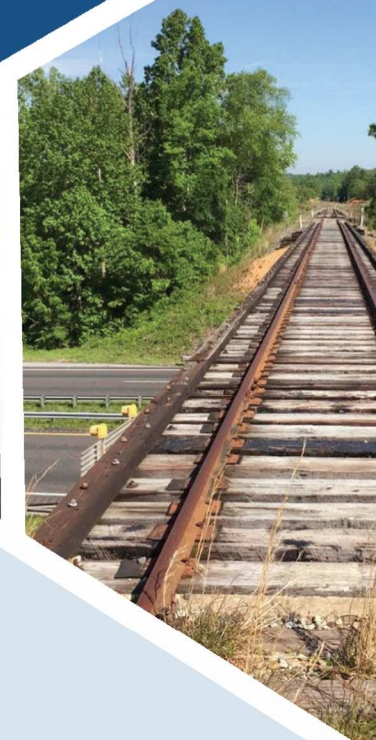
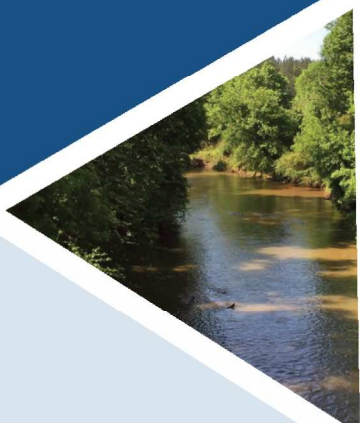




Statement of Qualifications

**US 1 OVER I-20 INTERCHANGE
IMPROVEMENT
LEXINGTON COUNTY
PROJECT ID P030711**

SCDOT



Submitted by:
Blythe Development Company



in Association with
Michael Baker International, Inc.

Michael Baker
INTERNATIONAL

3.2 Introduction

3.2.1 Contracting Entity – Blythe Development Co. (BDC) is the sole entity with whom SCDOT will be contracting. Luther J. Blythe, Jr., has the authority to sign contracts on behalf of Blythe Development Co.

Name	Mailing Address	Phone	Email
Luther J. Blythe, Jr.	1415 E. Westinghouse Blvd., Charlotte, NC 28273	(704) 588-0023	lblythe@blythedevelopment.com

3.2.2 Proposer's Point of Contact for Procurement

Name	Mailing Address	Phone	Email
Travis E. Padgett, PE	1415 E. Westinghouse Blvd., Charlotte, NC 28273	(704) 588-0023	tpadgett@blythedevelopment.com
John V. Walsh, PE	700 Huger Street, Columbia, SC 29201	(803) 254-2211	john.walsh@mbakerintl.com

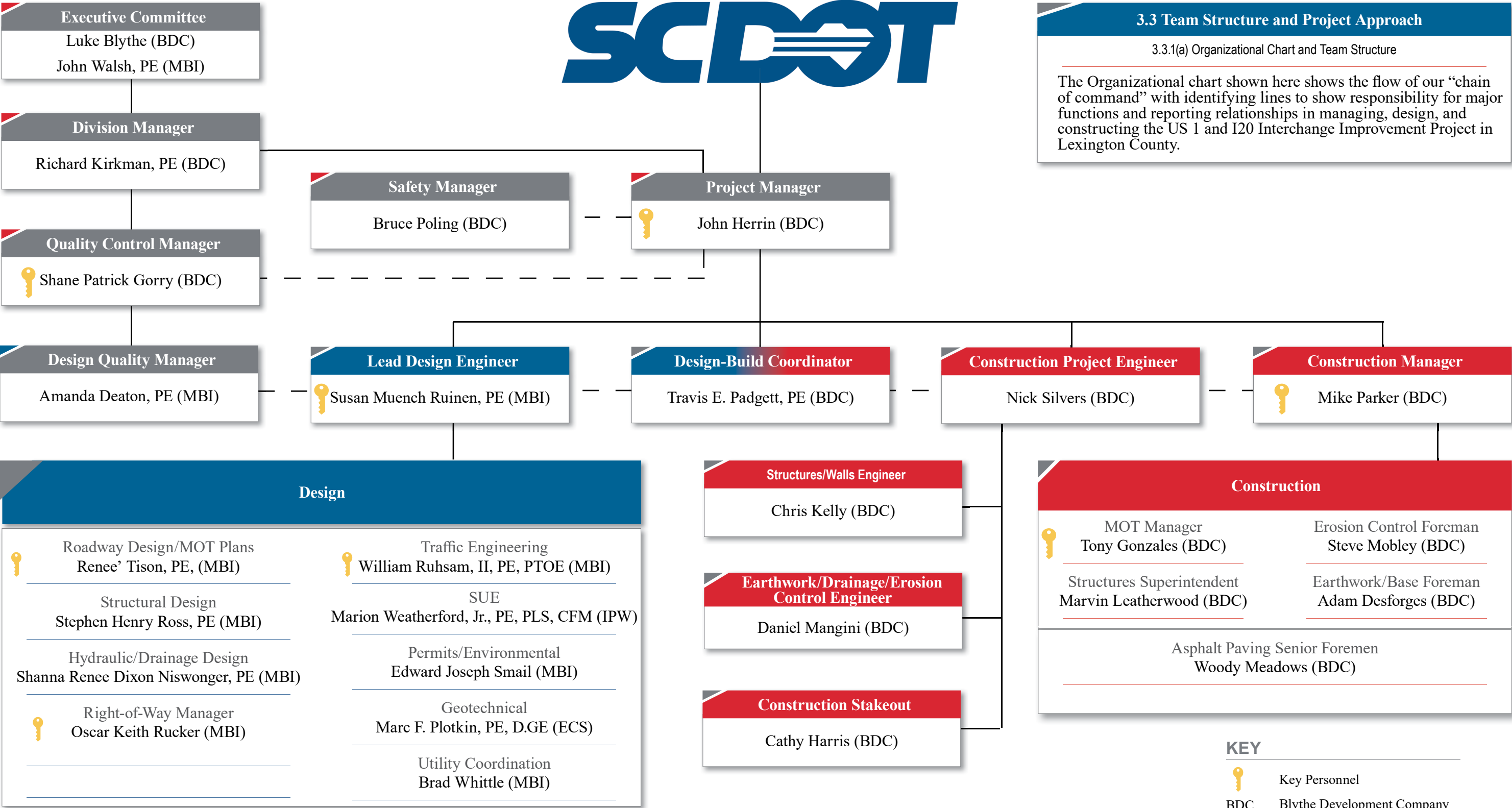
3.2.3 Full Legal Name of Lead Contractor and Lead Designer – Blythe Development Co (BDC) is the full legal name of the Lead Contractor/Proposer, DUNS #622352847. Michael Baker International, Inc., (MBI) is the full legal name of the Lead Design firm, DUNS #080232628.

3.2.4 Commitment – BDC and MBI have partnered to present SCDOT with a proven team with a history of successful delivery on design-build (D-B) projects. Our team offers demonstrated local knowledge local knowledge and resources, cost-effective and schedule-conscious execution, and extensive experience and familiarity with SCDOT's design, construction, and quality procedures and expectations. Blythe and MBI confirm the commitment that all Key individuals identified within this SOQ will meet or exceed SCDOT's quality and schedule expectations, and they are available for the full duration of the US 1 and I-20 Interchange Improvement project.

3.3.1(a) Organizational Chart and Team Structure – See attached Organization Chart and Team Structure page 2.

3.3.1(b) Organizational Chart and Team Structure (cont'd) –Blythe Development Co. will serve as the sole contracting entity with SCDOT. MBI will serve as Lead Designer under direct contract to BDC. **Project Manager John Herrin (BDC)** will have singular responsibility for leading all project personnel. A management team of direct reports will assist Mr. Herrin in managing respective functions of the project, including design, construction, safety, and project administration. **Construction Manager Mike Parker (BDC)** will manage and coordinate all field personnel and daily construction operations. **Quality Control Manager Jeff Long (BDC)** will coordinate with the SCDOT Resident Engineer and will report directly to BDC's Public Division Manager, Richard Kirkman, **PE (BDC)**.





Lead Design Engineer Susan Ruinen, PE, (MBI) will manage the design and coordinate the work of all design functions. **Design- Build Coordinator Travis E. Padgett, PE (BDC)** will serve as a liaison between the design and construction managers and will promote communication among disciplines. Our team has been structured to capitalize on the strengths of the Michael Baker design team, including subconsultants **ECS Limited (ECS)**, Geotechnical Support, and **IPW Construction Group, LLC, (IPW)**, SUE/survey. These subconsultants will be under direct control and contract with MBI.

3.3.1(d) Significant Functional Relationships and Functioning as an Integrated Team –Blythe

Development Co., is teaming with MBI, to provide the SCDOT with a high quality, competitive Design Build team to address projects in South Carolina. In fact, the BDC/MBI team has agreed to team on multiple future pursuits for work in both North and South Carolina. Our firms share the passion and philosophy of getting the project done right, on time and with high degrees of client satisfaction. Both firms share a belief that engagement in productive and meaningful partnerships with our clients and partners to focus on building infrastructure produce superior results.

3.3.1(e) Previous Team Work

MBI and its subconsultants IPW and ECS have executed many projects together (I-26 Widening 85-101; Nexton Parkway Interchange, I-85 Ph. 3 Design Build) and bring a deep understanding of SCDOT practices, experience, and desired outcomes. The Michael Baker led design team is a perfect partner for Blythe Development as we endeavor to expand the capacity of the construction industry to assist SCDOT deliver its 10-year plan. BDC teamed with MBI previously for the I-40 Design Build pursuit in Wake and Johnston counties in NC. The project consisted of over 13 miles of interstate widening and multiple interchange improvements with a value of \$400M. Because of the relationships that were grown during this pursuit and prior history of individuals working together while at other companies, this BDC / MBI opportunity is one that this TEAM is excited about. These prior experiences have shown the ability to communicate and understand the needs of the parties thru the eyes of senior leadership within the alternative delivery groups of each of these companies. The Project Manager, John Herrin, and Construction Manager, Mike Parker have been a team on BDC's I-26 / Brevard Rd Design Build project for the past three years. This began at award and has continued thru design and current construction status. Due to the timing of substantial completion of the current project the two of them will move off it directly to US 1 over I 20. Their current success and relationship will bring immediate stability and direction to this project.

Blythe's resources include


- *Workforce of more than 1000 employees*
- *Over 450 owned pieces of equipment*
- *Offices in both Charlotte, NC & Charleston, SC*
- *Blythe Family has over 75 years' experience in the industry*





3.3.2 Critical Risks

Understanding project risks and providing strategies to effectively mitigate them, while maximizing opportunity, is vital to project success. Our team members are highly adept in developing and executing plans to identify, prioritize, and manage risk. We will apply our collective Interchange Design, Right-of-Way Acquisition, and D-B expertise to ensure these risk items are effectively mitigated to successfully deliver this important project on time, under budget, and focused on quality and safety.

The Department has identified Right-of-Way Acquisition and Maintenance of Traffic as two critical risks involved with the project. Based upon our most recent experiences and working on recent Design-Build projects, we have added several additional items we believe the Department would like to have insight on how the team will address these items. Our expectations of SCDOT follow the critical risk items.

