributaries to Twelvemile creek drain across the project toward the west. Unavoidable impacts will require a USACE permit. Permitting timeframes, mitigation credit availability and potential mitigation PRM are a schedule risk. Ancillary concerns include existing stormwater capacities of ponds.	An alternative that avoids streams and Four Oaks is preferred, provided it doesn't negatively impact other major aspects of the project. For unavoidable impacts, 3 mitigation banks serve this project. Mill Cr., Congaree Cr., and Arrowhead Farms. SUPERIOR has engaged additional mitigation providers to ensure many mitigation opportunities.	Sign permits and cooperate in the effort to secure the permit and any function that must be performed by the SCDOT. Submit permit applications (provided by SUPERIOR) to the appropriate permitting agency indicating that Contractor is acting as agent for SCDOT. Support permit process with agency liaisons.



**TABLE 5: OTHER IDENTIFIED RISKS AND MITIGATIONS**

WHY CRITICAL	SUPERIOR MITIGATION STRATEGY	SCDOT/OTHER 3RD PARTY ROLE
<b>Risk: Construction</b>		
Access within compact corridor work zone.	Plan to coordinate access off peak hours if possible.	None.
Obtaining construction trade resources due to competition from numerous large construction jobs in the area.	SUPERIOR is constructing I-20 Bridge over the Savannah River and Augusta Canal concurrent with this project. This opportunity will provide nearby experienced resources that can be phased into this project.	None.
Utility relocations can cause construction delays as there are parallel utilities on US 1.	Meet and coordinate with each of the different utilities early. Develop relationships with each utility owner and incorporate critical relocations in project schedule.	Ensure that if there are any utilities have prior rights, their utility agreements are executed early in the schedule.
Staged bridge construction as well as pile driving causing noise and vibration that has a potential to affect local businesses and residents.	Utilize noise mitigation construction techniques.	None.

### 3.3.3 Project Resources, Strategies and Execution

SUPERIOR specializes in constructing complex interstate interchange reconstruction and major bridge projects. We have successfully completed or are actively working on 28 DB projects totaling more than \$908M since 2002, and in the last five years completed over \$885M in heavy civil construction projects. We have a proven history in working on projects within tight corridors and high traffic volumes, while effectively coordinating with multiple agencies and impacted third parties.

SUPERIOR has grown to more than 720 construction professionals in the Southeast and maintains a large modern fleet of heavy construction equipment totaling over 1,200 pieces. We are an *Engineering News-Record (ENR)* Top 400 Contractor and consistently rank among the nation's leading heavy civil contractors. We have received many awards for providing quality construction projects throughout the years, including **ENR's 2018 Southeast Contractor of the Year**.



### Team Resources

SUPERIOR will self-perform major bridge and roadway items of work including but not limited to MOT, drainage, excavation/embankment, grading, pile driving, and structural concrete. We will be able to effectively control and maintain the project schedule by having the ability to self-perform most major items of work. We can share resources between projects, divisions, and business units when required to meet schedule

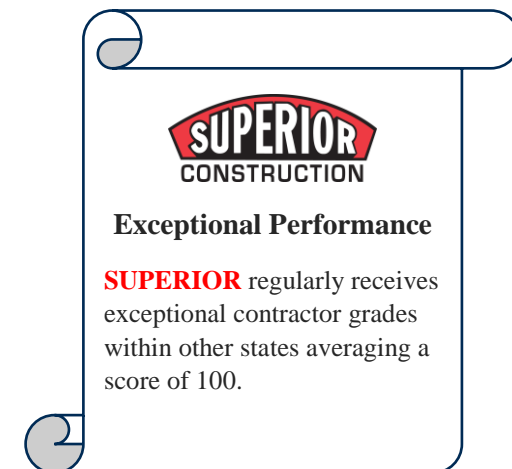
demands. SUPERIOR is the lead design-builder on the I-20 Bridge Reconstruction Project over the Savannah River, of which the SCDOT is a joint agency with GDOT. The project will be constructed in 3-phases, allowing for our crews and equipment to be redirected to this project during phase idle activities. SUPERIOR has engaged the Insight Group's William Reginald Christopher, Jr, P.E. for his knowledge of SCDOT's methods and procedures to manage the quality control, inspection and testing services. SUPERIOR will also seek to utilize local and DBE subcontractors, while planning to self-perform more than 65% of the contract work. Below is an estimation of the labor and equipment required to meet the demand for this project:

**TABLE 6: Labor Resources**

Classification	On Staff	Required
Carpenters	113	3
Formsetters	36	2
Structures Foreman	19	1
Piledrivers	14	2
Operator Crane	19	1
Operator Roadway	70	8
Laborers	104	14
Piledriving Foreman	14	1
Pipe Foreman	17	1
Roadway Foreman	62	2

**Equipment Resources**

Classification	Available	Required
Cranes (50 Ton-300 Ton)	12	1
Pickers (35 Ton - 90 Ton)	7	1
Pile & Vibratory Hammers	6	2
Manlifts	10	2
Dozers	32	2
Excavators	40	2
Loaders	45	3
Motor Graders	11	1



JMT's 20 transportation professionals in SC are supported by a company-wide staff of more than 1,600. This staff has completed their design roles on their four prior SCDOT DB projects and are immediately available to apply their valuable lessons-learned and serve this project. JMT's 18 offices throughout the southeast can provide any additional resources and DB experienced staff to deliver this project.

### Team Location

The SUPERIOR-JMT Team will design and manage the project from their Charleston, SC and West Columbia, SC offices. Proximity of the offices to each other, to the project site, and the SCDOT headquarters will allow for enhanced communication, planning and brainstorming

through face-to-face meetings. Upon award of the project, SUPERIOR's Project Manager will co-locate in JMT's West Columbia office which is located approximately four miles from the project site. Upon start of construction the project manager and other key members of the construction team will move to a site related project office. Positioning key staff near to the project site will enhance communication, integration, issue resolution and overall project execution.

#### **Team Right of Way Firm**

The SUPERIOR-JMT Team has enlisted the firm of THC, Inc. to perform all right-of-way services for this project. THC has for over 25 years successfully provided land acquisition and relocation services for numerous municipalities, counties, airports, and state departments of transportation (including SCDOT). THC staff have acquired more than 10,000 parcels (agricultural, conservation, vacant, residential, and commercial entities) by easement, fee simple, donation, and condemnation, as well as relocated thousands of families and businesses in conformance with the Relocation Assistance and Real Property Acquisition. The firm has acquired land as a sub-consultant on five Design-Build projects and led teams in the acquisition of parcels for SCDOT-assigned projects around the state. THC is committed to the success of the US 1 over I-20 DB project and will provide the appropriate number of staff members to manage the workload. The proposed staff have availability to take on the additional workload associated with this project.

### **3.4 Experience of Key Individuals**

Please see Appendix A for resumes of our Key Individuals. All team members currently hold or will obtain licenses required for performing work on the project under state and local laws. The SUPERIOR-JMT Team proposes key staff that are committed to filling tasks roles and are available for the duration of the project and satisfy the minimum requirements for the following roles: Project Manager, Lead Design Engineer, Traffic Engineer, Right-of-Way Manager, Construction Manager, Quality Control (QC) Manager, and Maintenance of Traffic Manager.

### **3.5 Past Performance of Team**

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





*Typical congestion during peak hour-Lexington to Columbia via Loop*

## Appendix A: Key Individual Resume Forms


**SCDOT**

**SUPERIOR**  
CONSTRUCTION

**JMT**



# KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a. Name & Title:	<b>Brian Timothy McGarity, EI</b> Senior Project Manager
b. Role of Key Individual for this Project:	<b>Project Manager</b>
c. Name of Firm with which you are now associated:	<b>SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC</b>
d. Years of Experience: With this Firm <u>12</u> Years With Other Firms <u>0</u> Years	
<p><b>Superior Construction: Senior Project Manager</b> – Mr. McGarity currently serves as a Senior Project Manager for Superior Construction Company. He has the skills and experience required to deliver a Design-Build interchange reconstruction project with complex MOT. Mr. McGarity's responsibilities include directing the project management staff and field crews to ensure project safety, quality, cost controls, and adherence to project schedules. He is responsible for managing all bridge and road work. His other duties include scheduling, budgeting, and cost estimating. <b>2007-Present</b></p>	
e. Education:	University of North Florida / Jacksonville, Florida / Bachelor of Science / 2007 / Civil Engineering
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:	2017 / PTI Bonded PT Installer / 01039832 2017 / FL / FDOT / PTI/ASBI / Flexible Filler Technician Advanced 2016 / STSC / Safety Trained Supervisor/18843 2016 / OSHA / 30 Hour Construction Safety and Health/37-602000039 2013 / FL / FDOT / CTQO Quality Grout Technician Level 1 2013 / ASBI / Certified Grouting Technician 2013 / Crane Institute of America / Certified Rigger-Signal 2012 / OSHA / Certified Safety Standard Trained 2009 / ACI L1 Concrete Tech 2008 / OSHA / 10 Hour Construction Safety and Health / 001911454 2007 / FL / FDEP Stormwater Erosion Control Inspector / 16388 2007 / FL / FDOT Maintenance of Traffic advanced (ATSSA) / 13650
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<b>Project Example No. 1</b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b> <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>SR 9B, Phase III (I-95 to CR 295), Jacksonville, FL</b> Project Manager Superior Construction Company Southeast, LLC Project 2015-2019/Assigned 2015-2019 FDOT, Sharon Griffiths, PE, Sharon.griffiths@dot.state.fl.us, (386) 312-4821 \$79.1 Million Mr. McGarity served as project manager for the Phase III <b>design build</b> project of SR 9B which is a vital transportation link for the rapidly growing Northwest St. Johns County region of Florida. The freeway system currently provides improved access to Interstates 95 and 295 in Jacksonville. This project included the construction of the final 2.5 miles of limited access highway and features nine bridge structures. The signature structures on the project are the twin bridges over Durbin Creek and the surrounding wetlands. The twin, 833 ft long bridges were constructed from temporary work trestles to minimize impacts to the environment. The project team coordinated with multiple utility agencies to ensure that conflicting facilities were relocated in a timely fashion. Mr. McGarity's responsibilities included directing the project management staff and field crews to ensure project safety, quality, cost controls, and adherence to project schedules. He was responsible for managing all bridge and road work. His other duties included scheduling, budgeting, cost estimating, and client/owner coordination.
<b>Project Example No. 2</b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b> <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>SR 9B, Phase II (US 1 to I-95), Design Build Finance, Jacksonville, FL</b> Project Manager Superior Construction Company Southeast, LLC Project 2012-2016/Assigned 2015-2016 FDOT, Sharon Griffiths, PE, Sharon.griffiths@dot.state.fl.us, (386) 312-4821 \$95 Million Mr. McGarity served as project manager for this <b>design build finance</b> project that included extending SR 9B from I-95 to US 1, a new interchange at SR 9B and I-95, widening of I-95 in the vicinity of the SR 9B interchange, new loop ramps at the SR 9B/US 1 interchange, additional turn lanes at the SR 9B/US 1 ramp termini, widening of US 1 in the vicinity of the SR 9B interchange, an inside lane addition along SR 9B from US 1 to Rudin Street, and an exit ramp from SR 9B southbound to Durbin Boulevard. The Project components consist of roadway, drainage, stormwater

drainage system ponds, structures, signing & pavement markings, signals, lighting, utilities, sound barriers, and Intelligent Transportation Systems (ITS). Once completed this project will have over 3000 LF of structures, 2,200,000 CY of embankment, 100,000 Tons of asphalt and 190,000 SY of concrete paving. Mr. McGarity's responsibilities included directing the project management staff and field crews to ensure project safety, quality, cost controls, and adherence to project schedules. He was responsible for managing all bridge and road work. His other duties included scheduling, budgeting, cost estimating, and client/owner coordination.

**Project Example No. 3**

**I-295 Interchange at Heckscher Drive, Jacksonville, FL**

**Key Personnel Role:**

Project Manager

**Experience with Current Firm:**

Superior Construction Company Southeast, LLC

**Project/Assignment Duration:**

Project 2013-2016 / Assigned 2013-2015

**Owner Contact Information:**

FDOT, Scott Lent, scott.lent@dot.state.fl.us, (904) 360-5457

**Design/Construction Value:**

\$21.1 Million

**Project Description:**

Mr. McGarity served as project manager in charge of implementation of a major interchange redesign, cost savings initiative and construction of the project. The improvements under this project include interchange improvements at I-295 and Heckscher Drive, construction of concrete ramps, multi-span concrete bridge with associated retaining walls, and utility adjustments. Mr. McGarity was instrumental in developing a cost savings initiative that improved operational efficiency and generated total savings of over \$900,000. Mr. McGarity's responsibilities included directing the project management staff and field crews to ensure project safety, quality, cost controls, and adherence to project schedules. He was responsible for managing all bridge and road work. His other duties included scheduling, budgeting, cost estimating, and client/owner coordination.