Identified Risk	Critical Nature of Risk	Potential Impacts	Mitigation Strategy
<p>Right-of-Way Acquisition and establishment of controlled access in the interchange vicinity</p> 	<p>Schedule impacts related to the relocation of the hotel in the Southeast Quadrant could be an issue if a suitable replacement location is not quickly found. Damages and impacts to the homes and businesses on US 1 on the Lexington side of the interchange as well as in the Southwest quadrant could be an issue to establish a controlled access for the interchange to SCDOT standards. (ARMS Manual) There is a history of “right to take” challenges in this area. A challenge action would adversely affect both the property possession and the relocation process. Without possession of the property, the relocation process will be stalled until the challenge is resolved. Public perception concerning such a visible and high-profile acquisitions and potential demolition will need to be addressed in project documents, and Public Relations efforts.</p>	<p>Delays to construction due to timelines associated with replacement of the Hotel in the quadrant of the interchange.</p>	<p>Obtain approval to initiate advance acquisition for the hotel tract.</p> <p>Consider staging of project to provide maximum time to allow for construction of new site (if owner decides to do so.)</p> <p>Hold regular meetings in the early phases of acquisition to communicate the acquisition status and discuss steps going forward. These meetings will clearly establish the individual responsibilities of those involved to assure the project is completed successfully.</p> <p>Review and consider Alternatives that could avoid the acquisition early in the project.</p> <p>Consider the assemblage of property and resale upon project completion to lower overall project costs.</p> <p>Oscar Rucker and Jason Rucker will lead this effort for the team.</p>

Identified Risk	Critical Nature of Risk	Potential Impacts	Mitigation Strategy
<p>MOT for Ramp/Loop Construction</p> 	<p>Maintaining Traffic during the execution of the project in a manner that provides service to citizens and businesses using this interchange each day.</p>	<p>Building the new ramps/ loops will require an efficient, comprehensive MOT plan to maintain traffic flow and avoid issues, such as accidents and drivers traveling in the wrong direction.</p>	<p>Implement a MOT task force to provide daily traffic/safety briefings, coordinate with public and local officials, and notify the public of traffic shifts through our public outreach plan, including VMS and social media. Conduct MOT specific meetings in the pursuit phase.</p>
<p>Drainage during construction, median drainage and temporary drainage details</p> 	<p>Maintaining drainage during construction and throughout various stages of Traffic Control has been a topic of raised awareness recently within the Design Build Projects. Through recent discussions, our design team has gained some insight relative to the issues the SCDOT is focused upon.</p>	<p>Uncoordinated drainage and MOT could produce overtopping of the I-20 mainline or ponding in the travel lanes. The risks to the public in this corridor are substantial. The current project corridor has experienced several multiple vehicle crashes for several reasons yet undetermined.</p>	<p>Our MOT and Drainage plans will be coordinated and involve details that have not heretofore been required in the design build RFC plans. Temporary Profiles for Ramps, locations of shoring walls if needed, spacing of inlets along the mainline if needed will be part of the plans at RFC.</p> <p>A safe, coordinated MOT, Drainage and construction plan will be developed by the Michael Baker Designers. Having gone through this exercise recently on I-85 Phase III with the Design Review Team and SCDOT personnel will help us get there quickly and with the expectations of the Department met early in the project review process.</p>

SCDOT Involvement – We expect SCDOT to be actively involved in the coordination, assessment, analysis, review, and inspection of risk. We anticipate this will include fair, realistic, and timely design and submittal reviews, collaboration with the project team in periodic coordination meetings, and stakeholder support to the project team. Specifically, our expectations from SCDOT (and/or other agencies) to address these risks are generally as follows:

- Support with ROW acquisition for critical activities and parcels.
- Early coordination of access management waivers if any granted by SCDOT and coordination related to
- ATC's that may involve access control.
- Use of Bluebeam or similar software to streamline the submittal and review processes.
- Prompt notification of any additional information needed to complete a review with enough degree of specificity to facilitate a quick resolution to design review comments.
- Commitment to participation in preliminary page-turn meetings prior to submittal of substantial design packages.
- Support in coordinating with SCDPS relative to our Traffic Management Plan and Incident Management Plan.

3.3.3 Project Resources, Strategies, and Execution

3.3.2(a) Project Coordination – The Blythe Development Co. Team will establish a **central on-site office** where key individuals and direct reports, including the Project Manager, Construction Manager, and Quality Control Manager, will manage project construction. The central on-site office will house a plan/filing room, conference room, and workspaces for technicians/inspectors to log into the data management system for document control. Key individuals assisting development of our proposal are also committed to transition into contract execution. As the project design develops, the management team will allocate appropriate personnel and resources to fill positions in accordance with the work plans. Our organizational and management techniques include:

A comprehensive schedule to monitor work progress and detail labor/material constraints to baseline construction.

- Weekly construction and management meetings, attended by SCDOT personnel, to discuss safety, schedule, quality, upcoming work plans, and potential issues.
- A secure website for real-time access to key project documents and drawings.
- Effective quality assurance and quality control (QA/QC) in coordination with the CEI team.

3.3.3(b) Self-Performed Work – Blythe

Development Co. will self-perform a majority of the construction activities, including earthwork, drainage, aggregate bases, bridgework, and retaining walls. BDC has ample resources with more than 1,000 personnel and 450 pieces of construction equipment for sourcing staff, craft workers, and supporting this project. These resources have been implemented on six projects (right)

Blythe Development Construction Experience		
County	# of Projects	Value of Project(s)
Henderson County, NC	1	\$28 million
Buncombe County, NC	1	\$58 million
Forsyth County, NC	4	\$146 million
Mecklenburg County, NC	4	\$180 million
Guilford County, NC	3	\$140 million
Catawba County, NC	1	\$45 million

that BDC has successfully constructed in the Carolinas. BDC will maintain control of the schedule by self-performing most of the activities critical to the project schedule as well as choosing local and specialty subcontractors that are best suited to complete this project with high quality and a timely schedule. BDC's experience with similar scopes of work includes performing as a prime contractor, JV Team member and major subcontractor on a total of 7 major interstate interchange or widening projects. Our history of successful delivery includes **\$600 million worth** of contract value with \$150 million remaining- work on projects greater than \$20 million performed in the last 7 years. BDC has the knowledge, availability, and proximity to expediently and safely upgrade the US 1/I-20 interchange for SCDOT and the residents of Lexington in a manner that produces



safe, timely and quality workmanship.

3.3.2(c) Geographic Location of the Team Members- Design will be led out of MBI's Columbia, SC, office, **within 1/2 mile of SCDOT headquarters and approximately 9 miles from the project site.** MBI will integrating staff from ECS and IPW into design activities and housing frequent coordination meetings. The proximity of the design office to the project will promote streamlined coordination and collaboration, facilitating quick design staff responses to construction needs. To maintain communication among design and construction personnel, **Project Manager John Herrin and Design-Build Coordinator Travis Padgett, PE** will attend the design coordination meetings. This collaboration will provide an integrated working environment to successfully coordinate all aspects of the project, expedite design, and ensure a quality design product compatible with construction means and methods.

Placing all design and construction efforts under one responsible entity allows the Blythe Team to effectively sequence work and direct management for critical path elements, improving coordination and timeliness.

BDC's established working processes include timely communication across our organization and SCDOT through face-to-face interaction. John Herrin will lead the management team meetings with key individuals and SCDOT to provide direct leadership. Weekly construction meetings with SCDOT and the CEI firms selected will focus on planning upcoming work to meet schedule milestones. Quality meetings will also be held to communicate quality planning, results, trends, and corrective measures. Meeting minutes and action items will be stored in ProjectWise for easy retrieval.

3.3.2(d) Quality Assurance Program – The Quality Assurance Program (QAP) will include Contractor QC, quality acceptance, independent assurance (IA), dispute resolution, personnel qualification, and laboratory/accreditation/qualification. The QAP also includes the BDC Team's role of design and construction QC and SCDOT's responsibility for QA. SCDOT, or their designated agent, will be responsible for IA; our QC Manager will coordinate directly with them for all QA and IA testing. Within the Blythe Development Team, the design and construction sides will coordinate to provide peer review of deliverables for all disciplines. In addition, all

subconsultants will adhere to the quality standards set in the QAP.

Design: All services will be performed in accordance with requirements in the Quality Management Plan (QMP), developed by the BDC's Team with input from SCDOT, and specific procedures described in the Discipline Quality Control Manual. MBI will develop a project-specific QMP that will identify protocols, procedures, and responsibilities for high-quality deliverables. The Design Quality Management Plan (DQMP) is a defined framework for QA/QC that accommodates the needs of all disciplines, and addresses drawings, calculations, and reports. The DQMP is the cornerstone for providing constructible designs that are prepared to SCDOT requirements.

Construction: Blythe Development Co. will provide QC for the project. The QMP will include procedures specific to materials, requirements, inspection and testing, and responsibilities of the BDC Team and SCDOT. The QMP will comply with all SCDOT standard specifications, special provisions, SCDOT's construction manual, quality requirements under the QAP, and the executed agreement for this project. The QC team will have an AASHTO accredited lab for testing purposes. Inspection personnel will have or obtain appropriate certification as required by SCDOT for each specific test to be performed. Certification will be reviewed and approved by SCDOT. Inspection personnel will have a minimum of three years of inspection experience.

Interaction with SCDOT: QC Manager **Shane Patrick Gorry** will be solely dedicated to this project and its QC program and will have no other project responsibilities. He will be the primary point-of-contact for SCDOT regarding all QC matters. Shane will report to Public Division **Manager Richard Kirkman, PE** and not to the project manager or any other project personnel. He will always assign adequate QC staff to maintain the quality of work. Shane will manage a schedule of planned material deliveries and work-in-progress to allow for direct coordination and combined scheduling of QC, QA, and IA efforts. He will notify SCDOT of all material deliveries to ensure adequate time to obtain required certifications and samples prior to their incorporation into the project. Shane will communicate inspection needs to SCDOT in advance to provide adequate time for SCDOT to schedule inspection activities and adjust personnel resources accordingly.

3.4 Experience of Key Individuals

3.4.1 Licensure – Prior to contract execution, all team members will hold licenses required for performing work on the project under state and local laws. All design reports, plans, and foundation designs will be signed and sealed by an unrestricted Registered Professional Engineer registered in the State of South Carolina.

3.4.2 Key Individual Roles – Key personnel will have singular responsibility for assignment to the following roles: Project Manager, Lead Design Engineer, Construction Manager, and QC Manager.

3.4.3 Key Individual Resumes – All of the Team’s Key Individual resumes can be found in Appendix A.

3.4.4 Project Manager – John Herrin will serve as the Project Manager and will be responsible for the delivery of the project in accordance with the contract requirements. He will have the authority to make final decisions on behalf of Blythe Development Co. and will communicate directly with SCDOT. John will serve as the primary contact with SCDOT and attend all regularly scheduled meetings. He will be on-site during construction and will be available for weekly status meetings during the design phase and at SCDOT’s request. John will be assigned solely to this project and will not have responsibilities to other projects. John has more than 40 years of experience and has managed similar projects further detailed in his resume in **Appendix A**.

3.4.5 Design Engineering Team – The design engineering team has the experience and expertise in roadway design and bridge structure design. Qualifications for key design individuals are summarized below and further detailed in the enclosed resumes.

Key Individual		Experience/Role
MBI	<u>Susan Ruinen, PE</u> Lead Design Engineer	Susan has 25 years of experience and will be the authority responsible for all project design elements and overall management of the design team including subconsultants. Susan meets all criteria required to perform as the Lead Design Engineer as a full-time employee of Michael Baker.
MBI	<u>Reneé Tison, PE</u> Roadway Engineer	Renee has 15 years of experience and will be responsible for project management, analysis, design, and QA/QC for roadway, Maintenance of traffic, engineering elements related to ATC’s.
MBI	<u>Bill Rusham, PE, PTOE</u> Traffic Engineer	Bill has nearly 30 years of experience and will direct traffic engineering, IMR, traffic analysis, ITS, and traffic elements.
MBI	<u>Oscar Rucker</u> Right-of-Way Manager	Oscar has 40 years of experience and will be responsible for the acquisition and resolution of all elements related to right-of-way, leading a team of agents. MBI is on the current SCDOT Right-of-Way On-Call list.

3.4.6 Construction Management Team – The construction management team has the experience and expertise in roadway and bridge construction. Qualifications for key construction individuals are summarized below and further detailed in the enclosed resumes.

Key Individual		Experience/Role
BLYTHE	<u>Michael Dale Parker</u> Construction Manager	Mr. Parker has over 35 years in the Construction industry and will have complete responsibility of all construction activities including safety, scheduling subcontractors and crews. Mr. Parker will be solely dedicated to this project and on site at all times.
	<u>Shane Patrick Gorry</u> QC Manager	Shane Gorry has 11 years' experience in the Construction industry. Shane has worked his way up from an entry level Field Engineer to Project Manager and has developed and executed successful Quality Management Plans. Shane's sole responsibility will be for the Quality Management of this project and will be onsite at all times.
	<u>Antonio Javier Gonzales</u> MOT Manager	Mr. Gonzales has 28 years of experience, with the last 20 of that with BDC and will oversee the implementation of the MOT plan. He has experience with the requirements and implementation of complex MOT on interstate and interchange projects. To insuring the successful delivery of the MOT portion of this contract and a single contact point for MOT Tony will be on site for this project at all times.

3.5 Past Performance of Team

3.5.1 Experience of Proposer's Team – Work History Forms for the Blythe Development Team are included in **Appendix B**.

3.5.2 Quality of Past Performance

– Responses to the questions in Section 3.5.2 are shown to the right. Further explanation is provided in **Appendix C**.