**Project Example No. 4**

**I-295 Interchange at Collins Road, Jacksonville, FL**

**Key Personnel Role:**

Assistant Project Manager

**Experience with Current Firm:**

Superior Construction Company Southeast, LLC

**Project/Assignment Duration:**

Project 2010-2014 / Assigned 2010-2011

**Owner Contact Information:**

FDOT, Daniel B Lahey, PE, Daniel.Lahey@dot.state.fl.us, (904) 360-5553

**Design/Construction Value:**

\$66 Million

**Project Description:**

Mr. McGarity served as assistant project manager for the improvements under this **design build** project that included a new interchange at I-295 and Collins Road, construction of a concrete pavement collector-distributor road system; capacity improvements for Blanding Boulevard northbound on-ramp to I-295 southbound; resurfacing of Blanding Blvd. from Clay County line to Collins Road; provide two additional travel lanes in every direction along I-295 from North of Roosevelt Blvd. interchange to north of Collins Road interchange. Mr. McGarity was responsible for managing the design submittals, roadway construction, MSE wall construction, environmental compliance, and maintenance of traffic.

**Project Example No. 5**

**I-95 / I-295 North Operational Improvements, Jacksonville, FL**

**Key Personnel Role:**

Assistant Project Manager

**Experience with Current Firm:**

Superior Construction Company Southeast, LLC

**Project/Assignment Duration:**

Project:2007- 2011 / Assigned 2007- 2010

**Owner Contact Information:**

FDOT, Bill Downey PE, bill.downey@rsandh.com, (386) 527-5281

**Design/Construction Value:**

\$50.2 Million

**Project Description:**

Mr. McGarity served as assistant project manager responsible for the interchange improvements for the I-95 / I-295 interchange. The improvements under this contract consist of the addition of a new segmental flyover ramp, widening of the existing interstate, milling and resurfacing, shoulder treatment, drainage improvements, lighting, signing, guardrail, bridges and other incidental construction. The flyover bridge is a 2,256 LF variable depth post tensioned segmental flyover, allowing for high speed transition from I-95 SB to I-295 EB. The flyover consists of 234 segments over 10 spans with a total width of 49'. The new flyover consisted of more than 10,000+ CY of concrete, 2 million pounds of reinforcing steel and over 1 million LF of post tensioning strand. He was responsible for segmental bridge foundations, substructure, and superstructure on the project.

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

Mr. McGarity currently assigned to the following project:

**Assignment**

SR 23 First Coast Expressway  
Part II Project

**Role**

Project Manager

**Duration of assignment**

Mr. McGarity will be available and assigned to this project upon notification of short-list.



# KEY INDIVIDUAL RESUME FORM

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

a. Name & Title:

**David Ryan Russell, PE**  
Senior Associate

b. Role of Key Individual for this Project:

**Lead Design Engineer**

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

**JOHNSON, MIRMIRAN & THOMPSON, INC.**



d. Years of Experience: With this Firm 3 Years With Other Firms 19 Years

**Johnson, Mirmiran & Thompson, Inc. (JMT):** *Senior Associate / SC Highways Section Head* – Mr. Russell is responsible for highway design and supervision of highways staff in South Carolina. His work responsibilities include design of highway geometry and oversight of plan production for highways for design-build and traditional bid-build projects. He also acts as project manager on select projects and directs work activities in South Carolina in support of other JMT regional offices. **Sept. 2016 – Present**

**Civil Engineering Consulting Services, Inc. (CECS):** *Project Manager / Senior Roadway Engineer* – Responsible for project management and roadway design for major interstate design-build projects, roadway widening projects, and bridge replacements for SCDOT and local governments. Responsibilities included all aspects of roadway design, coordination with other engineering disciplines, and preparation of all phases of engineering plans for construction. **Aug. 2013 – Sept. 2016**

**Dennis Corporation Inc.:** *Director of Roadways* – Managed roadway staff and acted as project manager and lead designer on projects ranging from bridge replacements to highway widenings within South Carolina. Trained junior staff in microstation, geopak and SCDOT highway design procedures, and provided oversight for plan production. **Sept. 2011 – Aug. 2013**

**Civil Consulting Solutions, LLC:** *Owner* – Sole proprietor of engineering firm. Performed engineering services for county roads, support services for major roadway projects, and site/civil design for private development. **Oct. 2008 – Sept. 2011**

**RPM Engineers, PLLC:** *Highway Manager/Senior Roadway Engineer* - Managed highways staff on SCDOT projects ranging from interchange design to roadway widenings, as well as county roadway paving projects. Responsible for all aspects of roadway design and plan production. **Jan. 2006 – Oct. 2008**

**TRC Engineers:** *Senior Roadway Engineer /Project Manager* – Responsible for plan production and design for roadway widening projects and bridge replacements throughout South Carolina. Prepared plans according to SCDOT standards and established all aspects of roadway geometry. **Jan. 2005 – Jan. 2006**

**Wilbur Smith Associates:** *Junior Roadway Engineer to Project Manager* – As a junior engineer, worked under the direction of a senior engineer and project manager training in all aspects of roadway design. Learned Microstation/Geopak and learned proper plans preparation for SCDOT. Obtained P.E. license and moved into project management over the years working on high profile projects for the SCDOT as well as international projects. **Aug. 1998 – Dec. 2005**

**Connor & Associates, Inc.:** *Junior Engineer* – Junior engineer working on site/civil projects in the lowcountry of South Carolina. Learned drainage design as well as site grading and utility design including water and sewer. **May 1997 – Aug. 1998**

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

The Citadel / Charleston, SC / Bachelor of Science / 1997 / Civil and Environmental Engineering

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

2002 / SC / Registered Professional Engineer / #21591

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

### Project Example No. 1

#### **Key Personnel Role:**

#### **Experience with Current Firm:**

#### **Project/Assignment Duration:**

#### **Owner Contact Information:**

#### **Design/Construction Value:**

#### **Project Description:**

**I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Co's., SC**

Senior Roadway Engineer

Johnson, Mirmiran & Thompson, Inc. (JMT)

Project 2016-Present / Assignment 2016-2018

South Carolina Department of Transportation (SCDOT), Mr. Bradley


Reynolds, PE, Reynoldsbs@scdot.org, 803-737-1440

\$435.5 Million (Construction)

The overall project consisted of approximately 20 miles of interstate reconstruction and widening, with 4 major interchange improvements. Mr. Russell was responsible for design and delivery of a five-mile section of the project and one interchange. The interchange consisted of converting the existing SC 110 – Battleground Road overpass at I-85 to a full interstate interchange. Frontage roads were also relocated, and Battleground Road was widened. Solutions were found to work in a tight corridor to save property impacts and improve access to surrounding businesses.

<b><u>Project Example No. 2</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I-26/Volvo Interchange (D-B) – Approx. MM 189 – Berkeley County, SC</b> Lead Roadway Design Engineer and Engineer-of-Record Johnson, Mirmiran & Thompson, Inc. (JMT) Project 2017-present/Assignment 2017 South Carolina Department of Transportation (SCDOT), Mr. Daniel Burton, PE BurtonD@scdot.org, 843-371-0342
<b>Design/Construction Value:</b> <b>Project Description:</b>	\$1.75 Million (Design) / \$43.8 Million (Construction) <p>The Volvo Interchange is a new three-leg interchange along I-26 in Berkeley County. JMT designed three interstate overpass bridges on curved alignments and was the overall lead designer. Mr. Russell joined JMT during the pursuit phase after shortlist. Modifications to the interchange and optimization of the alignments led by Mr. Russell played a key role in the Conti/JMT team win of this design build pursuit. Mr. Russell also played an integral role in the management and day-to-day design activities of the project. He played a primary role in the engineering design and coordinated subconsultant activities.</p>
<b><u>Project Example No. 3</u></b> <b>Key Personnel Role:</b> <b>Experience with Previous Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I 85/385 Interchange Improvements (D-B), Greenville County, SC</b> Lead Roadway Engineer and Engineer-of-Record Civil Engineering Consulting Services, Inc. Project 2015-present; Assignment 2015- 2017 South Carolina Department of Transportation (SCDOT), Mr. Phillip Sandel, PE, SandelTP@SCDOT.org, 803-737-1351
<b>Design/Construction Value:</b> <b>Project Description:</b>	\$231 Million (Construction) <p>This project consisted of improvements to the Interstate 85/Interstate 385 System Interchange, widening of I-385 through the interchange area and rehabilitation to portions of I-85 north and south of the interchange area. Mr. Russell lead the design team to minimize the construction footprint, optimize the construction staging, and find engineering solutions to accomplish the RFP requirements. Communication within the team was a critical part of the overall effort. Mr. Russell played a primary role in communication between the sub-consultant team members, SCDOT, SCDOT consultant reviewers and the design-build contractor.</p>
<b><u>Project Example No. 4</u></b> <b>Key Personnel Role:</b> <b>Experience with Previous Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I-85 Design-Build Preparation, MP 98-MP 106, Cherokee County, SC</b> Lead Roadway Engineer Civil Engineering Consulting Services, Inc. 2015-2016 South Carolina Department of Transportation, Mr. Michael Hood, PE, HoodML@SCDOT.org ,803-737-3485
<b>Design/Construction Value:</b> <b>Project Description:</b>	\$182 Million (Construction) <p>Mr. Russell was the lead engineer responsible for coordination, preparation, and development of preliminary roadway plans for the mainline Interstate 85 to the SC state line. He was responsible for alternate alignments and typical section recommendations. Existing deficiencies in the horizontal and vertical alignment challenges were overcome in the design-build package preparation.</p>
<b><u>Project Example No. 5</u></b> <b>Key Personnel Role:</b> <b>Experience with Previous Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>	<b>I-85/S-12 BMW Interchange (D-B), Spartanburg County, SC</b> Roadway Engineer Wilbur Smith Associates, Inc. 2004-2005 South Carolina Department of Transportation, Mr. Rob Bedenbaugh, PE, BedenbauGR@scdot.org, 803-737-1134
<b>Design/Construction Value:</b> <b>Project Description:</b>	\$52 Million (Construction) <p>This project consisted of the design of a new fully directional interchange and interstate access for the BMW manufacturing plant and the new location of Brockman-McClimon Road overpass. Mr. Russell was responsible for roadway plan design and production under the design-build delivery. This design-build project was completed in packages consisting of clearing and grading plans developed early in the schedule to allow the contractor to begin site activities, with interim submittals as construction activities commenced.</p>
<b>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. <u>Not required to be on-site full time.</u></b>	

# KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Matthew John Wolniak, PE, PTOE</b> Senior Vice President
b. Role of Key Individual for this Project:	<b>Traffic Engineer</b>
c. Name of Firm with which you are now associated:	<b>JOHNSON, MIRMIRAN &amp; THOMPSON, INC.</b> 
d. Years experience: With this Firm <u>32</u> Years With Other Firms <u>5</u> Years	<p><b>Johnson, Mirmiran &amp; Thompson, Inc. (JMT): Chief Traffic Engineer</b> – Responsible for the performance of traffic engineering studies including crash analysis, signal warrant, signal timing, parking, origin-destination, IJR/IMRs, traffic analysis using VISSIM, Synchro, SIDRA Intersection and HCS, travel demand forecasting and traffic data collection. He has performed the design of maintenance of traffic, signal, signing, lighting and pavement marking and ITS plans. Matt has been the lead traffic engineer for numerous design-build projects. He has published work with vehicle probe data in the Transportation Research Record. He instructed on the Highway Capacity Manual and traffic engineering at University of Maryland Baltimore County for 15 years, and presently teaching at the University of Maryland. <b>September 1989 to Present</b></p> <p><b>Johnson, Mirmiran &amp; Thompson, Inc. (JMT): Design Engineer</b> – Performed the design of traffic signing, pavement marking, signal and maintenance of traffic plans. Conducted traffic and safety studies and developed travel demand forecasts. <b>November 1986 to September 1989</b></p> <p><b>Maryland State Highway Administration: Highway Engineer</b> – Developed the preliminary plans for various roadway projects. Developed travel demand forecasts and performed traffic analysis. <b>June 1981 to November 1986</b></p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):	<p>University of Baltimore / Baltimore, MD / MBA / 1987 / Business Administration</p> <p>Clarkson University / Potsdam, NY / Bachelors of Science /1981 / Civil and Environmental Engineering</p>
f. Year First Registered/State/Discipline/All Active Registration #s:	<p>2013 / SC / Registered Professional Engineer / #30811</p> <p>2001 / Registered Professional Traffic Operations Engineer / #086</p>
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><b><u>Project Example No. 1</u></b> <b>I-85 Reconstr./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Cos., SC</b></p> <p><b>Key Personnel Role:</b> Lead Traffic Engineer</p> <p><b>Experience with Current Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. (JMT)</p> <p><b>Project/Assignment Duration:</b> Project 2016-Present / Assignment 2016-2018</p> <p><b>Owner Contact Information:</b> South Carolina Department of Transportation, Mr. Bradley Reynolds, PE, Reynoldsbs@scdot.org, (803) 737-1440</p> <p><b>Design/Construction Value:</b> \$435.5 Million</p> <p><b>Project Description:</b> The overall project consisted of approximately 20 miles of interstate reconstruction and widening, with 4 major interchange improvements. Mr. Wolniak was responsible for the development of pavement marking, signing design, signal design, ITS and maintenance of traffic plans. Plans were developed in accordance with SCDOT and federal standards and other appropriate guidelines. Traffic studies were performed including the development of a transportation management plan which included traffic signal warrant analysis, traffic modeling using VISSIM and Synchro and roundabout analysis using SIDRA Intersection. Traffic counts were performed using Miovision cameras to develop existing volumes and reassign traffic based on the various stages of construction for year of opening and design year traffic. Traffic analysis was performed, and a letter submitted for changes to the Interchange Modification Report as part of the redesign of Exit 96.</p>
<b><u>Project Example No. 2</u></b>	<p><b>I-695/ 11th Street Corridor (D-B) Bridges over the Anacostia River and Interchanges, Washington, DC</b></p> <p><b>Key Personnel Role:</b> Chief Traffic Engineer</p> <p><b>Experience with Current Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. (JMT)</p> <p><b>Project/Assignment Duration:</b> Project 2009-2015, Assigned 2010</p> <p><b>Owner Contact Information:</b> District Department of Transportation (DDOT), Mr. Joseph Dorsey, PE, joseph.dorsey@dc.gov, 202-210-4542</p> <p><b>Design/Construction Value:</b> \$351 Million</p> <p><b>Project Description:</b> Mr. Wolniak was responsible for preparing traffic engineering plans and analysis associated with the construction of the I-695 connection and a new 11th Street Bridge between I-295 and Southeastern Freeway. Traffic analysis consisted of developing Synchro and CORSIM models for the local street network to determine lane</p>



configurations. He developed a modified IJR for the project and developed traffic engineering plans for signals, signing, marking, lighting and MOT. Signal plans included phasing for the temporary signals during maintenance of traffic. The MOT included analysis of traffic operations during construction. The MOT plans included project phasing, layout of temporary signing, marking, channelization devices, temporary pavement and temporary concrete barrier. Detour plans were developed as necessary. Plans were developed to DDOT and MUTCD standards. Signing plans included the layout of all guide, regulatory and warning signs. A signing inventory was conducted for the project. Signal plans included the layout of poles, cabinet, controller, signal heads and wiring. This is the largest construction project in DDOT history.

**Project Example No. 3**

**I-95, Section 200 (North of MD 43 to North of MD 22), Baltimore and Harford Counties, MD**

**Key Personnel Role:**

Senior Traffic Engineer

**Experience with Current Firm:**

Johnson, Mirmiran & Thompson, Inc. (JMT)

**Project/Assignment Duration:**

Project: 2018-present, Assigned: 2018-present

**Owner Contact Information:**

Maryland Transportation Authority (MDTA). Mr. Will Pines, PE,  
wpines@mdta.state.md.us, 410-931-0808

**Design/Construction Value:**

\$6.9 Million

**Project Description:**

Mr. Wolniak performed a traffic engineering study to determine improvements needed along I-95 for a 17-mile section between MD 43 and MD 22. This included performing traffic counts; conducting origin-destination studies; and developing travel demand forecasts using the BMC regional model for no-build, general purpose and express toll lanes. He performed capacity analysis using VISSIM for the mainline of I-95 and Synchro for the crossroad intersections and prepared environmental traffic and inputs for the EA. Mr. Wolniak prepared the IMR which included crash analysis, concept signing plan, geometric analysis, travel demand forecast and traffic analysis. As part of the final design for the project he developed signing, pavement marking, signal and ITS plans, specifications and estimates.

**Project Example No. 4**

**I-95/I-695 Interchange (Section 100) Express Toll Lanes Baltimore County, MD**

**Key Personnel Role:**

Lead Traffic Engineer

**Experience with Current Firm:**

Johnson, Mirmiran & Thompson, Inc. (JMT)

**Project/Assignment Duration:**

Project 2003-2011, Assigned 2003

**Owner Contact Information:**

Maryland Transportation Authority (MDTA) Mr. Will Pines, PE,  
wpines@mdta.state.md.us, 410-931-0808

**Design/Construction Value:**

\$450 Million (Construction)

**Project Description:**

Mr. Wolniak developed preliminary and final plans for the widening of I-95 and the reconstruction of the I-95/I-695 interchange. The plans were developed for ITS, signing, pavement markings and maintenance of traffic. Signing included conducting field inventory of existing signing, developing a concept plan, designing signs and posts. Pavement markings were designed to MUTCD criteria. ITS elements included dynamic message signs and CCTV. He performed traffic counts to determine existing volumes and developed travel demand forecasts for the various alternatives including the selected managed lane alternative using the BMC model. Mr. Wolniak prepared the IMR for the first express toll lane project in Maryland.

**Project Example No. 5**

**Baltimore Beltway (I-695) from Perring Parkway (MD 41) to Harford Road (MD 147), Baltimore County, MD**

**Key Personnel Role:**

Lead Traffic Engineer

**Experience with Current Firm:**

Johnson, Mirmiran & Thompson, (JMT)

**Project/Assignment Duration:**

Project 2012-2015, Assigned 2012

**Owner Contact Information:**

Maryland State Highway Administration (MDOT MSHA), Mr. Jeffrey Folden,  
jfolden1@sha.state.md.us , 410-545-8814

**Design/Construction Value:**


\$22.3 Million (Construction)

**Project Description:**

Mr. Wolniak was responsible for the traffic engineering elements of this project that involved the widening and reconstruction of the inner and outer loops of the Baltimore Beltway (I-695) between the MD 41 and MD 147 Interchanges. He prepared traffic engineering design packages for signing, pavement markings, lighting, MOT and traffic signals. Signing design included new guide signs on the Beltway for both interchanges. Traffic signal design included a new traffic signal with lighting at I-695 Ramp 6 and MD 147. Design also included upgrading detection at the existing traffic signal at I-695 Ramp 2 and MD 147. His work on this project included a safety study, development of travel demand forecasts, traffic analysis using VISSIM, preparation of an IMR and development of a transportation management plan.


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

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>			
a.	Name & Title: <b>John Edward Terry</b> SC Program Manager		
b.	Role of Key Individual for this Project: <b>Right of Way Manager</b>		
c.	Name of Firm with which you are now associated: <b>THC, Inc.</b>		
			
d.	Years of Experience: With this Firm <u>2</u> Years      With Other Firms <u>30</u> Years  <b>THC, Inc.:</b> SC Program Manager – Responsible for all land acquisition projects within South Carolina, 2017 – Present  <b>Primacq, Inc.</b> (fka Terrell, Hundley & Carroll Right of Way Services, Inc.): SC State Manager – Responsible for overseeing all land acquisition projects within South Carolina, 2003 – 2017  <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  <b>Moreland Altobelli Associates, Inc.:</b> State Right of Way Manager – Responsible for managing all land acquisition services within South Carolina, 2001-2002  <b>Moreland Altobelli Associates, Inc.:</b> Project Manager – Responsible for managing land acquisition services on select projects within South Carolina, 1998-2000  <b>South Carolina DOT:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across South Carolina, 1991-1998  <b>Universal Field Services, Inc.:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across South Carolina, 1988-1991  <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		
i.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, SC / Bachelor of Arts / 1986 / History		
j.	Year First Registered/State/Discipline/All Active Registration #s: 1986 / SC / Real Estate / License #68115		
e. Document the extent and depth of your experience and qualifications relevant to the Project.			
<table style="width: 100%; border: none;"> <tr> <td style="width: 35%; vertical-align: top;"> <b><u>Project Example No. 1</u></b>   <b>Key Personnel Role:</b>  <b>Experience with Current Firm:</b>  <b>Project/Assignment Duration:</b>  <b>Owner Contact Information:</b>   <b>Design/Construction Value:</b>  <b>Project Description:</b> </td> <td style="vertical-align: top;"> <b>Disaster Recovery Buyout Program: Lexington County, Richland County, City of Sumter, and City of Charleston, SC</b>            R/W Program Manager            THC, Inc.            March 2018 - Present            Tetra Tech, Michela Schildts, Program Specialist,            michela.schildts@tetrattech.com, (305) 916-0175            \$201,457.50            THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of the counties and cities. THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of Lexington County. Currently, THC has relocated four of the five initial tenants eligible for relocation services. There is a potential for an additional 15 tenants. Mr. Terry is serving as the Project Manager and primary liaison to Tetra Tech.         </td> </tr> </table>		<b><u>Project Example No. 1</u></b>  <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>Disaster Recovery Buyout Program: Lexington County, Richland County, City of Sumter, and City of Charleston, SC</b> R/W Program Manager THC, Inc. March 2018 - Present Tetra Tech, Michela Schildts, Program Specialist, michela.schildts@tetrattech.com, (305) 916-0175 \$201,457.50 THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of the counties and cities. THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of Lexington County. Currently, THC has relocated four of the five initial tenants eligible for relocation services. There is a potential for an additional 15 tenants. Mr. Terry is serving as the Project Manager and primary liaison to Tetra Tech.
<b><u>Project Example No. 1</u></b>  <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>Disaster Recovery Buyout Program: Lexington County, Richland County, City of Sumter, and City of Charleston, SC</b> R/W Program Manager THC, Inc. March 2018 - Present Tetra Tech, Michela Schildts, Program Specialist, michela.schildts@tetrattech.com, (305) 916-0175 \$201,457.50 THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of the counties and cities. THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of Lexington County. Currently, THC has relocated four of the five initial tenants eligible for relocation services. There is a potential for an additional 15 tenants. Mr. Terry is serving as the Project Manager and primary liaison to Tetra Tech.		
<table style="width: 100%; border: none;"> <tr> <td style="width: 35%; vertical-align: top;"> <b><u>Project Example No. 2</u></b>  <b>Key Personnel Role:</b>  <b>Experience with Current Firm:</b>  <b>Project/Assignment Duration:</b>  <b>Owner Contact Information:</b>   <b>Design/Construction Value:</b>  <b>Project Description:</b> </td> <td style="vertical-align: top;"> <b>Richland County Penny Dirt Paving Program</b>            R/W Program Manager            THC, Inc.            Feb 2018 - Present            Holt Consulting Co., Daniel Atkinson, Project Manager,            datkinson@holtconsultingco.com, (803) 908-9605            \$344,250            THC is acquiring easements for Richland County's first twenty projects under the current phase of this program. Anticipated easements (current phase): 300.         </td> </tr> </table>		<b><u>Project Example No. 2</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>Richland County Penny Dirt Paving Program</b> R/W Program Manager THC, Inc. Feb 2018 - Present Holt Consulting Co., Daniel Atkinson, Project Manager, datkinson@holtconsultingco.com, (803) 908-9605 \$344,250 THC is acquiring easements for Richland County's first twenty projects under the current phase of this program. Anticipated easements (current phase): 300.
<b><u>Project Example No. 2</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>Richland County Penny Dirt Paving Program</b> R/W Program Manager THC, Inc. Feb 2018 - Present Holt Consulting Co., Daniel Atkinson, Project Manager, datkinson@holtconsultingco.com, (803) 908-9605 \$344,250 THC is acquiring easements for Richland County's first twenty projects under the current phase of this program. Anticipated easements (current phase): 300.		