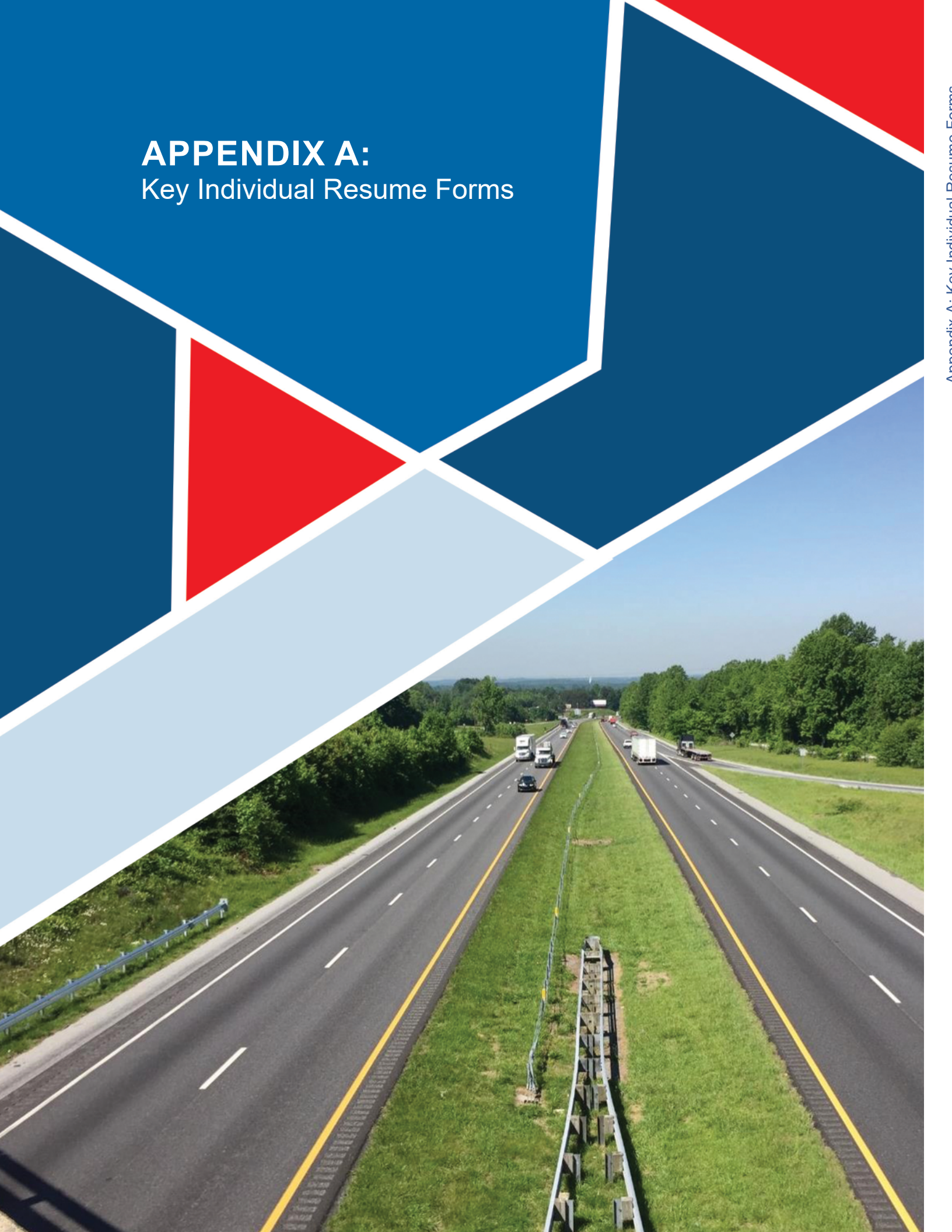
Question	BLYTHE	MBI
3.5.2(a) Delinquent or in default	No	No
3.5.2(b) Litigated claims	No	No
3.5.2(c) OSHA violations	No	No
3.5.2(e) Claim against Errors and Omissions Insurance	No	No
3.5.2(f) Legal proceedings on D-B contract	No	Yes

3.6 Legal and Financial - All applicable Legal and Financial Forms are attached in Appendix D and E.



APPENDIX A:

Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: John Everett Herrin, Sr Project Manager
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: Blythe Development Co.
d.	Years of Experience: With this Firm: <u>3</u> Years With Other Firms: <u>36</u> Years 1. Blythe Development Co.: <ul style="list-style-type: none"> Project Manager– June 2016 – Current Project Manager for Blythe Development Co.’s I-5504 I-26/ Brevard Road Interchange Modification and interstate widening project in Buncombe Co. NC (Listed below) 2. NHM Constructors (Formerly Taylor Murphy) Design Build Manager / Project Manager - February 2013 – May 2016 Responsibilities: Lead DB Team through SOQ phase to Short List to Bid. Lead the Design Build Team as a Partner with the Lead Design Firm and the Owner through the Design Phase of the work and then took over the Project through construction, communicating with the Lead Designer and the Owner. Responsibilities during construction were to oversee the following: Safety, QA/QC for Plans and Construction, Erosion Control, Design / Construction Resolution, aided in Public Relations alongside NCDOT, played key role in conflict resolution with the highest respect for all parties involved, monitored and maintained Schedules through all phases of the project to completion. Monitored cost, worked together with the owner through contract modifications.
3.	Project Manager Taylor Murphy - June 1995 – February 2013 Project manager for multiple public and private projects with responsibilities to provide for a successful delivery of the project for quality, safety and schedule.
4.	Superintendent Crowder Construction September 1993 – June 1995 Responsibilities included the oversight of multiple bridge and grading crews and their everyday execution as it pertained to quality, safety and schedule.
5.	Foreman Taylor and Murphy Construction May 1990 – September 1993 Everyday management and responsibility for a crew to insure their work was performed safely and in a quality manner in compliance with the schedule provided.
e.	Active Registrations: N/A
f.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>I-26 & Brevard Road Design Build NCDOT Buncombe Co., NC</u> Key Personnel Role: Project Manager Experience with Current Firm: Yes Project/Assignment Duration: June 2016 – June 2020 Owner Contact Information: Jody Lawrence (828) 298-0080 Design/Construction Value: \$48 Million Project Description: This project includes 3 miles of interstate and interchange modification and reconstruction of I-26 and Brevard Rd in Asheville, NC. This includes the staged demolition of the existing bridge over I-26 and construction of a new structure to accommodate the interchange modification. Mr. Herrin’s role in this project has been to serve as the Project Manager beginning in the design phase of this project with

responsibilities consisting of being the primary contact of Blythe Development Co. (BDC) with the Owner (NCDOT), coordination with design team, selection and management of subcontractors and vendors, BDC's representative for Public Relations and overall responsibility of successful delivery of this Design Build Project.

2. I-4400 I-40 Widening & US 19/23 Interchange Buncombe Co., NC

Key Personnel Role: Project Manager
Experience with Current Firm: No Taylor & Murphy Construction Company
Project/Assignment Duration: 2004 - 2007
Owner Contact Information: NCDOT Randy McKinney, Division Construction Eng.
828-250-3000
Design/Construction Value: \$42,900,000.00
Project Description:

Construction of auxiliary lanes East Bound and West Bound on I-40 in the proximity of Exit #44 (US 19/23) in Buncombe County. This work also consisted of the replacement of existing interstate bridges, reconstruction of the US 19/23 interchange, new sound walls, utility relocation and extensive maintenance of traffic throughout the life of the project. The project is located in one of the most high traffic areas in Western NC.

Projects related to current SOQ City of Greenville, Parks and Rec., Construction of the Liberty Bridge
Key Personnel Role: Project Manager
Experience with Current Firm: No
Project/Assignment Duration: 2003-2004
Owner Contact Information: Greenville Parks & Rec. / 864-232-2273
Design/Construction Value: \$7,500,000.00
Project Description:

Construction of a Cantilevered Cable Stay Pedestrian Bridge as part of the Downtown Greenville revitalization project. This bridge was the first of its kind to be constructed in the United States. The project required extremely detailed cooperation between the designer and the contractor. The successful cooperation and coordination with the Owner, Designer and Contractor shows John's ability to perform on high profile and complex projects. The project was a one-year project and was a highly successful delivery. The project won many awards including the AGC Pinnacle Award.

www.greenvillesc.gov/175/The-Liberty-Bridge

- g. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
John's only assignments now are the Project Manager on I-26/ Brevard Road Interchange Design Build Project Buncombe County, NC and the Project Manager for Division 11 Express DB Culvert Replacements in Ashe and Watauga County. Both of these projects will be at points in the contract that John's assistant will take over and complete and John will be fully dedicated to the US 1 over I-20 interchange project with no other duties.

h.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Michael Dale Parker Construction Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Blythe Development Co.
d.	Years of Experience: With this Firm <u>18</u> Years With Other Firms <u>17</u> Years Blythe Development Co.: Construction Manager - Managed multiple projects including Design Build Projects. This includes working with owners, designers, utilities, subcontractors to insure the execution is completed by BDC crews and subcontractors in a safe and quality manner within the schedule for project delivery. June 2010-Current SHEA Homes: Director of Field Operations - Coordinated the purchase, design, permitting and construction for multiple residential community construction projects in North Carolina. April 2006- June 2010 Blythe Development Co.: Superintendent - Managed the field operations for BDC crews as well as subcontractors for multiple NCDOT and City of Charlotte civil construction projects. May 1996- April 2006 Blythe Construction Co.: Superintendent - Managed the field operations for BDC crews as well as subcontractors for multiple NCDOT and City of Charlotte civil construction projects. February 1996- May 2006
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: N/A
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>I-26 & Brevard Road Design Build NCDOT Buncombe Co, NC</u> Key Personnel Role: Construction Manager Experience with Current Firm: Yes Project/Assignment Duration: Project December 2016-June 2020 Owner Contact Information: NCDOT, Randy McKinney 828.298.0080 rmckinney@ncdot.gov Design/Construction Value: \$48 Million Project Description: This project includes 3 miles of interstate and interchange reconstruction of I-26 and Brevard Rd in Asheville, NC. This includes the staged demolition of the existing bridge over I-26 and construction of a new structure to accommodate the interchange reconstruction. Mr. Parker's specific responsibilities included coordination with designers, scheduling, cost control, safety, quality and constructability. <u>Macy Grove Road Design Build NCDOT Forsyth Co., NC</u> Key Personnel Role: Construction Superintendent Experience with Current Firm: Yes Project/Assignment Duration: Project 2012-2015 Owner Contact Information: NCDOT, Jeremy Guy, PE, 336.747.7900, jmguy@ncdot.gov Design/Construction Value: \$39 Million Project Description: This project was the reconstruction and improvement of the interchange for Macy Grove Rd and I-40 BUS in Kernersville, NC. The project included the demolition and construction of the bridge over I-40 BUS along with the construction of two other bridges, one of which was over the Norfolk Southern Railroad. Mr. Parker's specific responsibilities included coordination with owners, designers, scheduling, cost control, safety, quality and constructability. Mr. Parker was a major reason this project was awarded the AGC Pinnacle Award.