<b><u>Project Example No. 3</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>Anderson County Transportation Committee (ACTC) Program</b> R/W Program Manager THC, Inc. Aug 2018 - Present Bunnell-Lammons Eng., Dan Chism, Dir. of Transportation Services, dan.chism@blecorp.com, (864) 554-6820  \$6,000  THC is providing right of way acquisition services for ACTC projects. The first project under the program is Big Water Road which has two tracts at the intersection of Big Water Road and US 29 in Starr, SC.
<b><u>Project Example No. 4</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>SCDOT: US Route 1 (Augusta Highway) Program, Lexington, SC</b> R/W Program Manager Primacq, Inc. July 2016 - Jan 2017 SCDOT, Hugh Hadsock, SCDOT Asst. Director-Rights of Way, HadsockHS@scdot.org, (803) 737-1406  \$131,540  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.
<b><u>Project Example No. 5</u></b> <b>Key Personnel Role:</b> <b>Experience with Current Firm:</b> <b>Project/Assignment Duration:</b> <b>Owner Contact Information:</b>  <b>Design/Construction Value:</b> <b>Project Description:</b>	<b>SCDOT: SC Route 707, Georgetown, Horry Counties, SC</b> R/W Program Manager Primacq, Inc. July 2010 – December 2015 SCDOT, William C. Johnston, SCDOT Assistant Director of Rights of Way for Operations, JohnstonWC@scdot.org, (803) 737-4441  \$275,000  This project is 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. Mr. Terry served as the Project Manager for all four sections of this project. He was the liaison between the SCDOT and property owners and managed the acquisition agents and sub-consultants.
f. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. <b>Not required to be on-site full time.</b>	

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>Charles Eugene Howard</b> Construction Project Manager
b.	Role of Key Individual for this Project: <b>Construction Manager</b>
c.	Name of Firm with which you are now associated: <b>SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC</b>
d.	<div style="text-align: right;"></div> Years of Experience: With this Firm <u>13</u> Years      With Other Firms <u>32</u> Years <b>Superior Construction: Project Manager</b> – His main duties include managing the on-site management team, managing SUPERIOR field crews, coordinating with subcontractors, material procurement, and scheduling <b>2006 – Present</b>  <b>Florida Department of Transportation: Project Manager</b> – Responsible for managing roadway projects, <b>1993 – 2006</b>  <b>Piling &amp; Structures: Project Manager</b> - Jacksonville, Florida, <b>1987-1992</b>  <b>Ballenger Corporation: Project Superintendent</b> , Greenville, SC, <b>1983- 1987</b>  <b>Dawkins Concrete Products: Foreman</b> , Hartsville, SC, <b>1975-1983</b>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Spartanburg Methodist College / Spartanburg, SC / Associates / 1975-1977 / Liberal Arts Florence-Darlington Technical College / Lawrence, SC / Associates / 1977-1979 / Civil Engineering Technology
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2018 / Safety Certified Transportation Project Professional/ #11148839 2003 / OSHA Course #500 2003 / Florida/ FDEP Qualified Stormwater Management Inspector #4705 1992 /Florida/ FDOT Maintenance of Traffic Advanced (ATSSA)
g.	Document the extent and depth of your experience and qualifications relevant to the Project.
<b><u>Project Example No. 1</u></b> <b>SR 223 Starke Bypass, Starke, FL</b> <b>Key Personnel Role:</b> Project Manager <b>Experience with Current Firm:</b> Superior Construction Company Southeast, LLC <b>Project/Assignment Duration:</b> Project 2016-2019, Assigned 2016-2019 <b>Owner Contact Information:</b> FDOT, Joaquin Olivella, joaquin.olivella@dot.state.fl.us, (352) 381-4214 <b>Design/Construction Value:</b> \$49.8 Million <b>Project Description:</b> Mr. Howard was responsible for the new bypass project which consists of milling and resurfacing, base work, shoulder treatment, drainage improvement, curb and gutters, traffic signals, lighting, highway signing, guardrail, bridges, MSE walls and other incidental construction on SR 223 in Bradford County from S.R. 200 (U.S. 301) to 0.558 miles North of SR 100.	
<b><u>Project Example No. 2</u></b> <b>Arlington River, SR 109 / University Ramp Modifications, &amp; Roundabout at University Boulevard and Colcord Avenue, Jacksonville, FL</b> <b>Key Personnel Role:</b> Project Manager <b>Experience with Current Firm:</b> Superior Construction Company Southeast, LLC <b>Project/Assignment Duration:</b> Project 2013-2015, Assigned 2013-2015 <b>Owner Contact Information:</b> FDOT, Will Watts, will.watts@dot.state.fl.us, (386) 961-7012 <b>Design/Construction Value:</b> \$11.2 Million <b>Project Description:</b> Mr. Howard was responsible for the project replacing the University Boulevard bridge over the Arlington River, constructing traffic barriers and lighting, grading, stabilizing, drainage improvements, base, installing new traffic signal, and landscaping. The <b>design build</b> project also included a roundabout at the University Boulevard, Arlington Expressway, and Colcord Avenue intersection.	
<b><u>Project Example No. 3</u></b> <b>SR 23 Interchange, Jacksonville, FL</b> <b>Key Personnel Role:</b> Project Manager <b>Experience with Current Firm:</b> Superior Construction Company Southeast, LLC <b>Project/Assignment Duration:</b> Project 2007-2009, Assigned 2007-2009 <b>Owner Contact Information:</b> FDOT, Jessica Tippet, jessica.tippet@dot.state.fl.us, (904) 360-5504, <b>Design/Construction Value:</b> \$67.72 Million <b>Project Description:</b>	



Mr. Howard was responsible for the construction of a new interchange project that consisted of a two-lane limited access facility, four-lane divided limited access facility, signalized intersections, constructing of three bridges, widening, milling, resurfacing, base work, shoulder rework, drainage improvements, curb and gutter, lighting, highway signing, guardrail, box culverts, and MSE walls.

<b><u>Project Example No. 4</u></b>	<b>SR 200 (US 301) Test Road from Bradford C/L to North of CR 218 in Clay County, FL</b>
<b>Key Personnel Role:</b>	Project Manager
<b>Experience with Current Firm:</b>	Superior Construction Company Southeast, LLC
<b>Project/Assignment Duration:</b>	Project: 2016-2019 Assignment: 2016-2019
<b>Owner Contact Information:</b>	FDOT, Will Watts, will.watts@dot.state.fl.us, (386) 961-7012
<b>Design/Construction Value:</b>	\$10.75 Million
<b>Project Description:</b> Mr. Howard was responsible for the improvements under this contract which consisted of grading, stabilization, box culverts, MSE walls, building on-site monitoring facilities, electrical/communication systems, drainage improvements, and other incidental construction on SR 200/US 301 in Clay County from the Bradford County line to 0.4 miles North of CR 218.	

<b><u>Project Example No. 5</u></b>	<b>CR 209 over Black Creek, Clay County, FL</b>
<b>Key Personnel Role:</b>	Project Manager
<b>Experience with Current Firm:</b>	Superior Construction Company Southeast, LLC
<b>Project/Assignment Duration:</b>	Project: 2009- 2012 Assignment: 2009- 2012
<b>Owner Contact Information:</b>	FDOT, Will Watts, will.watts@dot.state.fl.us, (386) 961-7012
<b>Design/Construction Value:</b>	\$13 Million
<b>Project Description:</b>	


Mr. Howard was responsible for the improvements under this project which consisted of replacement of the bridge over Black Creek and the reconstruction of the roadway approaches on CR 209 in Clay County.

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.

Gene Howard is currently assigned to the following project:

<b>Assignment</b>	<b>Role</b>	<b>Duration of assignment</b>
SR 223 Starke Bypass, Starke, FL	Project Manager	Project is scheduled for completion by December 2019.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>William Reginald Christopher, Jr, P.E.</b> Senior Engineer
b.	Role of Key Individual for this Project: <b>Quality Control (QC) Manager</b>
c.	Name of Firm with which you are now associated: <b>INSIGHT GROUP, LLC</b>
	
d.	Years of Experience: With this Firm <u>1</u> Year      With Other Firms <u>27</u> Years  <b>Insight Group, LLC: Partner and Founder</b> – Responsible for all engineering projects within region. <b>September 2018 to present</b>  <b>Terracon Consultants Inc: Southeast Division Manager</b> – Responsible for overseeing 10 offices and approximately 600 employees from Washington DC metro area, Virginia, North Carolina, South Carolina and Georgia. <b>2009 – September 2018</b>  <b>WPC, Inc</b> – <i>Chief Operating Officer</i> – Responsible for 6 offices in the Carolinas, Georgia and Florida and approximately 250 employees. <b>1993 – 2009</b>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): The Citadel / Charleston, SC / Master of Science / 2015 / Project Management The Citadel / Charleston, SC / Bachelor of Science / 1987 / Civil Engineering
f.	Active Registrations: 1997/ Registered Professional Engineer/ SC #18304
g.	Document the extent and depth of your experience and qualifications relevant to the Project.
<p><b><u>Project Example No. 1</u></b>      <b>SC 41 Bridge Replacement over the Wando River, Berkeley and Charleston Counties, SC</b></p> <p><b>Key Personnel Role:</b>      Quality Control Manager</p> <p><b>Experience with Current Firm:</b>      Terracon Consultants, Inc</p> <p><b>Project/Assignment Duration:</b>      Project 2014-2018, Assigned 2015-2018</p> <p><b>Owner Contact Information:</b>      SCDOT, Daniel Burton, BurtonD@scdot.org, (843) 688-6240</p> <p><b>Design/Construction Value:</b>      \$30 Million</p> <p><b>Project Description:</b></p> <p>Mr. Christopher was the QC Manager for the construction phase and oversaw the earthwork operations over the soft and clayey soils. Working within SCDOT specifications, he assisted PCL with the earthwork operations and ultimately the bridge construction.</p>	
<p><b><u>Project Example No. 2</u></b>      <b>Nexton Interchange, Berkeley County, SC</b></p> <p><b>Key Personnel Role:</b>      Quality Control Manager</p> <p><b>Experience with Current Firm:</b>      Terracon Consultants, Inc</p> <p><b>Project/Assignment Duration:</b>      Project 2016-2018, Assigned 2016-2017</p> <p><b>Owner Contact Information:</b>      SCDOT c/o ICE, Russ Touchberry, Russ.Touchberry@ice-eng.com (803) 266-3581</p> <p><b>Design/Construction Value:</b>      \$42 Million</p> <p><b>Project Description:</b></p> <p>Reg served as the QC Manager on behalf of Banks Construction. He was engaged with the earthwork operations and assisting with undercutting and preparation of the subgrade. The soils encountered at the interchange were soft clayey soils which can be difficult to control if moisture contents become elevated.</p>	
<p><b><u>Project Example No. 3</u></b>      <b>Volvo Cars Ridgeville SC Plant, Berkeley County, SC</b></p> <p><b>Key Personnel Role:</b>      Quality Control Manager</p> <p><b>Experience with Current Firm:</b>      Terracon Consultants, Inc</p> <p><b>Project/Assignment Duration:</b>      Project 2014-2017, Assigned 2014-2017</p> <p><b>Owner Contact Information:</b>      SC Dept of Commerce c/o Thomas &amp; Hutton, John Culbreath, Culbreath.j@tandh.com (803) 451-6780</p> <p><b>Design/Construction Value:</b>      \$107 Million</p> <p><b>Project Description:</b></p> <p>Volvo Car's only US Production manufacturing plant is being built in Ridgeville, SC near Charleston. The new plant slated to be in production in fall of 2018 will produce Volvo's new S60 Sedan. Landmark Construction Company was hired to clear and provide mass grading earthwork for the 740-acre site. Terracon is under contract to monitor the</p>	

construction of on-site detention ponds totaling 135 acres, and the 7.75 miles of access roads into the site. Working with Landmark Construction, Mr. Christopher developed a site construction plan that used on-site soils to create competent subgrade soils for buildings and infrastructure. He did this through a specifically developed protocol that included soil conditioning; organic removal; chemical additives and consolidation techniques


- 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.

Reg Christopher, P.E. is currently assigned to the following projects:

<b>Assignment</b>	<b>Role</b>	<b>Duration of assignment</b>
Claw Ramp at Pope Airfield Base	QC Manager	Estimated completion August 2019
Shark Ramp at Pope Airfield Base	QC Manager	Estimated completion February 2020



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>Charles Jefferson Harp</b> MOT Manager
b.	Role of Key Individual for this Project: <b>Maintenance of Traffic (MOT) Manager</b>
c.	Name of Firm with which you are now associated: <b>SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC</b>
	