I-485 New Construction I-77 to Arrowood Rd, Charlotte, NC

Key Personnel Role: Superintendent
Experience with Current Firm: No. Firm 4 - Blythe Construction Co.
Project/Assignment Duration: Project 1995-1996
Owner Contact Information: NCDOT, Rick Baucom, PE, 704.983.4400, rbaucom@ncdot.gov
Design/Construction Value: \$50 Million

Project Description:

This project consisted of approximately 4 miles of new location construction of I-485, Charlotte's perimeter loop. The work entailed grading, drainage, bridges, concrete paving and interchange construction

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

Mr. Parker's is currently assigned to a design-build interchange improvement, interstate widening and rehab project in Asheville, N.C. as the construction manager. This project is scheduled to be completed in mid 2020 and at a stage in the project that Mr. Parker will turn the duties over to his assistant at the time planning for construction activities on the US 1 over I-20 bridge project will be available. Mr. Parker will also be utilized during the pursuit and design phases of this project to maximize constructability issues.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.											
a.	Name & Title: Shane Patrick Gorry Project Manager										
b.	Role of Key Individual for this Project: Quality Manager										
c.	Name of Firm with which you are now associated: Blythe Development Co.										
d.	Years of Experience: With this Firm: 11 Years With Other Firms: 0 Years 1. Blythe Development Co.: <ul style="list-style-type: none"> Project Assistant- March 2008– March 2009 Project Manager- March 2009- Current <p>Responsibilities: Worked for Blythe Development Co for 11 years managing various types of civil construction projects throughout South Carolina, North Carolina, and Virginia. Experience managing roadway construction projects in South Carolina with multiple agencies including SCDOT, Charleston County, The Town of Mount Pleasant, Berkeley County, the Town of Summerville and Dorchester County. Responsible for managing all accepts of the project including quality control/quality assurance, scheduling, contractor's erosion control plan, LPA and DBE reporting, public relations, submittals, RFIs, utility coordination and project progress meetings.</p>										
e.	Education: December 2007 Bachelor of Science, Construction Management- East Carolina University December 2013 Master of Science, Construction Management- East Carolina University										
f.	Active Registrations: CEPSCI #4751										
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>Coleman Blvd Revitalization SCDOT File No. 10.040031</u> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Key Personnel Role:</td> <td>Project Manager</td> </tr> <tr> <td>Experience with Current Firm:</td> <td>Yes</td> </tr> <tr> <td>Project/Assignment Duration:</td> <td>September 2017 – Present</td> </tr> <tr> <td>Owner Contact Information:</td> <td>Paul Lykins- Town of Mount Pleasant- 843-856-3080</td> </tr> <tr> <td>Design/Construction Value:</td> <td>\$18.2 Million</td> </tr> </table> <p>Project Description: This project includes 1.2 miles of drainage improvements and roadway improvements to SC703 in Mount Pleasant, SC. Responsible for managing all accepts of the project. Developed the contractor's quality control plan for the project. Responsible for the coordination, documentation, and submission of all earthwork, asphalt and concrete testing including borrow sampling, improved foundation requirements for storm drain, storm drain pipe compaction testing, subgrade testing, asphalt density reports, asphalt lab testing, utility relocation testing involving water/sewer, and concrete testing for curb, sidewalk, mast arms, and structures.</p>	Key Personnel Role:	Project Manager	Experience with Current Firm:	Yes	Project/Assignment Duration:	September 2017 – Present	Owner Contact Information:	Paul Lykins- Town of Mount Pleasant- 843-856-3080	Design/Construction Value:	\$18.2 Million
Key Personnel Role:	Project Manager										
Experience with Current Firm:	Yes										
Project/Assignment Duration:	September 2017 – Present										
Owner Contact Information:	Paul Lykins- Town of Mount Pleasant- 843-856-3080										
Design/Construction Value:	\$18.2 Million										

2. SC7 and SC61 Intersection Improvement Project SCDOT File No. 10.037466A

Key Personnel Role:	Project Manager
Experience with Current Firm:	Yes
Project/Assignment Duration:	December 2016- March 2018
Owner Contact Information:	Richard Turner- Charleston County 843-202-6155
Design/Construction Value:	\$7.4 Million

Project Description:

This project included 0.6 miles of drainage improvements and intersection improvements to SC7 and SC61 in Charleston County. Was responsible for managing all accepts of the project. Developed the contractor's quality control plan for the project. Was responsible for the coordination, documentation, and submission of all earthwork, and asphalt testing including borrow sampling, improved foundation requirements for storm drain, storm drain pipe compaction testing, subgrade testing, asphalt density reports, asphalt lab testing, and utility relocation testing involving water/sewer.

3. I-77 on ramp at US-21 SCDOT File No. 46.039674

Key Personnel Role:	Project Manager
Experience with Current Firm:	Yes
Project/Assignment Duration:	April 2012- April 2013
Owner Contact Information:	SCDOT- District 4
Design/Construction Value:	\$2 Million

Project Description:

This project included construction of a new on ramp to Interstate 77 from S-48 to US-21. Responsible for managing all accepts of the project. Developed the contractor's quality control plan for the project. Worked with SCDOT to coordinate all testing including asphalt, earthwork and concrete.

- h. Currently Managing SCDOT File No.10.040031 with an estimated completion date in September 2019.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Antonio Javier Gonzales Superintendent
b.	Role of Key Individual for this Project: MOT Manager
c.	Name of Firm with which you are now associated: Blythe Development Co.
d.	Years of Experience: With this Firm: <u>20</u> Years With Other Firms: <u>8</u> Years 1. Blythe Development Co.: Superintendent– Responsible for overall construction activities of project. This includes Safety, Quality, scheduling of multiple BDC crews and subcontractors. Also responsible for working with Owners field representatives and 3 rd party Utility Companies. 2006 – Current Foreman Responsible for the Safety, Quality and execution of his individual crew in all task assigned by his superintendent. 1999- 2006 2. Blythe Construction Foreman – Responsible for the Safety, Quality and execution of his individual crew in all tasks assigned by his superintendent. 1998 -1999 3. Boggs Paving Foreman-Responsible for the Safety, Quality and execution of his individual crew in all task assigned by his superintendent. 1996 - 1998 4. Vecellio & Grogan Foreman-Responsible for the Safety, Quality and execution of his individual crew in all task assigned by his superintendent. 1992 - 1996 Operator-Equipment operator on crew.1989 - 1992
e.	Education:
f.	Active Registrations: Year/ State/ Discipline/License Number
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>NC 277 @ Stonewall Street Interchange Construction Co., NC</u> Key Personnel Role: Superintendent Experience with Current Firm: Yes Project/Assignment Duration: 2008 - 2010 Owner Contact Information: Rick Baucom, PE (704) 983-4400 rwbaucom@ncdot.gov Design/Construction Value: \$25 Million Project Description: This project consisted of the reconstruction of an interchange of Stonewall street and NC 277, a controlled access highway, for the opening of the Nascar Hall of Fame. Project required considerable phasing and MOT management which was a major portion of Tony's responsibilities for this project. 2. <u>NC DOT - Johnston Road Ramps to I-485 Interchange, Mecklenburg County</u> Key Personnel Role: Superintendent Experience with Current Firm: Yes Project/Assignment Duration: 2000-2003 Owner Contact Information: Rick Baucom, PE (704) 983-4400 Design/Construction Value: \$14 Million

Project Description:

Project consisted of the extension of Johnston Road in Mecklenburg County and the addition of Ramps to the I-485 Interchange. Grading, drainage, utilities, MOT were all major aspects of this project.

3. SCDOT – SC 160 Widening in York County

Key Personnel Role:

Superintendent

Experience with Current Firm:

Yes

Project/Assignment Duration:

November 10, 2020

Owner Contact Information:

SCDOT Ken Wilson (803) 804-1392

Design/Construction Value:

\$14.8 million

Project Description:

Widening of 3.5 miles of SC 160 in York County. This project includes grading, drainage, utility relocation, paving and extensive MOT.

- 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.

Antonio is currently the Superintendent for the SC 160 Project in York County. This project has a current completion date of November 10, 2020 allowing Antonio the ability to move to the US 1 over I-20 project at the time of Construction

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Susan Ruinen, PE Associate/Senior Project Manager
b. Role of Key Individual for this Project:	Lead Roadway Engineer
c. Name of Firm with which you are now associated:	Michael Baker International, Inc.
d. Years of Experience: With this Firm <u>22</u> Years With Other Firms <u>6</u> Years	
<p>1. Michael Baker International, Inc.: Senior Project Manager – Responsible for all design decisions, plan preparation, and managing staff and subconsultants on projects with sizable budgets and numerous subconsultants, provides QA/QC for SC roadway projects. 2003-2019</p> <p>Project Manager – Responsible for the management of planning and roadway design projects. This included designing all aspects of roadways in MicroStation and GEOPAK. 1999-2003</p> <p>Design Engineer – Responsible for plan preparation including designing in MicroStation and GEOPAK. 1997-1999</p> <p>2. University of South Carolina: Adjunct Professor – Responsible for teaching ECIV 541 Highway Geometric Design to seniors and graduate students. 2015-2017</p> <p>3. Post, Buckley, Schuh & Jernigan Transportation Engineer – Responsible for traffic modeling and traffic reports. 1993-1997</p> <p>4. Clemson University Graduate Assistant – Responsible for teaching Introduction to Transportation Lab. 1991-1993</p>	
e. Education:	Clemson University / Clemson, SC / Masters of Engineering / 1994 / Civil Engineering/Transportation Clemson University / Clemson, SC / Bachelor of Science / 1991 / Civil Engineering
f. Active Registrations:	1999 / SC / Professional Engineer / 19497
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>1. <u>SCDOT Roadway Design Manual</u> Key Personnel Role: Project Specialist and On-site Coordinator Experience with Current Firm: Yes Project/Assignment Duration: Project 2012-2016, Assigned 2012-2016 Owner Contact Information: SCDOT, Rob Bedenbaugh, PE, bedenbaugr@scdot.org, (803) 737-1134 Design/Construction Value: \$113,000 Project Description: Project Specialist and On-Site Coordinator for the update to the 2003 SCDOT Highway Design Manual. Responsible for attending all meetings to provide engineering expertise and document all decisions and outstanding issues. Facilitator during the meetings and assisted the committee in reaching consensus. Provided training to DOT and is developing training modules. The manual tailors the AASHTO Greenbook to the prevalent conditions, practices, and policies in South Carolina. Susan uses the RDM as the textbook for ECIV 541.</p> <p>2. <u>I-26 Widening and Nexton Parkway Interchange</u> Key Personnel Role: Senior Roadway Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2015-2016, Assigned 2015-2016 Owner Contact Information: Berkeley County Public Works, Thomas Lewis, PE, Thomas.lewis@berkeleycountysc.gov, (843) 719-4179</p>	

Design/Construction Value: \$3.1 Million/\$76 Million

Project Description: Senior Design Engineer responsible for providing technical guidance and quality assurance reviews to engineering staff during development of roadway construction plans for the widening of I-26, the new interchange at Nexton Parkway, and all associated frontage roads. Worked daily with project manager on decisions to address the many design challenges. Assisted design engineers with meeting design criteria and application of the HDM and Greenbook. This project had a very aggressive schedule that required plans be completed in 8 months.

3. I-26 Widening and Rehabilitation Design-Build

Key Personnel Role: Senior Roadway Engineer

Experience with Current Firm: Yes

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

Owner Contact Information: SCDOT, Allen Thompson, Thompsonja@scdot.org, (803) 254-1007

Design/Construction Value: \$85 Million

Project Description: Senior Design Engineer responsible for providing technical guidance to engineering staff during development of roadway plans. Responsible for pavement markings, delineators, and signing. Worked with contractor and DOT on developing MOT details to fit the changing project conditions. Gained invaluable experience in the design-build process. Michael Baker provided design and engineering services for the design-build project to widen and rehabilitate 20 miles of Interstate 26 from milepost (MP) 115 to MP 136. The existing four-lane facility is to be widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post 125 to 136.

4. I-85 Cherokee Design Build project –

Key Personnel Role: Lead Roadway Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2018-2019, Assigned 2018-2019

Owner Contact Information: Brad Reynolds, ReynoldsBS@SCDOT.org (803) 737-1440

Design/Construction Value: \$10 Million/\$180 Million

Project Description: Deputy PM responsible for coordination of deliverables, subconsultants, schedules and coordination with Project Manager and Design Leads. Responsible for providing guidance and quality assurance reviews to engineering staff during development of roadway construction plans for the widening of I-85, including 4 interchanges and frontage road relocations. Worked daily with project manager, Utilities team, Right of Way Team, and SCDOT Design Review Team on decisions to address the project requirements, coordination of construction approach, IT components, Right of Way acquisition and Utility Coordination. Assisted design engineers with plan development in coordination with the published RFP, HDM and Greenbook.

5. Nursery Road Bride and Corridor Improvements

Key Personnel Role: Project Manager and Engineer of Record

Experience with Current Firm: Yes

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

Owner Contact Information: Lexington County, Jeff McNesby, PE, JMcNesby@lex-co.com, (803) 785-8153

Design/Construction Value: \$278,000/\$2.3 Million

Project Description: Engineer of Record and Project Manager for the roadway design for a corridor improvement project. Responsible for environmental documentation, a traffic study, bridge replacement, traffic calming, utility coordination, permitting and contract documents. Michael Baker prepared bridge and roadway construction plans in support of the addition of a new pre-fabricated truss bridge to span the existing Big Cold Stream Dam spillway between Wilton Hill Road and Nursery Road, along with roadway improvements to Nursery Road and four adjacent intersections.

- 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.