d.	Years of Experience: With this Firm <u>11</u> Years      With Other Firms <u>0</u> Year  <b>Superior Construction: MOT Manager</b> -With more than 11 years of construction experience, Mr. Harp specializes in maintenance of traffic (MOT). His experience provides him with a working knowledge to implement a MOT design, always looking to minimize impacts to traffic. He also works directly with our safety professional to ensure both the crews and the traveling public are safe in and around construction zones. Charley will work closely with the team to schedule lane closures and other traffic alterations to minimize impacts to the traveling public. <b>2008-Present</b>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Arkansas State University, Jonesboro, AR / College course work /2 years / general coursework
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2008 / FL / FDOT Maintenance of Traffic advanced (ATSSA) / 13675 2008 / OSHA / 10 Hour Construction Safety and Health / 2008 / FL / FDEP Stormwater Erosion Control Inspector / 19341
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <b>Project Example No. 1</b> <b>I-10 at US 301 Interchange, Baldwin, FL</b> <b>Key Personnel Role:</b> MOT Manager <b>Experience with Current Firm:</b> Superior Construction Company Southeast, LLC <b>Project/Assignment Duration:</b> Project 2016-Present, Assigned 2016-Present <b>Owner Contact Information:</b> FDOT, Robert Gurganious, robert.gurganious@dot.state.fl.us, (904) 360-5542 <b>Design/Construction Value:</b> \$70.9 Million <b>Project Description:</b> The project consists of improvements at the I-10 and US 301 interchange by reconstructing the existing loop ramps, new two-lane ramp, new I-10 off-ramps, and replacing the existing I-10 bridges over US 301 and the CSX railroad yard. With more than 12 years of construction experience, Charley specializes in maintenance of traffic (MOT). Mr. Harp is responsible for implementation of the MOT plan, supervising lane closures, managing off-duty officers, coordinating traffic shifts, daily inspections of the MOT and environmental compliance.
	<b>Project Example No. 2</b> <b>SR 201 Baldwin Bypass, Baldwin, FL</b> <b>Key Personnel Role:</b> MOT Manager <b>Experience with Current Firm:</b> Superior Construction Company Southeast, LLC <b>Project/Assignment Duration:</b> Project 2017-Present, Assigned 2017-Present <b>Owner Contact Information:</b> FDOT, Robert Gurganious, robert.gurganious@dot.state.fl.us, (904) 360-5542 <b>Design/Construction Value:</b> \$61.4 Million <b>Project Description:</b> This project alleviates high volumes of commercial truck traffic in the Town of Baldwin. Much of the project is greenfield construction requiring 2M CY embankment; 463,000 CY pond excavation; and 33,761 LF storm drain. The project includes six bridges, four of which cross CSX rail lines. The major challenge on this project is placing the large quantity of embankment and the extensive new drainage system installation to maintain environmental compliance. Mr. Harp is responsible for implementation of the MOT plan, supervising lane closures, managing off-duty officers, coordinating traffic shifts, daily inspections of the MOT and environmental compliance.
	<b>Project Example No. 3</b> <b>SR 9B, Phase II (US 1 to I-95), Design Build Finance, Jacksonville, FL</b> <b>Key Personnel Role:</b> MOT Manager <b>Experience with Current Firm:</b> Superior Construction Company Southeast, LLC <b>Project/Assignment Duration:</b> Project 2013-2016, Assigned 2013-2016 <b>Owner Contact Information:</b> FDOT, Sharon Griffiths, PE, Sharon.griffiths@dot.state.fl.us, (386) 312-4821 <b>Design/Construction Value:</b> \$95 Million <b>Project Description:</b> This <b>design build</b> project consisted of a three-mile extension of SR 9B and included a system-to-system interchange at I-95 and SR 9B. The project featured new elevated roadway, eight bridges, over one mile of sound walls, widening of I-95 to incorporate future managed lanes, lighting, ITS, and coordination with several adjacent projects. Mr. Harp is

responsible for implementation of the MOT plan, supervising lane closures, managing off-duty officers, coordinating traffic shifts, daily inspections of the MOT and environmental compliance.

<b>Project Example No. 4</b>	<b>SR 600 (US 92) Concrete Pavement Rehabilitation, Daytona Beach, FL</b>
<b>Key Personnel Role:</b>	MOT Manager
<b>Experience with Current Firm:</b>	Superior Construction Company Southeast, LLC
<b>Project/Assignment Duration:</b>	Project 2012-2013, Assigned 2012-2013
<b>Owner Contact Information:</b>	FDOT, Mike Ruland, michael.ruland@dot.state.fl.us, (386)943-5761,
<b>Design/Construction Value:</b>	\$13.9 Million
<b>Project Description:</b>	

The improvements under this contract consisted of 9,450 CY of concrete pavement rehabilitation, a paved shoulder, milling and resurfacing, 25,000 SY of new concrete pavement. A test section of 2,114 SY of precast pre-stressed post-tensioned concrete slabs was also completed on SR 600. This project also included construction of a signalized intersection at West Parkway, with pedestrian features, sidewalk, gravity wall, traffic separator, and pavement markings. Mr. Harp is responsible for implementation of the MOT plan, supervising lane closures, managing off-duty officers, coordinating traffic shifts, daily inspections of the MOT and environmental compliance.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.		
Charles Harp is currently assigned to the following projects:		
<b>Assignment</b>	<b>Role</b>	<b>Duration of assignment</b>
SR 201 Baldwin Bypass	MOT Manager	Estimated completion May 2020
I-10 at US 301 Interchange	MOT Manger	Estimated completion September 2020





*Typical congestion during peak hour-West Columbia to Columbia via signal to loop ramp*

Appendix B:  
Work History & Quality Form  
Contractor/ Designer (Section 3.5.1)


**SCDOT**

**SUPERIOR**  
CONSTRUCTION

**JMT**



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Superior Construction Company Southeast, LLC


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 Superior’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 Superior(in thousands)
Name: I-295 at Collins Road C/D System & Interchange  Location: Jacksonville, FL	Name: Jacobs Engineering Group	Name of Owner: FDOT Project Manager: Daniel B Lahey, PE Phone: 904.360.5553 Email: Daniel.Lahey@dot.state.fl.us	08/15/2014	\$66,037	\$35,287
g. Narrative describing the work performed by Superior Construction Company Southeast LLC. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>This \$66M D-B work included the design and construction of a new I-295 / Collins Road <b>Interchange</b> and a collector distributor (CD) Road system along I-295 from Roosevelt Boulevard connecting with the newly constructed Collins <b>Interchange</b>. The CD Road system consists of two concrete pavement lanes in each direction that will be used to access the existing SR-21 Blanding Boulevard and the proposed Collins <b>Interchange</b>. The CD Roads required modifications of the existing ITS system, the Blanding Ramps , construction of two new bridges over Ortega River, two new bridges over Blanding Boulevard, and the widening of the southbound span of the CSX railroad bridge. The CD portion of the roadway is 9.5” thick concrete pavement. This project received the <b>DBIA Transportation Merit Award and FTBA Best in Construction - Interstate Award</b>.</p> <p>Each bridge had a high degree of difficulty in their construction. Blanding Boulevard is a heavily travelled road and its intersection contains one of the top congestion points in Jacksonville. This complicated staging as well as construction while traffic was active. The Ortega River is an environmentally sensitive area, so special attention was directed towards erosion control while constructing the Ortega River Bridge. The project also included significant railroad coordination due to work over existing tracks. SUPERIOR was able to meet the challenge of widening of the southbound span over CSX in less than 120 days meeting the agreement between the Department and CSX. This being a design build project, SUPERIOR was able to eliminate some challenges typically inherent when connecting to existing features and resolve some other constructability issues before they arose in the field by conferring with the EOR during the design phase. SUPERIOR served as the Design-Builder responsible for <b>design, railroad/utility coordination, traffic management, erosion control, bridge construction, earthwork, storm drainage, roadway grading, and concrete pavement</b>.</p> <p>Superior self-performed 55% of the work in the project including the following major items of work:</p> <p>6,967 LF of prestressed beams; 2,896 CY of structural concrete; 5,361 LF of prestressed concrete piling; 264,643 CY of embankment; 200,209 SF of MSE walls</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Allowable Contract Days = 1,400 days, including weather and Holiday days granted; 1395 days used; Delays = None; Claims = None: Dispute Proceedings = None; Litigation = None; Arbitration = None					
Budget = \$63,444,424.00 original budget, Fuel & Bituminous Adjustments \$1,111,489.00, Owner Initiated and Approved Change Orders \$1,481,496.00					
Although not part of the original scope, the Department expressed concerns with the stability of the bulkhead walls for the existing bridges over the Ortega River due to a scour analysis report performed outside the project. The DB team accepted the challenge and promptly provided multiple engineering solutions to improve the stability of the existing bulkhead. Due to access restrictions, the final recommendation was the installation of an anchor and waler system. This system aided in redistribution of the soil load, which relieved stress on the existing soil anchor and improved overall stability. Utilizing special drilling equipment; the work was performed underwater thereby overcoming the overhead restrictions imposed by the existing bridge structure. The Department was very appreciative of the timely completion of this work, the prompt response from the D-B team, and the innovative solutions to the problem while providing cost effectiveness.					
i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
The widening of the south span of the bridge over CSX railroad presented a major challenge during construction of this project. The bridge required significant coordination with CSX and the local utility agency JEA. JEA had two high voltage transmission lines located overhead and underground of the proposed structure within the CSX right of way. CSX imposed a 120-day time frame to complete the work and remove any equipment, material and manpower from their right of way. The DB team partnered with all stakeholders to complete all the design and construction activities within CSX’s required schedule. This partnership resulted in a plan that partially de-energized the existing overhead high voltage transmission lines (one time) and was supported by detailed monitoring and utility explorations during construction of the new foundations in proximity to the underground transmission line. The plan resulted in elimination of a major utility relocation and was executed without any outages to the community.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
None					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Superior Construction Company Southeast, LLC**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: SR 9B US 1 to I-95 Phase 2  Location: Jacksonville, FL	Name: Arcadis	Name of Owner: FDOT Project Manager: Sharon Griffiths, PE Phone: 386.312.4821 Email: Sharon.griffiths@dot.state.fl.us	07/2016	\$95,000	\$95,000
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>This <b>design-build</b>-finance project consisted of a three-mile extension of SR 9B and included a system-to-system <b>interchange</b> at I-95 and SR 9B. This project included extending SR 9B from I-95 to US 1, a new <b>interchange</b> at SR 9B and I-95, widening of I-95 in the vicinity of the SR 9B <b>interchange</b>, new loop ramps at the SR 9B/US 1 <b>interchange</b>, additional turn lanes at the SR 9B/US 1 ramp termini, widening of US 1 in the vicinity of the SR 9B <b>interchange</b>, an inside lane addition along SR 9B from US 1 to Rudin Street, and an exit ramp from SR 9B southbound to Durbin Boulevard. <b>The Project components consist of roadway, drainage, stormwater drainage system ponds, structures, signing &amp; pavement markings, signals, lighting, utilities, sound barriers, and Intelligent Transportation Systems (ITS).</b> This project constructed over 3000 LF of structures, 2,200,000 CY of embankment, 100,000 Tons of asphalt and 190,000 SY of concrete paving.</p> <p>An innovative alternative design configuration of the systems <b>interchange</b> saved more than \$10M and simplified construction with a single phase, rather than a multi-phase temporary traffic control plan by eliminating third-level flyovers. This allowed construction to be expedited minimizing impacts to motorists. The project featured new elevated roadway, eight bridges, over one mile of sound walls, widening I-95 to incorporate future managed lanes, lighting, ITS, and coordination with several adjacent projects. An updated IJR was completed and approved by FHWA after the notice to proceed for the revised <b>interchange</b> concept.</p> <p><b>SUPERIOR served as the design-builder responsible for design/utility coordination, traffic management, erosion control, bridge construction, earthwork, storm drainage, roadway grading, and concrete pavement.</b></p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Allowable Contract Days = 1,382 days, including weather and holiday days; 1,382 days used; Delays = None; Claims= One; Dispute Proceedings=None; Litigation=None; Arbitration=None</p> <p>Budget = \$94,901,300 original budget, fuel &amp; bituminous adjustments (\$1,418,859.53), owner-initiated and approved change orders \$102,105.61</p> <p>During the bid process Superior and lead designer, Arcadis, submitted an Alternative Technical Concept (ATC) completely reconfiguring the I-95 <b>Interchange</b>. This ATC replaced two of the curved steel I-95 bridge crossings in the concept plans with single span bridges over new ramps thus greatly simplifying construction. The SUPERIOR Team utilized standard Florida I-beams for the long-tangent sections over I-95. Extensive traffic simulation proved this was viable option. This ATC allowed Superior to bid the entire scope requested by the FDOT more than 10% under the maximum bid price.</p> <p>The SUPERIOR Team was able to provide the FDOT with a final product encompassing all required features within the maximum budget allowed thorough the DB process. In addition, SUPERIOR increased warranty duration on concrete pavement and most bridge components from the minimum one year to five years, thus reducing the FDOT’s risk for maintenance and repairs.</p>					
i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
An innovative alternative design configuration of the systems <b>interchange</b> saved more than \$10M and simplified construction with a single phase, rather than a multi-phase temporary traffic control plan by eliminating third-level flyovers.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
None					



**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Superior Construction Company Southeast, LLC**

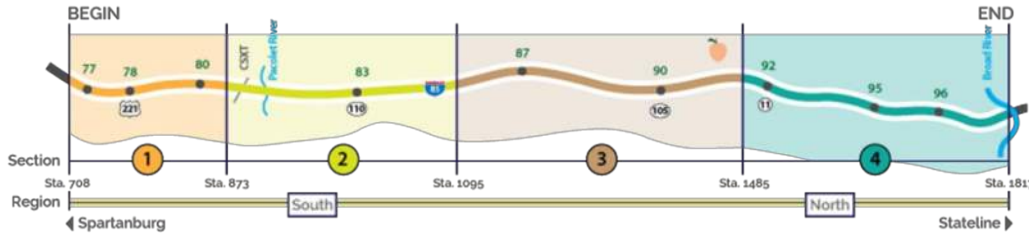
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A’s or B’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by A or B (in thousands)
Name: I-10 / Hammond Boulevard Interchange Design-Build  Location: Jacksonville, FL	Name: Connelly & Wicker, Inc.	Name of Owner: FDOT District 2 Project Manager: Jessica Tippet, PE Phone: 904.360.5504 Email: Jessica.Tippet@dot.state.fl.us	07/2016	\$26,698	\$16,200
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>The new <b>design-build interchange</b> was constructed at Hammond Boulevard with on and off ramps to and from I-10. An overpass was constructed across I-10, connecting Hammond Boulevard on the south side of I-10 to Devoe St on the north side of I-10. <b>SUPERIOR self-performed all major items of work including earthwork, base work and grading, storm drainage, pile driving, structural concrete, and girder erection.</b> This <b>interchange</b> was constructed in a politically sensitive area with a tight corridor between the local businesses, residents, and the campus of Trinity Baptist Church which includes Trinity Christian Academy and Trinity Baptist College. To accommodate the increased traffic volume of the new <b>interchange</b>, many improvements and innovations were made to Hammond Boulevard. The major improvements and innovations were:</p> <ul style="list-style-type: none"><li>• The number of travel lanes on Hammond Boulevard were increased from two lanes to four lanes with added turn lanes, adding pedestrian sidewalks and bicycle lanes along with curb and gutter were added to both sides of Hammond Boulevard.</li><li>• Interconnected signalized intersections with video detection were constructed at Rockland Boulevard, Beaver St, along with the intersection of the ramps for I-10 and Hammond Boulevard.</li><li>• Some of the major components included: 37,800 SF of MSE wall; 318,000 CY embankment; 3.5 miles of storm drain; one 1,754 LF continuous box culvert, seven ponds; and one bridge on I-10.</li></ul>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A’s or B’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Allowable Contract Days = 1,443 days, including weather and holiday days; 1443 days used; Delays = 1; Claims=2; Dispute Proceedings=None; Litigation=None; Arbitration=None</p> <p>Budget = \$17,859,000 original budget, fuel &amp; bituminous adjustments (\$581,926.00), owner-initiated and approved change orders \$9,420,926.00</p> <p>During the design phase of the project FDOT notified SUPERIOR that a portion of the Right of Way (R/W) acquisition had not been completed by FDOT. At the 90% plan submittal stage FDOT instructed Superior to halt design until the Right of Way was fully procured. The final settlement with the property owner resulted in significantly less Right of Way for the proposed improvements. Superior partnered with the FDOT to re-design the project to fit within the new R/W. This revision required additional MSE walls and modified other features of the project that significantly increased the project costs. Using a fully transparent process, SUPERIOR and FDOT reviewed each line item of SUPERIOR’s original bid and compared it to the revised estimate for the re-designed project. This process yielded a mutually agreeable resolution to this issue and the partnering spirit continued throughout the project.</p>					
i. Quality Initiatives. Discuss A’s or B’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Due to the delay in the R/W acquisition by FDOT, one of the commitments to Trinity Baptist Church was in jeopardy of not being met. FDOT had committed to complete the construction of expanded driveways and signalized intersection at Trinity Baptist Church Campus by January 30, 2014. By accelerating the design and construction of these items while continuing to redesign the remainder of the project, SUPERIOR was able to meet FDOT’s commitment</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, A or B shall provide a detailed explanation below.					
None					





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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-26/Volvo Interchange Design Build, Approximate MM 189  Location: Berkeley County, South Carolina	Name: Conti Enterprises, Inc.	Name of Owner: South Carolina Department of Transportation Project Manager: Daniel Burton, PE Phone: cell 843-371-0342 Email: BurtonD@scdot.org	Prof Services (design) substantially complete with RFC of all plan sets on 11/2017  Est. Const. Substantial Completion Date: 07/2019	\$ 43,893	\$1,752
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD					
<p>This project consists of a new three-leg <b>interchange</b> with I-26 and the new Volvo Car Drive in Berkeley County, SC. JMT is the lead designer on this project responsible for Project Management and all road and bridge engineering and permitting, including USACOE permit modifications. <b>JMT managed subconsultants delivering drainage design, MOT, geotechnical exploration and testing, and media and community relations.</b></p> <p><b>Structural:</b> JMT designed three new bridges on horizontally curved alignments. Structures used flared prestressed concrete girders supported by multi-column bents founded on pile supported footings and integral end bents with MSE walls supporting the embankments. In-depth seismic design/analysis was required. A multi-modal response spectral analysis was conducted to determine displacement demands at the end bents and interior pier. The stiffness provided by the full passive pressure of soil was accounted for behind the end bents and wingwalls in constructing this model. Additionally, the interior bent pile footing stiffness was modeled using a pile group analysis and was included as part of the interior bent subsystem. Interior bent piles are detailed as a capacity protected section to ensure no below ground plastic damage. The interior bent was isolated and analyzed using nonlinear static (pushover) analysis to determine displacement capacity and yield behavior. Final demand/capacity and ductility ratios were checked against code requirements to ensure compliance.</p> <p><b>Environmental:</b> Final design reduced wetlands impacts by almost five acres. JMT prepared the USACE permit modification request, coordinated with the County’s consultants and the SC Dept. of Commerce, and the USACE approved the Individual Permit modification in 13 business days. Concurrent with USACE permitting, JMT personnel also prepared the Environmental Compliance Plan which included all environmental commitments and permit conditions, roles, and responsibilities.</p> <p><b>Roadway Design:</b> Ramps serving the west side (to/from Columbia) of the <b>interchange</b> are one-lane ramps, while ramps serving the east (to/from Charleston) are dual lane ramps. A 1,500’ acceleration/deceleration lane was designed at each ramp termination with I-26. Design considerations were given to accommodation of lane reversals for hurricane evacuations. Design followed all SCDOT standards. MSE walls were used and kept to a minimum for economics and the geometry of bridge crossing over I-26 was designed with a large radius to allow chorded concrete girders instead of more costly curved steel. The project site is located within a large wetland area, so design was optimized to minimize wetlands impacts while maintaining all the required design parameters. JMT maximized roadside safety by minimizing guard rail and non-traversable slopes at bridge approaches and along I-26. Cement stabilized earth, wick drains and geotextiles were used in the embankment design to reduce the need for more expensive ground modifications.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Project is moving along well due to collaboration between Conti, JMT and SCDOT/HDR. JMT Key SC based personnel (Jim O’Connor, David Russell (Road Design) and John Collum, (Environmental Manager) optimized the geometric alignment to reduce the overall project footprint and wetlands impacts. This resulted in an expeditious USACE permit modification approval. The USACE permit was non-standard for SCDOT as the SCDOT is not the owner/applicant. Coordination with Dept. of Commerce, Volvo, and their consultants was required, several previous permit modifications had to be taken into consideration, and SCDOT USACE liaisons were not part of the approval. The environmental permitting for the project was highly successful due to the proactive planning and coordination by JMT and Conti.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
When subconsultant Geotech. staff proved less familiar with SCDOT standards than expected, JMT’s Quality Manager, Jim O’Connor, supplemented their staff with JMT’s in-house geotechnical engineer (Kumar Garimella) to help bring consensus to the geotechnical design, particularly for the embankments, during design-review with the SCDOT/ HDR. Doing this at JMT’s cost unselfishly kept the project moving and showed Conti and SCDOT/HDR that “getting the design right” was our highest priority. JMT maximized roadside safety by minimizing guard rail and non-traversable slops at bridge approaches and along I-26. When pile test PDA’s showed lower soil performance than expected, Conti and JMT quickly worked to add additional piles to the footing group in order to keep the project moving and minimize schedule delays, as well as modifying the pile installation plan to eliminate vibrating them in as to not disturb the in-situ material and gain better strength values. Conti also opted to add length to abutment H-piles at their own cost to assure early capacity gain and not risk schedule delays.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: I-85 Reconstruction and Widening from Approximate MM 77 to MM 98 Location: Spartanburg and Cherokee Counties, SC	Name: Blythe Construction Inc. – Zachry Construction Company (Joint Venture)	Name of Owner: South Carolina Department of Transportation Project Manager: Bradley S. Reynolds, P.E., DBIA Phone: 803-737-1440 Email: reynoldsbs@scdot.org	Construction Estimated Date: 04/2021 Professional Services Completion Date: 12/2018	\$435,577	\$4,942
g. Narrative describing the work performed by JMT. Mt. Pleasant, SC, West Columbia, SC, Hunt Valley, MD, Raleigh, NC					
<p>This project includes improvements to an approximately 21-mile long section of the I-85 corridor designed to rehabilitate asphalt, increase capacity, and upgrade <b>interchanges</b> and overpass bridges to meet state and federal design requirements. <b>As a subconsultant, JMT provided bridge design, roadway design, MOT, hydraulic design, traffic engineering and environmental management.</b> <b>Structural Design:</b> JMT designed the dual bridge rehab over Pacolet River, new <b>interchange</b> bridge at Exit 83 (Battleground Road) and culvert extensions in Sections 1 &amp; 2. <b>Roadway Design:</b> JMT provided full roadway design services for Sections 1 and 2 on the project. Three <b>interchanges</b> are included within the limits of JMT’s portion of the project and <b>interchange</b> ramps were improved to bring them up to current standards. The project was designed to retain the existing median barrier, significantly reducing the cost of the project. The design for Section 2 consists of widening to the median to provide a new lane in each direction with median barrier separating the travel lanes. The project included coordination for a CSX rail crossing over the interstate and upgrades to an <b>interchange</b> at Battleground Road. This was a complex widening project and the plans were completed on schedule and within budget. JMT eliminated several retaining walls to reduce the cost of the project. Through innovative design techniques, JMT significantly reduced RoW takes. <b>Maintenance of Traffic:</b> The project was broken out into three separate areas. The widening section included the reconstruction of 4 <b>interchanges</b> with major changes to the grades of the crossroad bridges while keeping the interchange ramps open. Construction sequencing was developed to balance traffic operations and safety. A transportation management plan was developed for the entire project. <b>Hydraulic Design:</b> JMT provided design of open drainage ditch systems, closed storm drain systems, outfall protection, erosion and sediment control and stormwater management best management practices along the mainline of I-85 for Sections 1 and 2, and for the Exit 83 <b>interchange</b>. JMT coordinated the CCTV of the existing storm drain systems including review of the video, made repair recommendations and designed remediation work. JMT prepared survey requests and performed field verifications of the surveys and coordinated the design with roadway, traffic, utilities, structures, signing and ROW. JMT provided the Lead Hydraulic Engineer for the project and was responsible for the preparation of responses to Bluebeam SCDOT comments, SCDHEC permit applications and permit acquisition including NPDES, NOI permits and Major Modifications of permits. <b>Traffic Engineering:</b> JMT conducted the design of signing, pavement markings, signals and ITS. Signing and marking plans included the layout and design of signs and supports plus the size and type of markings. The traffic signal plans included for both the maintenance of traffic and final conditions. ITS plans included CCTV and DMS. Traffic analysis was performed using SIDRA, VISSIM and Synchro. <b>Environmental:</b> The Contractor is responsible for permits and mitigation for the project and this project required an Individual USACE permit. Due to the shortage of mitigation bank credit availability, JMT recommended that the contractor secure permittee-responsible mitigation (PRM) to compensate for unavoidable impacts to streams and wetlands. JMT identified PRM options for the contractor and was selected by the mitigation provider to deliver consulting services for the PRM. JMT staff secured the USACE Individual Permit, produced Conceptual and Final mitigation plans, and conducted pre-application and interagency meetings for the project and mitigation.</p> 					
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
As a major design sub-consultant, JMT was responsible for nearly half of the design effort. The management team worked closely together to ensure timely delivery and adherence to the schedule. Mr. David Russel PE was a key designer and his SCDOT experience was invaluable to the effort of finalizing plans. Through several alternative design concepts, costs for retaining walls, culvert extensions and Right of Way were significantly reduced throughout the project. The environmental approval was highly successful with advanced coordination of stakeholders and decision-makers. Mr. Collum with JMT coordinated with all design managers during production of the permit application. He provided the contractor several viable mitigation options and guided the Permittee-responsible mitigation through the USACE permitting process. JMT worked with the prime consultant and contractor to identify critical design items and modifications during construction to keep the contractor on schedule and provided deliverables in a timely manner to keep work activities moving during construction.					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
JMT is an ISO 9001 certified firm and each deliverable was reviewed with comments made, backchecked and verified. All major deliverables were made on schedule. To minimize conflicts, JMT held a weekly internal progress meeting with all disciplines participating to review design and schedule. This was in addition to the progress meetings and task force meetings held with the contractor team. Our goal was to minimize conflicts, ensure schedule adherence and maintain communications between the different design disciplines.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify JMT’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by JMT (in thousands)
Name: SR 1 and SR 72, Diverging Diamond Interchange (Design-Build Project)  Location: New Castle County, DE	Name: Diamond Materials, LLC	Name of Owner: Delaware Department of Transportation Project Manager: Breanna Kovach, PE Phone: 302-760-2522 Email: Breanna.Kovach@state.de.us	November 2016	\$ 7,100	\$935
g. Narrative describing the work performed by JMT. Hunt Valley, MD, Newark, DE, Trenton, NJ, Virginia Beach, VA					
<p>The Design-Build Team (DBT) of JMT and Diamond Materials reconfigured the existing SR 1/SR 72 conventional diamond <b>interchange</b> to a Diverging Diamond <b>Interchange</b> (DDI) to improve traffic operations and safety needs. The project also included the design and construction of the Wilson Boulevard Extension and associated improvements along McCoy Road. With the design build approach, the project was designed and open to traffic within a year. This <b>interchange</b> reconfiguration was needed to address the existing peak hour congestion created by the high volume of left turns. Through the design and construction, the goals of the project were met. These included: Improved congestion and safety; Minimized impacts to vehicular and bicycle traffic during construction; Minimized the duration of construction; and Protected the environment through ESC, SWM, and drainage design measures</p> <p>As lead designer, <b>JMT was responsible for coordinating all the engineering disciplines and executing the design and QA/QC program. JMT provided field surveys, property surveys, geometric design, grading, drainage, ESC, SWM, bridge rehab and modifications, signals; signing; lighting; pavement markings; Intelligent Traffic Management System relocation, phased maintenance of traffic plans and transportation management plan, ADA-compliant pedestrian and bicycle facilities along both sides of SR 72; bridge modifications; and utility relocations/coordination.</b></p> <p>With the design build process, the contractor and designer work as a team to meet the requirements of the RFP and project goals in a time and cost-efficient manner. For this project, the right of way was purchased in advance of the project. Therefore, the design and construction needed to be completed within the established right of way. Utility coordination was complicated by the expedited schedule. JMT worked closely with utility owners to design and relocate their facilities within the short timeframe.</p> <p>The geometric design took into account the unique challenges of a diverging diamond <b>interchange</b> including progression of the design speed through the crossings; maintaining a minimum 40-degree crossing angle through the intersections; and using a wider (15’) lane width through the crossings. Having a sufficient tangent distance between the two intersections is essential for good operation. Finally, maintaining adequate sight distance can be problematic. For this project, we flipped the shoulders making the inside shoulder 8’ to improve the sight distance. JMT developed the design using OpenRoads design software. This approach created efficiencies in the design process through its ease of file sharing with other team members.</p>			 		
h. Self-Assessment. The information provided in this section should be a self-assessment of JMT’s performance on the project to identify JMT with firms or personnel that have successfully completed projects on time and on or under budget, and to identify JMT’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>While many DDIs are built as new <b>interchanges</b>, the project at SR 1/SR 72 involved, essentially, a retrofit of an existing <b>interchange</b> while maintaining traffic, which is one reason why the project was put on a fast track. Our approach to construction phasing allowed construction to advance while minimizing the disruption to existing traffic. The work at McCoy Road and Wilson Blvd. was completed first, followed by the widening of the SR 1 ramps. The third phase included the pedestrian path and bridge work in the median of SR 72. Finally, after the traffic switch occurred, the medians and islands were completed. The Design Build Team met the aggressive, fast-tracked schedule, after receiving notice to proceed on December 31, 2015, by using a rolling design package submittal process that allowed certain elements to progress early. The results of the team’s design and construction efforts provided DelDOT and the motoring public a substantially complete project, open to traffic, by November 15, 2016, 1.5 months ahead of schedule</p>					
i. Quality Initiatives. Discuss JMT’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>To meet the aggressive schedule, the design-build team used a rolling design package submittal process that allowed certain elements to progress early, greatly reducing costs. The design of improvements to Wilson Boulevard and McCoy Road was completed in late February 2016, and construction began a month later. The construction of the DDI began in June 2016 and was substantially completed and opened to traffic in November. This “best value” procurement method saved taxpayers time and money in comparison to other, more traditional methods.</p> <p>DelDOT communicated with the general public during the comment period and identified bicycle lanes as a requirement, which the design-build team incorporated into the design, supporting local recreation. With sustainability in mind, the DDI design used the existing overpass bridge and applied economical, innovative, and time-effective bridge modifications that allowed the installation of a precast concrete barrier along the center of the DDI to provide protection for pedestrians and bicyclists. This work included rehabilitating key structural elements, including the concrete bridge deck and outside parapets, and reused the existing steel bridge fence posts by replacing only the fence mesh. The team also provided ADA-compliant pedestrian and bicycle facilities along both sides of SR 72 approaches to the bridge. Our designers incorporated the latest stormwater management techniques and designed to the latest regulations, allowing an effective and low-maintenance result.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, JMT shall provide a detailed explanation below.					
JMT’s response was “No” to all questions.					