(See attached commitment table)

Design/Construction Value: \$3.1 Million/\$76 Million

Project Description: Senior Design Engineer responsible for providing technical guidance and quality assurance reviews to engineering staff during development of roadway construction plans for the widening of I-26, the new interchange at Nexton Parkway, and all associated frontage roads. Worked daily with project manager on decisions to address the many design challenges. Assisted design engineers with meeting design criteria and application of the HDM and Greenbook. This project had a very aggressive schedule that required plans be completed in 8 months.

3. I-26 Widening and Rehabilitation Design-Build

Key Personnel Role: Senior Roadway Engineer

Experience with Current Firm: Yes

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

Owner Contact Information: SCDOT, Allen Thompson, Thompsonja@scdot.org, (803) 254-1007

Design/Construction Value: \$85 Million

Project Description: Senior Design Engineer responsible for providing technical guidance to engineering staff during development of roadway plans. Responsible for pavement markings, delineators, and signing. Worked with contractor and DOT on developing MOT details to fit the changing project conditions. Gained invaluable experience in the design-build process. Michael Baker provided design and engineering services for the design-build project to widen and rehabilitate 20 miles of Interstate 26 from milepost (MP) 115 to MP 136. The existing four-lane facility is to be widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post 125 to 136.

4. I-85 Cherokee Design Build project –

Key Personnel Role: Lead Roadway Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2018-2019, Assigned 2018-2019

Owner Contact Information: Brad Reynolds, ReynoldsBS@SCDOT.org (803) 737-1440

Design/Construction Value: \$10 Million/\$180 Million

Project Description: Deputy PM responsible for coordination of deliverables, subconsultants, schedules and coordination with Project Manager and Design Leads. Responsible for providing guidance and quality assurance reviews to engineering staff during development of roadway construction plans for the widening of I-85, including 4 interchanges and frontage road relocations. Worked daily with project manager, Utilities team, Right of Way Team, and SCDOT Design Review Team on decisions to address the project requirements, coordination of construction approach, IT components, Right of Way acquisition and Utility Coordination. Assisted design engineers with plan development in coordination with the published RFP, HDM and Greenbook.

5. Nursery Road Bride and Corridor Improvements

Key Personnel Role: Project Manager and Engineer of Record

Experience with Current Firm: Yes

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

Owner Contact Information: Lexington County, Jeff McNesby, PE, JMcNesby@lex-co.com, (803) 785-8153

Design/Construction Value: \$278,000/\$2.3 Million

Project Description: Engineer of Record and Project Manager for the roadway design for a corridor improvement project. Responsible for environmental documentation, a traffic study, bridge replacement, traffic calming, utility coordination, permitting and contract documents. Michael Baker prepared bridge and roadway construction plans in support of the addition of a new pre-fabricated truss bridge to span the existing Big Cold Stream Dam spillway between Wilton Hill Road and Nursery Road, along with roadway improvements to Nursery Road and four adjacent intersections.

- 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.

(See attached commitment table)

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Helen Reneé Tison, PE Associate Vice President/South Carolina Roadways Lead
b.	Role of Key Individual for this Project: Lead Roadway Design Engineer
c.	Name of Firm with which you are now associated: Michael Baker International, Inc.
d.	Years of Experience: With this Firm <u>19</u> Years With Other Firms <u>0</u> Years 1. Michael Baker International, Inc.: <ul style="list-style-type: none"> SC Roadways Manager – Responsible for managing the Roadways Unit and overall completion of all roadway engineering projects within South Carolina. Project Manager and Lead Engineer/Engineer of Record on various projects. 2012-2019 Project Manager – Responsible for all design decisions, plan preparation, and managing staff and subconsultants on roadway design projects. This included designing all aspects of roadways in MicroStation and GEOPAK. 2009-2012 Engineer Associate – Responsible for plan preparation tasks including designing in MicroStation and GEOPAK. 2000-2007
e.	Education: University of South Carolina / Columbia, SC / Bachelor of Science / 2003 / Civil Engineering
f.	Active Registrations: 2012 / SC / Professional Engineer / 29932
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. I-85 Cherokee Design Build project – Key Personnel Role: Deputy Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2018-2019, Assigned 2018-2019 Owner Contact Information: Brad Reynolds, ReynoldsBS@SCDOT.org (803) 737-1440 Design/Construction Value: \$10 Million/\$180 Million Project Description: Deputy PM responsible for coordination of deliverables, subconsultants, schedules and coordination with Project Manager and Design Leads. Responsible for providing guidance and quality assurance reviews to engineering staff during development of roadway construction plans for the widening of I-85, including 4 interchanges and frontage road relocations. Worked daily with project manager, Utilities team, Right of Way Team, and SCDOT Design Review Team on decisions to address the project requirements, coordination of construction approach, IT components, Right of Way acquisition and Utility Coordination. Assisted design engineers with plan development in coordination with the published RFP, HDM and Greenbook. 2. I-26/Jedburg Road Interchange reconstruction Key Personnel Role: Lead Roadway Engineer/Engineer of Record/Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2016-2018, Assigned 2016-2019 Owner Contact Information: Thomas Lewis, PE, thomas.lewis@berkeleycountysc.gov , (843) 719-4179 Design/Construction Value: \$1.5 Million/\$50 Million Project Description: Project Manager and Lead Design Engineer responsible for the management and design of all tasks associated with the development of the final construction plans and contract documents required for the interchange reconstruction project. Ms. Tison was responsible for all geometric design and all related decisions for the interchange, I-26 Mainline, and associated frontage roads. In addition to being the Engineer of Record, she was responsible for coordination with SCDOT, County, and all other agencies in regard to utilities, the IMR, and right of way. She managed the team of in-house staff and subconsultants. The design of the project was completed on a very aggressive schedule and was let once utility agreements permitted. The project is currently under construction.

3. I-26 Widening and S-275 (Nexton Parkway) Interchange, Berkeley County, SC

Key Personnel Role: Lead Roadway Engineer/Engineer of Record/Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2013-2016, Assigned 2013-2016
Owner Contact Information: Berkeley County, Thomas Lewis, PE,
thomas.lewis@berkeleycountysc.gov, (843) 719-4179
Design/Construction Value: \$3.1 Million/\$76 Million

Project Description:

Project Manager and Lead Design Engineer responsible for the management and design of all tasks associated with the development of the final construction plans and contract documents required for the interchange project. Renee was responsible for all geometric design and all related decisions for the widening of I-26, a new interchange at Nexton Parkway (formerly Sheep Island Parkway), and all associated frontage roads. In addition to being the Engineer of Record, she was responsible for coordination with SCDOT, County, and all other agencies, as well as in-house staff and multiple subconsultants. This project had a very aggressive schedule that required plans be completed in 8 months.

4. U.S. 17 (Ace Basin) Improvements Design-Build, Colleton County, SC

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2010-2015, Assigned 2010-2015
Owner Contact Information: SCDOT, Claude Ipock, PE, ipockcr@scdot.org, (803) 737-4202
Design/Construction Value: \$4.2 Million/\$75.8 Million

Project Description:

Ms. Tison was Project Manager for this design-build safety improvement project along approximately 15 miles of US 17 in South Carolina's ACE Basin. Responsibilities included handling construction support and the as-built submittal to SCDOT, as well as designing the pavement marking and signing for the entire project. The project involved widening US 17 from a two-lane to a four-lane divided highway. Michael Baker served as the prime engineering consultant for a design-build safety improvement project along approximately 15 miles of U.S. 17 in South Carolina's ACE Basin. Michael Baker provided final design for roadway, drainage, and bridges; geotechnical engineering; right-of-way acquisition; utility relocation coordination; railroad coordination; environmental permit modifications; community relations; design support during construction; and preparation of as-built drawings.

5. I-26 Widening and Rehabilitation Design-Build, Lexington and Calhoun Counties, SC

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2013-2017, Assigned 2013-2017
Owner Contact Information: SCDOT, Allen Thompson, Thompsonja@scdot.org, (803) 254-1007
Design/Construction Value: \$2.7 Million/\$75.5 Million

Project Description: Responsible for all aspects of the design including roadway, bridge, and hydrology as well as environmental impacts and permitting, utility services, and coordination with all the design sub-consultants. Handled the day to day management of the project and was the direct point of contact for Michael Baker with the Contractor and SCDOT. Michael Baker provided design and engineering services for a design-build project to widen and rehabilitate 20 miles of Interstate 26 from milepost (MP) 115 to MP 136. The existing four-lane facility was widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post 125 to 136.

6. I-73 Right-of-Way, Roadway, and Bridge Plans, SC

Key Personnel Role: Task Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2010-2017, Assigned 2010-2017
Owner Contact Information: SCDOT, Mike Barbee, PE, barbeemw@scdot.org, (803) 737-4034
Design/Construction Value: \$21.9 Million (Design)

Project Description:

Renee was responsible for the property strip map and ROW data sheet for the right-of-way plans for the 43-mile southern section of proposed new Interstate 73 from I-95 to SC Route 22.

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

See included

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Bill Ruhsam II, Department Head - Traffic
b.	Role of Key Individual for this Project: Traffic Engineer
c.	Name of Firm with which you are now associated: Michael Baker International, Inc.
d.	<p>Years of Experience: With this Firm: <u> 5 </u> Years With Other Firms: <u> 14 </u> Years</p> <p>1. Michael Baker International, Inc., Department Head - Traffic, 2013-2019 Department head responsible for overseeing staff, training traffic engineers and managing projects within the Southeast United States for Michael Baker. Project manager and technical lead, performing traffic studies, interchange justification reports, interchange modification, reports, signal designs, signing & marking plans, and other traffic-centered design tasks.</p> <p>1. Grice Consulting Group, LLC, Director of Traffic Engineering, 2013-2013 Department Head responsible for all aspects of traffic department and traffic business development.</p> <p>2. Moreland Altobelli Associates, Inc., Project Manager, 2009-2013 Responsible for traffic project management, traffic studies, planning studies, signal design, QA/QC</p> <p>3. Greenhorne & O'Mara, Inc., Project Manager, 2004-2009 Responsible for traffic studies, signal design.</p> <p>4. Texas Department of Transportation, Engineer III, 2000-2009 Responsible for traffic studies, striping, speed zoning.</p>
e.	<p>Education:</p> <p>1997, Rensselaer Polytechnic Institute, Troy, NY, Mechanical Engineering, B.S.</p>
f.	<p>Active Registrations:</p> <p>Professional Engineer: SC #29147, AL, TX, GA, TN, NC, VA</p> <p>Professional Traffic Operations Engineer E&S Control Level II Certified Design Professional: GA #7838.</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>1. <u>I-26/Jedburg Road Interchange reconstruction</u> Key Personnel Role: Traffic Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2016-2018, Assigned 2016-2019 Owner Contact Information: Berkeley County, Thomas Lewis, PE, thomas.lewis@berkeleycountysc.gov, (843) 719-4179 Design/Construction Value: \$1.5 Million/\$50 Million Project Description: Lead Traffic Engineer responsible for the interchange modification report associated with the interchange reconstruction project. Additionally, performed QA/QC evaluations of all signal and ITS designs. Mr. Ruhsam was responsible for final approval of all traffic-related design elements prior to delivery to the client. The design of the project was completed on a very aggressive schedule and was let once utility agreements permitted. The project is currently under construction.</p> <p>2. <u>I-26 Widening and S-275 (Nexton Parkway) Interchange, Berkeley County, SC</u> Key Personnel Role: Traffic Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2013-2016, Assigned 2015-2016 Owner Contact Information: Berkeley County, Thomas Lewis, PE, thomas.lewis@berkeleycountysc.gov, (843) 719-4179 Design/Construction Value: \$3.1 Million/\$76 Million Project Description:</p>

Lead Traffic Engineer responsible for interchange justification report and updates to the same, necessary to garner access permission from FHWA. Additionally, performed QA/QC evaluation of all signals and ITS associated with the widening of I-26, a new interchange at Nexton Parkway (formerly Sheep Island Parkway), and all associated frontage roads. This project had a very aggressive schedule that required plans be completed in 8 months.

3. I-95 Exit 3 Traffic Study/Riverport EIS Traffic Study

Key Personnel Role: Traffic Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: 2014-2015

Owner Contact Information: U.S. Army Corps of Engineers
Shawn Boone, Shawn.A.Boone@usace.army.mil, 843-329-8158

Design/Construction Value: \$244,000 (fee)

Project Description: Traffic Engineer responsible for all traffic engineering deliverables associated with a large traffic study to determine the vehicular impacts of a new development (Riverport) proposed in Jasper County, SC. Managed separate groups of traffic engineers developing long term projections, individual roadway/intersection analyses, and preparing documents. Coordinated with USACOE, SCDOT, Jasper & Beaufort Counties during the course of the work.

4. Projects related to current SOQ Ashford Dunwoody Diverging Diamond Interchange

Key Personnel Role: Project Manager/Traffic Engineer

Experience with Current Firm: No

Project/Assignment Duration: 2011-2012

Owner Contact Information: Georgia Department of Transportation, Marlo Clowers, PE
mclowers@dot.ga.gov, 404 631 1713

Design/Construction Value: \$460,000 /\$4.6 Million

Project Description: Project manager. Responsible for coordinating all phases of the design process, from delivering the approved interchange modification report, concept and environmental document to the design plans for the first diverging diamond interchange in Georgia. Responsible for all aspects of the project from conception to letting and public education campaigns. Responsible for primary quality assurance on geometric design for this new-type interchange which was awarded the 2012 Best Innovative Solution and 2012 Grand Award by the Georgia Partnership for Transportation Quality.

5. Windy Hill Road/I-75 Diverging Diamond Interchange (DDI)

Key Personnel Role: Traffic Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: 2014-2014

Owner Contact Information: Cobb County Department of Transportation,
Karyn Matthews, 770-528-3685
karyn.matthews@cobbcounty.org

Design/Construction Value: \$85,000 fee

Project Description: Traffic Engineer. Responsible for traffic engineering evaluation of the diverging diamond interchange design plans. Compared original IMR traffic study to preliminary roadway plans. Recommended alterations to lane assignments and positioning to maximize diverging diamond efficiency. Provided quality assurance on traffic elements of the design plans. Michael Baker provided staging plans for Circle 75, Leyland Drive, and Ramps A-D. Michael Baker also provided quality assurance for the project's traffic study. The project consists of converting the existing interchange to a diverging diamond interchange (DDI) utilizing the existing bridge while providing operational improvements.

- 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.

[see attached commitment table]

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Oscar Keith Rucker Director of Right-of-Way Services
b.	Role of Key Individual for this Project: Right-of-Way Acquisition
c.	Name of Firm with which you are now associated: Michael Baker International, Inc.
d.	Years of Experience: With this Firm <u>7</u> Years With Other Firms <u>33</u> Years <div style="margin-left: 20px;"> 1. Michael Baker International, Inc.: <ul style="list-style-type: none"> Director of Right-of-Way Services – Responsible for overseeing and managing right-of-way acquisition services, 2010 to present. 2. South Carolina Department of Transportation: <ul style="list-style-type: none"> Director, Rights-of-Way – Responsible for all phases of the right-of-way program, 2001 to 2010. Right-of-Way Administrator – Responsible for Managing the Field Operations of the SCDOT's Right of Way Office. While in this position managed the Right of Way portion of the first Design Build Project which included right of way acquisition in the State, establishing the methods and responsibilities for staff going forward with the Design Build program, 1993 to 2001 Chief Appraiser – Responsible for the management of the Appraisal Section of the Right of Way Office, involving the procurement of the appraisals needed for the various projects statewide, reviewing and approving all appraisals that exceed \$500,000, and establishing the scope of services needed from the appraisers, 1989 to 1993 District Right-of-way Agent – Responsible for acquisition within an eleven County area, managing the right of way staff for this area and insuring the acquisition work was completed timely to meet construction schedules, 1985 to 1989 Right-of-Way Agent II – Responsible for securing right of way from individual landowners, 1978 to 1985 Statistician – handled the disposal of all surplus right of way statewide, dealt with the Railroad Companies operating in the state regarding parallel encroachments onto their right of way, handled preparation and submittal of condemnation files to the Attorney General's Office, processed right of way payments to landowners and payments for services, 1977 to 1978 </div>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, South Carolina / Bachelor of Science / 1976 / Business Administration
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: N/A
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="margin-left: 20px;"> 1. <u>Johnnie Dodds Boulevard Design-Build, Charleston County, SC</u> Key Personnel Role: Right-of-Way Acquisition Manager Experience with Current Firm: Yes Project/Assignment Duration: Right-of-Way Acquisition was handled between 2010 and 2012 Owner Contact Information: Charleston County, Steve Thigpen, SThigpen@charlestoncounty.org, 843-202-6146, Estimated Construction Value: \$80 Million Project Description: Managed the right-of-way acquisition and oversaw the acquisition of 202 parcels for the construction of this design-build project. The project was split into four priorities to provide the design-build contract a </div>

way of knowing what areas were going to be available and coordinated the timing for the completion of the acquisition.

2. I-26/Nexton Parkway Interchange, Berkeley County, SC

Key Personnel Role: Right-of-Way Acquisition Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Right-of-Way Acquisition was handled between 2015 and 2016

Owner Contact Information: Berkeley County, Thomas Lewis,
Thomas.lewis@berkeleycountysc.gov, 843-719-4179

Estimated Construction Value: \$79 Million

Project Description:

Responsible for providing oversight and acquiring the necessary right-of-way for construction of this new interchange project, which involved 22 parcels and one relocation. Twenty one of the twenty-two tracts were acquired by negotiations and only one tract was acquired by condemnation.

3. Palmetto Railways, Charleston County, SC

Key Personnel Role: Right-of-Way Acquisition Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Right-of-Way Acquisition/Relocation services provided 2016 to 2017. The anticipated completion of the last relocation is December 31, 2017

Owner Contact Information: Palmetto Railways, Tarek Ravenel TRavenel@palmettorail.com,
843-737-8440

Estimated Construction Value: Unknown

Project Description:

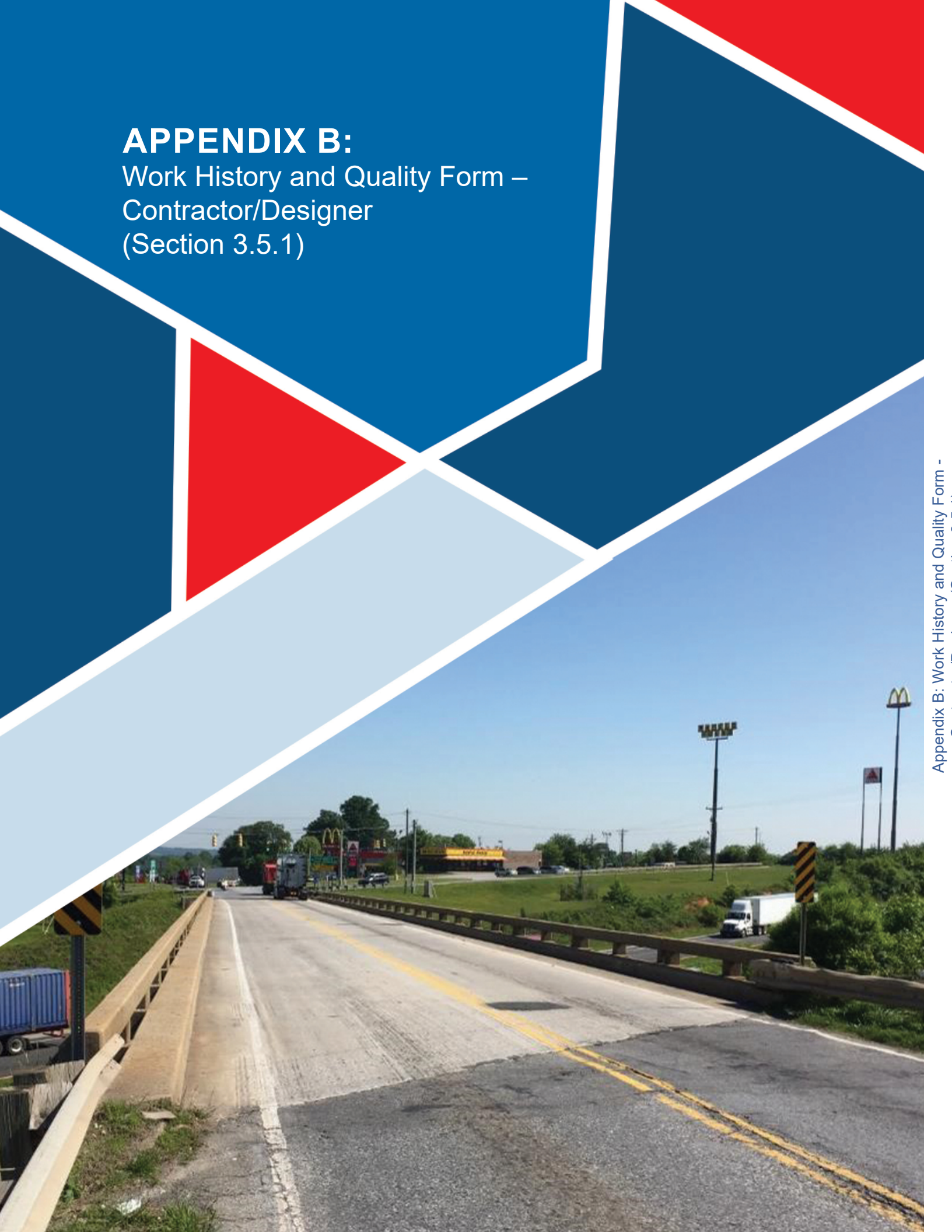
Responsible for handling and managing the acquisition of 56 parcels and the relocation of 133 residential displaces plus six business displacees for all phases of the project which is nearing completion. Also included managing staff and a subconsultant for the acquisition and relocation part of the project.

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

N/A

APPENDIX B:

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



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Blythe Development Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: U-2800 Interchange with Macy Grove and I-40 Business Forsyth Co, NC	Name: RK&K	Name of Owner: NCDOT Project Manager: Jeremy M. Guy, PE Phone: (336) 747-7950 Email: jmguy@ncdot.gov	11/2015 10/2015	\$38,438	\$21,525

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.



This \$38.8 million design-build project consisted of widening and extending nearly one mile of Macy Grove

Road to a multi-lane roadway and installing a new interchange with I-40 Business in Forsyth County. In

addition to the new compressed diamond interchange at Macy Grove Rd and I-40 Business, 1.8 miles of I-40

Business was widened and improved to more safely accommodate 55,000 vehicles each day. The scope of

work performed by **Blythe Development Co.**, from Charlotte, NC, as prime contractor included mass grading with borrow and on-site cut to fill, finegrading, stone base, storm drain and water/sewer utilities, structures, CIP retaining walls and MOT management.

The structure scope of work was for three



bridges on Macy Grove Rd, including replacing the existing bridge over I-40 Business, a new bridge over

Norfolk Southern Railway, and a new structure over an existing secondary road. The existing bridge over I-40 Business was

demolished by in-house crews after construction of the new bridge. Blythe Development Co. managed its own resources to work on


three structures simultaneously, along with multiple grading and utility crews to maximize schedule opportunities.



<p>h. Self-Assessment. The information provided in this section should be a self-assessment of A's or B's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p>
<p>The Macy Grove Road Design-Build Project was an award-winning project that met the substantial completion date and had no warranty issues. The contract was aggressively managed executed by the Blythe Development Co. design-build team allowing for a safely constructed, high-quality project that was built on budget and open to traffic on time. This well-planned and executed process resulting in the project receiving the AGC 2015 Pinnacle Award for Best Highway-Heavy Project.</p>
<p>i. Quality Initiatives. Discuss A's or B's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p>
<p>The project team developed and executed a project specific QMP to ensure overall construction quality. The team managed the phasing and material delivery by using a site adjacent to the project as the primary borrow source, allowing for a significant reduction of hauling and impacts on the traveling public. This process positively impacted the safety, quality and schedule throughout the duration of the project. Site-specific traffic management plans were used to minimize the impact to the public but allow for safe construction in and over the heavily-traveled section of I-40 Business. Blythe Development Co. worked closely with NCDOT management to employ detours and interstate closures to allow for girder erection and bridge demolition over the interstate.</p>
<p>j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.</p>
<p>N/A</p>

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Blythe Development Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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-5504 I-26/Brevard Road Interchange Improvement & I-26 Widening Location: Buncombe Co. NC	Name: RS&H	Name of Owner: NCDOT Project Manager: Jody Lawrence Phone: (828) 298-0080 Email: jrlawrence@ncdot.gov	09/2020 03/2020	\$58,000	\$40,000
<p>g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.</p> <p>This \$58 million project is designed to improve traffic flow and interchange efficiency for the I-26 / Brevard Road Interchange. This is being done by widening the mainline of I-26 from four to six lanes and reconfiguring the interchange layout, including where the ramps tie in. The scope of work performed by Blythe Development Co. on this project consists of mass grading with on site cut to fill and borrow, drainage, walls, bridge, utility relocation, and ROW coordination. The existing Brevard Road Bridge is being reconstructed in phases to allow for the maintenance of traffic as required by the RFP. This work is extremely similar to the US 1 over I-20 interchange project because of the heavy traffic in the area due to the Biltmore Estate and the Asheville Outlet Mall that has considerable traffic on a daily basis. The Team performing this project is the team listed to move to the US 1 over I-20 project.</p>					
					
<p>h. Self-Assessment. The information provided in this section should be a self-assessment of A's or B's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p> <p>Blythe Development Co. had to work around multiple high profile Right of Way Parcels including the Biltmore Estate. Cooperation between all parties was critical and understanding the impacts to the local economy had to be considered. The schedule was effected but BDC made revisions to MOT and construction phasing to allow for the project to continue.</p>					
<p>i. Quality Initiatives. Discuss A's or B's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p>					

A QMP was initiated and followed for both the design and construction phases of this project to insure that all aspects meet the standard specifications and the RFP for this Design Build Pursuit. Off site borrow sources were selected to minimize the impact to local traffic. Constructability input from the Construction Team was integrated during the pursuit of the job and continued thru the design phase to allow for maximum efficiency and minimize impact to the traveling public. Coordination with the NCDOT and local authorities was maximized during times of scopes such as girder erection to minimize impacts to traffic.