*Potentially impacted properties with frontage road re-alignments*


Appendix C:  
Work History & Quality Form  
Contractor/ Designer (Section 3.5.2)

**SCDOT**

**SUPERIOR**  
CONSTRUCTION

**JMT**




WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER Superior Construction Company Southeast, LLC.					
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 Superior Construction Company Southeast, LLC. 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 Superior Construction Company Southeast, LLC. (in thousands)
Name: University Blvd. over Arlington River  Location: Jacksonville, FL	Name: Superior Construction Company Southeast, LLC.	Name of Owner: Florida Department of Transportation, District two Project Manager: Jeff Daugharty, PE Phone: (904) 360 - 5400 Email: jeff.daugharty@dot.state.fl.us	12/2015	\$11,295	\$8,292
g. Narrative describing the work performed by Superior Construction Company Southeast, LLC.. If submitting work completed by an affiliated or subsidiary Superior Construction Company, Southeast, LLC., identify the full legal name of the affiliate or subsidiary and their role on the Project.					
Design and construction of the University 2-lane bridge replacement over the Arlington River; bridge number 724214. Also included relocation of a Jacksonville Electric Authority (JEA) water line. And SR 109/University Blvd. ramp modifications at the Arlington Expressway, including a modified roundabout at the intersection of University Blvd. and Colcord Avenue. The first five spans of the bridge structure consisted of inverted T-bean superstructure elements supporting a 6-1/2” concrete deck. The remainder of the bridge structure included 8-1/2” concrete deck supported by ten spans of 36-in Florida I-Beams (FIB’s) spanning 74-ft 6-in each. The entire structure was founded on 24-in prestressed concrete piles. A temporary ACROW bridge was also constructed to maintain traffic in place.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Superior Construction Company, LLC. shall provide a detailed explanation below.					
4. Any OSHA violation deemed serious, willful, or repeated for this project. – YES  On February 4, 2015 an employee was observed operating an aerial lift over the Arlington River, the employee was utilizing a Personal Flotation Device and was also wearing a harness with a lanyard, but was not physically attached to the basket. Citation 1 Item 1 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.453(b)(2)(v): A body belt with lanyard attached to the boom or basket was not worn by employees working from an aerial lift. Three employees were observed walking on a bridge support system and were not protected from falling 12 feet to the lower level by the use of guardrail system, safety net system, personal fall arrest system or any other type of fall protection method. These employees had on their Personal Floatation Devices and there was a DBI Secura-Span System installed on the beams, but the employees were not tied off. Citation 1 Item 2 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.501(b)(1): Each employee on a walking/working surface having an unprotected side or edge which was six or more feet above a lower level was not protected from falling by the use of guardrail systems, safety net systems, or personal fall arrest systems.  An informal conference was held with the Jacksonville OSHA Area Director, Brian Sturtecky on 4/23/2015 and Superior Construction discussed the dynamic conditions of constructing a bridge over a navigable waterway and our diligence to comply with the 1926.106 standard as it applies to working on over or near water. All the affected employees observed, were utilizing Personal Floatation Devices, a lifesaving rescue skiff was available and ring buoys with 90’ of line were accessible to the employees. During the informal conference Superior was able to have Item 1 deleted as our employee was indeed protected as he was working over water and using a Personal Flotation Device. Item 2 was reclassified to a Serious-Repeat Violation of the training standard 29 CFR 1926.503(c)(3): Inadequacies in an affected employee’s knowledge or use of fall protection systems or equipment indicate that the employee has not retained the requisite understanding or skill. The financial penalties were reduced and consolidated to a final amount of \$10,000 which was paid in full on 4/23/2015.  As a result of the OSHA inspection and subsequent informal conference, Superior retrained the affected employees on proper methods of fall protection and conducted a supervisory meeting for the entire company which included a physical fall protection demonstration to communicate the importance of adequate fall protection when working over heights of 6’, including over water. In an effort to achieve compliance with the OSHA standard, Superior Construction mandated that all employees working over on or near water at a height of 6’ or greater shall be tied off, even if utilizing a personal flotation device.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Superior Construction Company Southeast, LLC.

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 Superior Construction Company Southeast, LLC. 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 Superior Construction Company Southeast, LLC. (in thousands)
Name: SR 10 (US 90) over Marquis Bayou Bridge Replacement Location: Milton, FL	Name: Superior Construction Company Southeast, LLC.	Name of Owner: Florida Department of Transportation, District Three Project Manager: Brian Tew Phone: (850) 981 - 2715 Email: <a href="mailto:brian.tew@dot.state.fl.us">brian.tew@dot.state.fl.us</a>	05/ 2016	\$8,336	\$5,531

g. Narrative describing the work performed by Superior Construction Company Southeast, LLC.

The improvements under this contract consisted of replacing the existing structurally deficient bridge within its existing alignment. A detour bridge was constructed to maintain traffic in place while the proposed structure was built. Also included were drainage improvements and signing and marking. The new bridge was 296-ft in overall length and consisted of 8-ea 37-ft spans founded on 24-in square prestressed concrete piles. The superstructure was a 19.5-in thick cast-in-place flat slab deck. Project also consisted of replacement/restoration of the historic traffic railing from the old bridge and installation of sections of the old rail onto the new bridge deck as permanent pedestrian railing. Sections of the historic rail that could not be salvaged or restored were matched in kind with the old railing throughout the bridge deck.



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

4. Any OSHA violation deemed serious, willful, or repeated for this project. - YES

On November 4, 2014 two employees were observed at the leading edge of a temporary bridge trestle over Marquis Bayou and were not using personal flotation devices or the appropriate fall protection. Citation 1 Item 1 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.106(a): Employees working over or near water where the danger of drowning exists, were not provided with U.S. Coast Guard approved life jackets or buoyant work vests. The same two employees were observed sitting at the end of the trestle and were not protected from a fall of approximately 12’ to the water below. There was a stationary cable 8’ behind them to restrict employee access to the leading edge, but the employees had crossed the cable and were observed at the leading edge of the trestle and not protected from falling the use of guardrail system, safety net system, personal fall arrest system or any other type of fall protection method. Citation 1 Item 2 Type of Violation: Serious (Corrected During Inspection) Proposed Penalty: \$7,000, 29 CFR 1926.501(b)(1): Each employee on a walking/working surface having an unprotected side or edge which was six or more feet above a lower level was not protected from falling by the use of guardrail systems, safety net systems, or personal fall arrest systems.

An informal conference was held with the Jacksonville OSHA Area Director, Brian Sturtecky on 12/16/2014 and the informal conference focused on the affected employees, one of which was the superintendent. Superior indicated to Mr. Sturtecky that employee misconduct was a viable defense, as the affected employee knew the requirements and had been formally trained With the exception of the two employees observed, the remainder of the personnel on site were utilizing appropriate fall protection and the appropriate personal floatation devices. During the informal conference Superior was able to have Item 1 deleted as the employee had been provided with a USGC personal floatation device, but chose not to use it. Item 2 was reclassified to a Serious Violation of the training standard 29 CFR 1926.503(c)(3): Inadequacies in an affected employee’s knowledge or use of fall protection systems or equipment indicate that the employee has not retained the requisite understanding or skill. The financial penalties were reduced and consolidated to a final amount of \$5,000 which was paid in full on 12/19/2014.

As a result of the OSHA inspection and subsequent informal conference, Superior Construction issued the affected employees a formal safety violation for failure to observe company safety and health policy and had both individuals attend a fall protection course offered in Jacksonville, Florida. The project jobsite had a safety stand-down meeting the day after the inspection, and fundamentals of fall protection were addressed in detail by the Operations Manager and Safety Director at an onsite meeting held in December 2015. Prior to the unannounced visit, Superior hosted an OSHA 10 Hour specifically delivered to the Panhandle Division on October 23, 2014 and reached 28 employees.





*Signal/Intersection spacing concerns within interchange*

## Appendix D: Legal and Financial

**SCDOT**

**SUPERIOR**  
CONSTRUCTION

**JMT**



Telephone: (904) 292-4240

Fax: (904) 292-2682

## Superior Construction Company Southeast, LLC

**General Contractors**  
7072 Business Park Boulevard  
Jacksonville, Florida 32256-2749

May 29, 2019

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

RE: US 1 Over I-20 Interchange Design-Build Project Request for Qualifications  
Project ID P030711, Lexington County

Dear Ms. Wright:

I, Pete Kelley, in my capacity as President of Superior Construction Company Southeast, LLC (the "Company"), and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued April 30, 2019 by the South Carolina Department of Transportation ("SCDOT") to construct the US 1 Over I-20 Interchange ("the Project") in Lexington County.