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.

N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Blythe Development Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: Widening of SR 1783/Upward Road from US 176 to SR 1006/Howard Gap Road Location: Henderson County, NC	Name: Kimley-Horn & Associates	Name of Owner: NCDOT Project Manager: Aaron Powell Phone: (828) 698-1328 Email: apowell@ncdot.gov	02/2014 08/2013	\$25,000	\$25,765

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.

Blythe Development Co., from Charlotte, NC. was the contractor on this project that added travel lanes to a 2.8-mile stretch of Upward Rd., a major, busy travel corridor in Hendersonville, NC, in an effort to improve vehicular movement through this growing area near Asheville, NC. The facility was an existing two lane route that was increased to four lanes with a divided median. A new bridge and interchange improvement was also performed for the I-26 interchange

The scope of work included:

- Widening of Upward Road from two lanes to four lanes with median
- Removal and re-construction of a one span structural steel girder-concrete deck bridge over a local creek
- Removal and re-construction of a two span structural steel girder-concrete deck bridge over I-26 w/ MSE walls
- Construction of a temporary bridge to maintain traffic flow over I-26 during bridge re-construction
- Extension of a 7'x7' CIP box culvert
- Multiple signalized intersections

Several of the major challenges faced during construction of this project included:

- Managing traffic throughout the project site on a daily basis.
- Maintaining erosion control in areas with limited access points
- Temporary and permanent bridge construction over I-26



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.

The Upward Road project in Hendersonville, NC bid build project was a success for both the NCDOT and BDC. This project met the revised completion date and had no warranty issues. This contract was aggressively managed and executed by the Blythe Development Co. allowing for a safely constructed high quality project that was built on budget and completed without liquidated damages. There were no claims associated with this project.

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 project team created a process of Quality Management specific to the project. The Team managed the phasing and utility coordination to minimize impacts to both the schedule and traveling public. This process positively impacted safety, quality and schedule throughout the duration of this project. The successful use of a temporary bridge and the quality new bridge construction over the interstate also contributed to the success of the project.

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.

- a. Contract line item overruns. Plan changes. Additional work was added to our contract.
- b. Delays with existing utility relocations and more existing utility conflicts found during construction. Plan revisions for the existing roadway .
- c. We did not submit a claim for dollars, only time extension.
- d. No Litigation took place. We settled for a time extension.

WORK HISTORY AND QUALITY FORM –DESIGNER

Michael Baker International, 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 MBI'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 Michael Baker (in thousands)
Name: I-26 Widening and S-275 (Nexton Parkway) Interchange, Berkeley County, SC	Name: Michael Baker International, Inc. Project Design	Name of Owner: Berkeley County Project Manager: Thomas Lewis, PE Phone: 843-719-4179 Email: thomas.lewis@berkeleynecountysc.gov	Professional Services: 2017 Construction: 2017	\$75,000	\$3,001 (Fee)

g. Narrative describing the work performed by Michael Baker

h. Firm Role: Lead Design
Offices Involved: Columbia, SC; North Charleston, SC

Key Individual Involvement: Renee Tison, Susan Ruinen

Team Member Involvement: Michael Baker International, Inc.



Description of Work Performed by Firm:

Michael Baker developed final bridge and final roadway construction plans, prepared and negotiated construction permits, and provided bidding support and construction administration for the widening of Interstate 26 from four to six lanes from approximately 2,500 feet west of the proposed Nexton Parkway Interchange, and for construction of a new interchange with associated frontage roads at the proposed Nexton Parkway. The project will also replace Sheep Island Road, currently a two-lane facility that crosses over I-26, about 1.5 miles north of the U.S.

Route 17A interchange, with Nexton Parkway. Nexton Parkway will be a five-lane roadway south of its new interchange with I-26 and a four-lane divided road on new alignment north of I-26. It will also include a 10-foot multi-use path. The purpose of the project is to accommodate residential and commercial growth within and adjacent to the project's study area by increasing roadway capacity. The construction of a new Nexton Parkway interchange will accommodate future traffic volumes that would otherwise use the Jedburg Road and U.S. Route 17 Alternate interchanges. Final bridge plans included specifications, detailed quantities, and construction cost estimates. Final roadway plans included typical sections, right-of-way requirements, drainage plans, centerlines, edges of pavement, curb and gutter, medians, sidewalks, driveways, construction limits, control of access and easements, and horizontal and vertical geometry. Michael Baker also prepared final maintenance of traffic and pavement marking plans, developed final hydraulic and erosion control design, performed final geotechnical analysis, and coordinated with appropriate utilities. During the bidding phase, Michael Baker prepared bid documents, conducted the pre-bid conference, evaluated bids received, prepared bid tabulations, and recommended award. Construction administration services included shop drawing review, roadway and structural engineering assistance, and geotechnical construction oversight. Under a prior contract, Michael Baker prepared an environmental assessment (EA), performed traffic analysis with an Interchange Justification Report (IJR), provided engineering services required to prepare final right-of-way plans, provided all utility coordination, and acquired the necessary right-of-way.

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

<p>This project completed November 2017 which is approximately four months ahead of schedule and is under budget. Michael Baker has been involved throughout the construction of the project attending all progress meetings and making periodic site visits. Michael Baker has worked closely with the contractor and the construction engineering & inspection team to resolve any field questions that arise in order to minimize and/or prevent any delays, claims, dispute proceedings, litigation, and arbitration.</p>
<p>i. Quality Initiatives. Discuss Michael Baker’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p>
<p>Michael Baker utilized a rigorous internal constructability review during final plan development to in order to minimize as well as a third party peer review to manage the quality control. Michael Baker also completed an internal value engineering initiative to assist with cost control. These processes aided thus far in the cost control, schedule management & adherence, and avoidance of claims.</p>
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Michael Baker shall provide a detailed explanation below.</p>
<p>N/A</p>

WORK HISTORY AND QUALITY FORM –DESIGNER
Michael Baker International, 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 MBI'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 Michael Baker (in thousands)
Name: I-85 Design-Build Preparation for Rocky Creek	Name: Michael Baker International, Inc.	Name of Owner: SCDOT Project Manager: Brad Reynolds Phone: 803-737-1440 Email: ReynoldsBS@scdot.org	Professional Services: 2019 Construction: December 2021	\$42,000	\$1,000 (Fee)
g. Narrative describing the work performed by Michael Baker					
<p>h.</p> <p>Firm Role: Lead Designer</p> <p>Offices Involved: Columbia, SC; North Charleston, SC;</p> <p>Key Individual Involvement: Bill Ruhsam, Renee Tison</p> <p>Team Member Involvement: Michael Baker International, Inc.</p> <p>Description of Work Performed by Firm:</p> <p>Michael Baker assisted SCDOT with preparation of the RFP and preliminary plans for a culvert replacement on I-85 involving Rocky Creek. This was done on an accelerated schedule to allow SCDOT to advertise the RFQ. We coordinated with FEMA, prepared MOT plans, and facilitated the coordination of a NEPA document.</p> <p>h. Self-Assessment. The information provided in this section should be a self-assessment of Michael Baker's performance on the project to identify with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Michael Baker has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p>					



<p>Michael Baker held weekly meetings for all involved team members in order to maintain open lines of communication and to insure that design work was completed within set timeframes. Pre-design meetings were held with permitting agencies as well as sub-contractors in effort to communicate and expedite the plan development and approval process. This open communication allowed for development of the highest quality, most cost-effective design that satisfied all invested team members.</p>
<p>i. Quality Initiatives. Discuss Michael Baker’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p>
<p>Michael Baker utilized a thorough internal quality assurance and control review process that involved both an internal design team review.</p>
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Michael Baker shall provide a detailed explanation below.</p>
<p>N/A</p>

WORK HISTORY AND QUALITY FORM –DESIGNER
[Michael Baker International, 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 MBI'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 Michael Baker (in thousands)
Name: US 17 (ACE Basin) Improvements Design-Build, Colleton County, SC	Name: The Lane Construction Corporation	Name of Owner: SCDOT Project Manager: Claude R. Ipock, P.E. Phone: 803-737-4202 Email: ipockcr@scdot.org	Professional Services: 2012- 2015 Construction: 2015	\$75,800	\$4,189

g. Narrative describing the work performed by Michael Baker

Firm Role: Lead Designer

Offices Involved: Columbia, SC; North Charleston, SC;

Key Individual Involvement: Renee Tison, Susan Ruinen, John Walsh

Team Member Involvement: Michael Baker International, Inc.

Description of Work Performed by Firm:

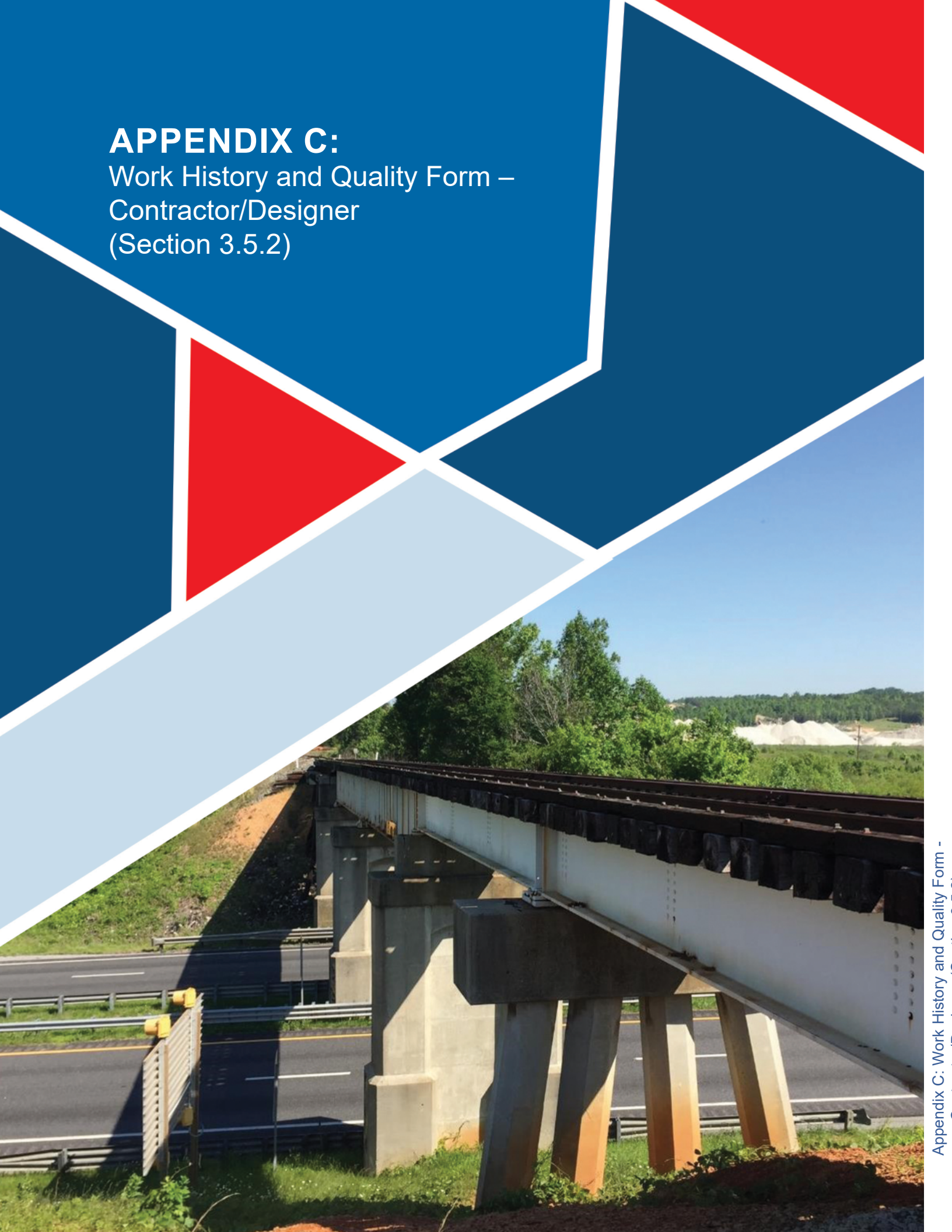
Michael Baker served as the prime engineering consultant for a design-build safety improvement project along approximately 15 miles of US 17 in South Carolina's ACE Basin from South of Wiggins Road to SC 64. The project involved widening US 17 from a two-lane to a four-lane divided highway. Michael Baker provided final design for roadway, drainage, and bridges; geotechnical engineering; right-of-way acquisition; utility relocation coordination; railroad coordination; environmental permit modifications; design support during construction; community relations; and preparation of as-built drawings.