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

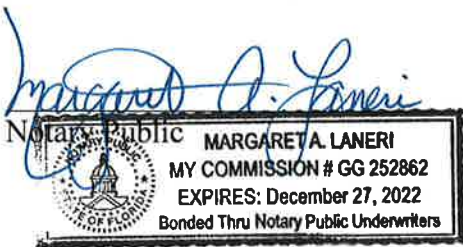
Respectfully Submitted,



Pete Kelley  
President

State of **Florida**  
County of **Duval**

Sworn to and subscribed before me this 29<sup>th</sup> day of May, 2019, by Pete Kelley  
(Print name of person signing Affidavit)



Personally Known ☒ Or Produced Identification ☐

Commission Expires \_\_\_\_\_



**INSURANCE FROM**

CNA  
151 Franklin Street  
Chicago, Illinois 60606

May 20, 2019

Ms. Carmen Wright  
South Carolina Department of Transportation  
955 Park Street  
Columbia, South Carolina 29201

**Proposer: Superior Construction Company Southeast, LLC**

**Re: US 1 over I-20 Interchange Design-Build Project  
Request for Qualifications  
Project ID P030711, Lexington County**

Dear Ms. Wright:

Continental Casualty Company is the Surety for Superior Construction Company Southeast, LLC and Marsh USA Inc. is their surety agent that currently has the privilege of providing bonds for Superior Construction Company Southeast, LLC. Superior Construction Company Southeast, LLC's financial strength and management capabilities have qualified them for bonding on any project, which they have chosen to undertake. As such, Continental Casualty Company highly recommends them for your favorable consideration on your project.

Superior Construction Company Southeast, LLC has been extended a bonding facility, which will support individual projects up to \$500,000,000.00 and an aggregate work program in the \$1,300,000,000.00 range. Superior Construction Company Southeast, LLC currently has in excess of \$400,000,000.00 in available bond capacity. Surety bonds are issued through the Continental Casualty Company which is rated A XV by AM Best and is listed in the Federal Register.

Continental Casualty Company holds Superior Construction Company Southeast, LLC in the highest regard. We heartily endorse their organization and will provide the requisite bonding should the project be awarded to Superior Construction Company Southeast, LLC. This commitment is subject to acceptable contractual and underwriting terms and conditions.

Sincerely,  
**Continental Casualty Company**



Adrienne C. Stevenson  
Attorney-in-Fact

**STATE OF GEORGIA  
COUNTY OF FULTON**

I, **Karina Plis** a notary Public in and for said County, do hereby certify that  
**Adrienne C. Stevenson** as Attorney-in-Fact, who is personally known to me to  
be the same person whose name is subscribed to the foregoing instrument, appeared before me  
this day in person, and acknowledged that they signed, sealed, and delivered said instrument  
for and on behalf of

**CONTINENTAL CASUALTY COMPANY**

for the uses and purposed therein set forth.

Given under my hand and notarial seal at my office in the City of **Atlanta** in said County,

this **20<sup>th</sup>** day of **May** A.D. **2019**

*Karina Plis*  
Notary Public

**Karina Plis  
NOTARY PUBLIC  
Fulton County, GEORGIA  
My Comm. Expires 03/20/2020**

## POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Adrienne C. Stevenson, Individually

of Atlanta, Georgia, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

– In Unlimited Amounts –

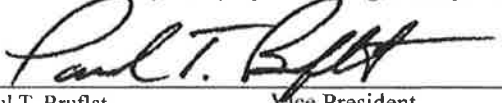
and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 3rd day of June, 2015.

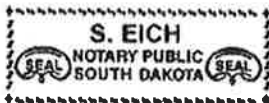


Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

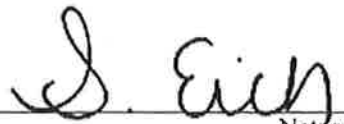
  
Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 3rd day of June, 2015, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires February 12, 2021

  
S. Eich Notary Public

## CERTIFICATE

I, D. Bult, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 20th day of May, 2019.



Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

  
D. Bult Assistant Secretary

## Authorizing By-Laws and Resolutions

### ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This **Power of Attorney** is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25<sup>th</sup> day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. "

### ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National Fire Insurance Company of Hartford

This **Power of Attorney** is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25<sup>th</sup> day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. "

### ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

This **Power of Attorney** is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25<sup>th</sup> day of April, 2012:

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. "





**SOUTH CAROLINA DEPARTMENT  
OF  
TRANSPORTATION**

**PRIME CONTRACTOR**

**PREQUALIFICATION CERTIFICATE**

*This Certifies that, SUPERIOR CONSTRUCTION COMPANY SOUTHEAST, LLC, a contractor located in JACKSONVILLE, FL , having complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.*

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

**SCDOT PRIME CONTRACTOR VENDOR ID: 1SU018**

**ISSUED AT COLUMBIA, SC ON: 8/2/2018**

**THIS CERTIFICATE EXPIRES ON: 8/31/2019**

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

  
SCDOT Assistant Construction Engineer



*I-20/ US 1 Interchange at morning rush hour*

## Appendix E: Organizational Conflict of Interest





No members of the SUPERIOR-JMT Team has a potential Conflict of Interest related to the US 1 over I-20 Interchange Improvement Design Build project.



## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

  X   Determined that no potential organizational conflict of interest exists.

       Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

  
\_\_\_\_\_  
Signature

May 29, 2019  
Date

Pete Kelley  
Print Name

Superior Construction Company Southeast, LLC  
Company

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

\_\_\_\_\_  
Name

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Company



*Limited R/W for interchange improvements in Northeast Quadrant*

Appendix F:  
Confidential or Proprietary  
Information Summary List



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





*R/W challenges including potential hotel and billboard impacts*

## Appendix G: Addendum Receipt Form

**SCDOT**

**SUPERIOR**  
CONSTRUCTION

**JMT**





South Carolina  
Department of Transportation

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

**Addendum 1**

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

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

**Confirmation Statement:**

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

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

May 22, 2019  
\_\_\_\_\_  
Date

J. David Nardon  
\_\_\_\_\_  
Printed Name

For: Superior Construction Company Southeast, LLC  
Design-Build Team Name





*I-20/ US 1 Interchange facing westbound towards railroad*

Appendix H:  
Key Individual and Contractor/Designer  
Reference Form(s)





[illegible]



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
Sharon.griffiths@dot.state.fl.us	Sharon	Griffiths, PE	Brian Timothy McGarity, EI	SR 9B, Phase III (I-95 to CR 295), Jacksonville, FL	Project Manager	SUPERIOR
Sharon.griffiths@dot.state.fl.us	Sharon	Griffiths, PE	Brian Timothy McGarity, EI	SR 9B, Phase II (US 1 to I-95), Design Build Finance, Jacksonville, FL	Project Manager	SUPERIOR
scott.lent@dot.state.fl.us	Scott	Lent	Brian Timothy McGarity, EI	I-295 Interchange at Heckscher Drive, Jacksonville, FL	Project Manager	SUPERIOR
Daniel.Lahey@dot.state.fl.us	Daniel	Lahey, PE	Brian Timothy McGarity, EI	I-295 Interchange at Collins Road, Jacksonville, FL	Assistant Project Manager	SUPERIOR
bill.downey@rsandh.com	Bill	Downey PE	Brian Timothy McGarity, EI	I-95 / I-295 North Operational Improvements, Jacksonville, FL	Assistant Project Manager	SUPERIOR
joaquin.olivella@dot.state.fl.us	Joaquin	Olivella	Charles Eugene Howard	SR 223 Starke Bypass, Starke, FL	Project Manager	SUPERIOR
will.watts@dot.state.fl.us	Will	Watts	Charles Eugene Howard	Arlington River, SR 109 / University Ramp Modifications, & Roundabout at University Boulevard and Colcord Avenue, Jacksonville, FL	Project Manager	SUPERIOR
jessica.tippett@dot.state.fl.us	Jessica	Tippett, PE	Charles Eugene Howard	SR 23 Interchange, Jacksonville, FL	Project Manager	SUPERIOR
will.watts@dot.state.fl.us	Will	Watts	Charles Eugene Howard	SR 200 (US 301) Test Road from Bradford C/L to North of CR 218 in Clay County, FL	Project Manager	SUPERIOR
will.watts@dot.state.fl.us	Will	Watts	Charles Eugene Howard	CR 209 over Black Creek, Clay County, FL	Project Manager	SUPERIOR
BurtonD@scdot.org	Daniel	Burton	William Reginald Christopher, Jr, PE	SC 41 Bridge Replacement over the Wando River	Quality Control Manager	Terracon
Russ.Touchberry@ice-eng.com	Russ	Touchberry	William Reginald Christopher, Jr, PE	Nexton Interchange	Quality Control Manager	Terracon
Culbreath.j@tandh.com	John	Culbreath	William Reginald Christopher, Jr, PE	Volvo Cars Ridgeville SC Plant, Berkeley County, SC	Quality Control Manager	Terracon
robert.gurganious@dot.state.fl.us	Robert	Gurganious	Charles Jefferson Harp	I-10 at US 301 Interchange	MOT Manager	SUPERIOR
robert.gurganious@dot.state.fl.us	Robert	Gurganious	Charles Jefferson Harp	SR 201 Baldwin Bypass	MOT Manager	SUPERIOR
Sharon.griffiths@dot.state.fl.us	Sharon	Griffiths, PE	Charles Jefferson Harp	SR 9B, Phase II (US 1 to I-95), Design Build Finance, Jacksonville, FL	MOT Manager	SUPERIOR
michael.ruland@dot.state.fl.us	Mike	Ruland	Charles Jefferson Harp	SR 600 (US 92) Concrete Pavement Rehabilitation	MOT Manager	SUPERIOR
Reynoldsbs@scdot.org	Bradley	Reynolds	David Ryan Russell, PE	I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Cos., SC	Senior Roadway Engineer	JMT
BurtonD@scdot.org	Daniel	Burton	David Ryan Russell, PE	I-26/Volvo Interchange (D-B) – Approx. MM 189 – Berkeley County, SC	Lead Roadway Design Engineer and Engineer-of-Record	JMT
SandelTP@SCDOT.org	Phillip	Sandel	David Ryan Russell, PE	I 85/385 Interchange Improvements (D-B), Greenville County, SC	Lead Roadway Engineer	Civil Engineering Consulting Services, Inc.
HoodML@SCDOT.org	Michael	Hood	David Ryan Russell, PE	I-85 Design-Build Preparation, MP 98-MP 106, Cherokee County, SC	Lead Roadway Engineer	Civil Engineering Consulting Services, Inc.
BedenbauGR@scdot.org	Rob	Bedenbaugh	David Ryan Russell, PE	I-85/S-12 BMW Interchange Design-Build, Spartanburg County, SC	Roadway Engineer	Wilbur Smith Associates, Inc.
Reynoldsbs@scdot.org	Bradley	Reynolds	Matthew John Wolniak, PE, PTOE	I-85 Reconst./Widen. MM 77-98 (D-B), Spartanburg/Cherokee Cos., SC	Lead Traffic Engineer	JMT
joseph.dorsey@dc.gov	Joseph	Dorsey, PE	Matthew John Wolniak, PE, PTOE	I-695/ 11th Street Corridor (Design-Build) Bridges over the Anacostia River and Interchanges, Washington, DC	Chief Traffic Engineer	JMT
wpines@mdta.state.md.us	Will	Pines, PE	Matthew John Wolniak, PE, PTOE	I-95, Section 200 (North of MD 43 to North of MD 22) Baltimore and Harford Counties, MD	Senior Traffic Engineer	JMT
wpines@mdta.state.md.us	Will	Pines, PE	Matthew John Wolniak, PE, PTOE	I-95/I-695 Interchange (Section 100) Express Toll Lanes Baltimore County, MD	Lead Traffic Engineer	JMT
jfolden1@sha.state.md.us	Jeffrey	Folden	Matthew John Wolniak, PE, PTOE	Baltimore Beltway (I-695) from Perring Parkway (MD 41) to Harford Road (MD 147), Baltimore County, MD	Lead Traffic Engineer	JMT



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
michela.schildts@tetrattech.com	Michela	Schildts	John Edward Terry	Disaster Recovery Buyout Program: Lexington County, Richland County, City of Sumter, and City of Charleston, SC	R/W Program Manager	THC, Inc.
datkinson@holtconsultingco.com	Daniel	Atkinson	John Edward Terry	Richland County Penny Dirt Paving Program	R/W Program Manager	THC, Inc.
dan.chism@blecorp.com	Dan	Chism	John Edward Terry	Anderson County Transportation Committee (ACTC) Program	R/W Program Manager	THC, Inc.
HadsockHS@scdot.org	Hugh	Hadsock	John Edward Terry	SCDOT: US Route 1 (Augusta Highway) Program, Lexington, SC	R/W Program Manager	THC, Inc.
JohnstonWC@scdot.org	William	Johnston	John Edward Terry	SCDOT: SC Route 707, Georgetown, Horry Counties, SC	R/W Program Manager	THC, Inc.