<p>The widening took place in the environmentally sensitive ACE Basin, surrounded by wetlands. The project also included replacement of two structures: a CSX Railroad crossing and an Ashepoo River Crossing. The CSX Railroad crossing spanned an active rail line, and the bridge was designed to comply with CSX clearance requirements and allow for future expansion to two tracks. Michael Baker coordinated the preliminary engineering agreement and construction agreement with CSX railroad for review and approval of the bridge design. The Ashepoo River is a navigable water under the jurisdiction of the U.S. Coast Guard. The replacement structure required a U.S. Coast Guard Bridge Permit. Michael Baker prepared the permit application and drawings and coordinated with the Coast Guard for issuance.</p>
<p>h. Self-Assessment. The information provided in this section should be a self-assessment of Michael Baker’s performance on the project to identify with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Michael Baker has records of <u>managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</u></p> <p>Michael Baker created an aggressive design schedule and implemented regular and frequent meetings with all team members to promote investment and insure that all scheduled design milestones were met. Michael Baker remained involved throughout the construction of the project by attending all progress meetings and making periodic site visits. A sediment and erosion control device installation and implementation class was given by Michael Baker for the contractor in order to insure that all erosion control devices were properly installed and maintained. Michael Baker and Lane successfully completed the project without any claims, or arbitrations.</p>
<p>i. Quality Initiatives. Discuss Michael Baker’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p> <p>Michael Baker utilized a thorough internal quality assurance and control review that maximized plan quality. Innovative design procedures such as the integration GIS data was utilized to refine the design and minimize construction costs. Michael Baker also worked with SCDOT to develop a water quality enhancement structure that would both minimize required right-of-way and protect the Ashepoo River. This detail has now been adopted as the SCDOT standard drawing for a Dissolved Oxygen Enhancement Structure.</p>
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Michael Baker shall provide a detailed explanation below.</p>
<p>N/A</p>

APPENDIX C:

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



WORK HISTORY AND QUALITY FORM –DESIGNER

Michael Baker International, 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 Lane'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 Michael Baker (in thousands)
Name: I-26 Widening & Rehabilitation Design-Build Lexington & Calhoun Counties, SC	Name: Anderson Columbia Co. Inc./Boggs Paving (Joint Venture)	Name of Owner: SCDOT Project Manager: Allen Thompson, PE Phone: 803-254-1007 Email: thompsonja@scdot.org	Professional Services: 2016 Construction: December 2016	\$75,500	\$2,737 (Fee)

g. Narrative describing the work performed by Michael Baker

h.

Firm Role: Lead Designer

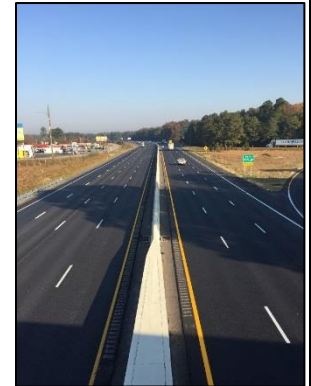
Offices Involved: Columbia, SC; North Charleston, SC; Charlotte, NC; Cary, NC; Tallahassee, FL

Key Individual Involvement: Bill Ruhsam, Renee Tison

Team Member Involvement: Michael Baker International, Inc.

Description of Work Performed by Firm:

Michael Baker provided design and engineering services for a design-build project to widen and rehabilitate 20 miles of Interstate 26 from milepost (MP) 115 to MP 136. The existing four-lane facility was widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post 125 to 136. As part of the interstate widening, the existing dual bridges over the CSX Railroad was replaced, and the existing bridge along Old Wire Road was jacked to provide sufficient vertical clearance. The purpose was to improve safety and increase capacity on this segment of Interstate 26. Within the interstate corridor, vegetative obstructions were cleared to provide a 46-foot clear zone, cable median guardrail was implemented, existing



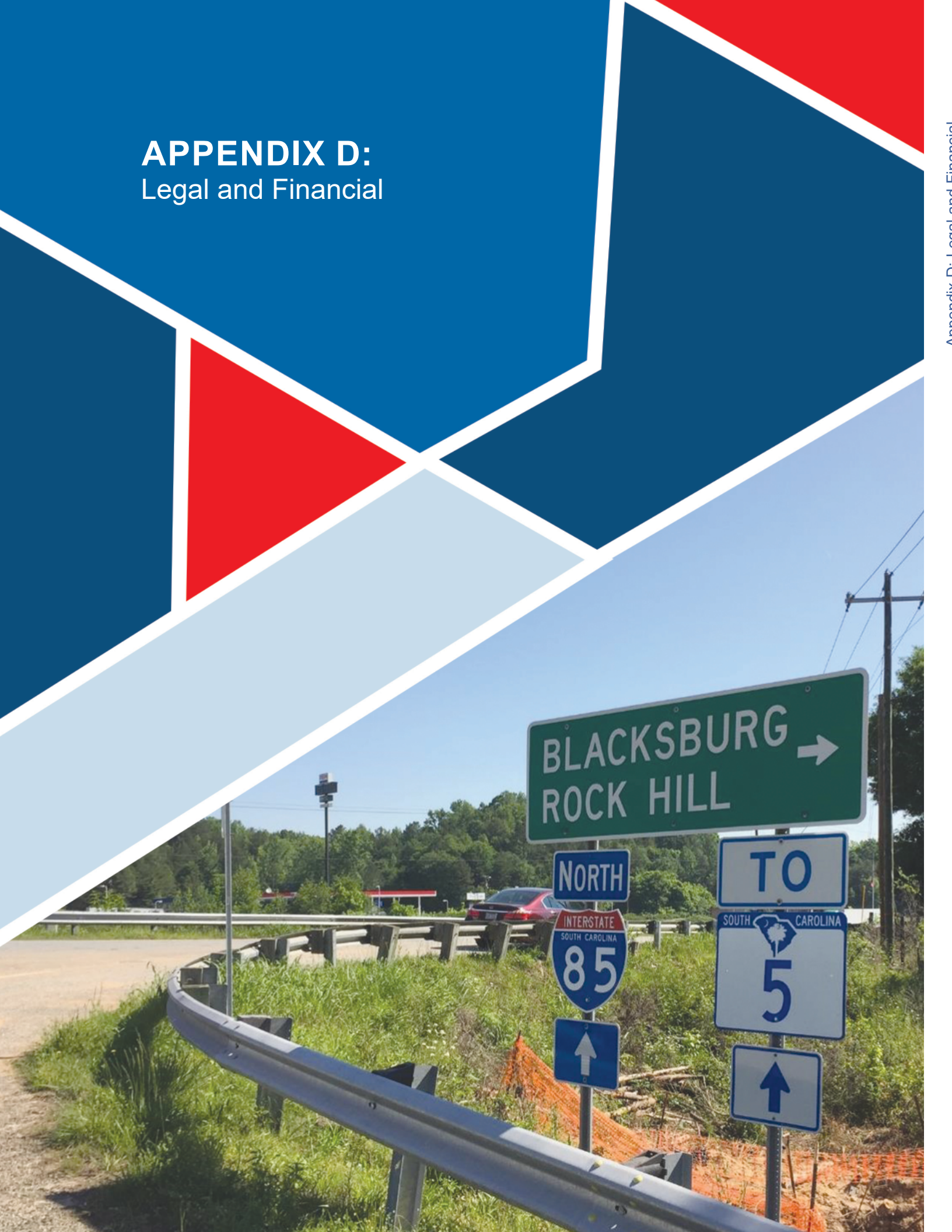
<p>drainage features were upgraded, various bridge repairs were performed, ITS Systems were installed, and all necessary utility relocations were performed.</p> <p>Michael Baker prepared preliminary and final roadway plans, including cable and concrete median barriers, clear zones, pavement, guardrails, and markings and signing. Michael Baker also designed an intelligent transportation system (ITS) through the project limits. Michael Baker provided preliminary and final structure plans, including demolition, foundation, substructure, superstructure, and seismic design, for replacement of the eastbound and westbound mainline I-26 bridges over the CSX Railroad. Michael Baker provided right-of-way acquisition services, including relocations or permissions needed to accommodate slopes, drainage, permitting, or other requirements. Michael Baker provided an environmental plan for the project that identified specific measures to assure compliance with all environmental documents, permits, and other environmental commitments.</p>
<p>h. Self-Assessment. The information provided in this section should be a self-assessment of Michael Baker’s performance on the project to identify with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Michael Baker has records of <u>managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</u></p>
<p>Michael Baker held weekly meetings for all involved team members in order to maintain open lines of communication and to insure that design work was completed within set timeframes. Pre-design meetings were held with permitting agencies as well as sub-contractors in effort to communicate and expedite the plan development and approval process. This open communication allowed for development of the highest quality, most cost-effective design that satisfied all invested team members. Michael Baker remained involved throughout the construction of the project by attending all progress meetings as well as by making periodic site visits to expedite the resolution process for field encountered unknowns.</p>
<p>i. Quality Initiatives. Discuss Michael Baker’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other <u>pertinent initiatives enhancing quality on the project.</u></p>
<p>Michael Baker utilized a thorough internal quality assurance and control review process that involved both an internal design team review, as well as a contractor led constructability review. A Certified Erosion Prevention and Sediment Control Inspector was also provided by Michael Baker to monitor and guarantee proper installation and maintenance of sediment and erosion control features.</p>
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Michael Baker shall provide a detailed explanation below.</p>

1.-5. N/A

6. Any legal proceedings filed against the Lead Contract by the Lead Designer or vice versa on a design-build contract.

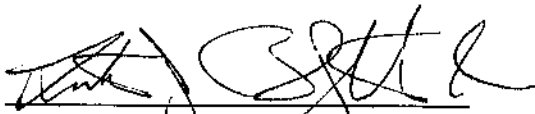
Yes. The Lead contractor has filed a notice of claim against the Lead Designer for the above referenced project and the claim is currently in a mediation process.

APPENDIX D: Legal and Financial



The Blythe Development Co.
Statement of Financial Capacity

In response to Section 3.6.1 of the Request for Qualifications ("the RFQ) for the US 1 over I-20 Design Build Project ID P030711 for the South Carolina Department of Transportation ("the Project), I hereby declare that Blythe Development Co., has the financial capacity and resources necessary to complete the Project as proposed in the RFQ.




Luther J. Blythe, Jr., Vice President of Operations

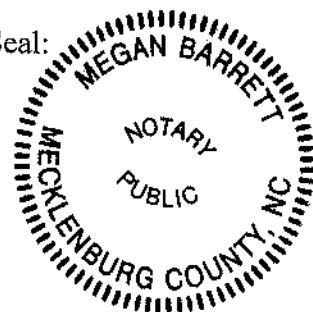
ACKNOWLEDGEMENT

On May 21, 2019, before me, Megan Barrett, Notary Public, personally appeared, Luther J. Blythe, Jr., personally known to me to be the person whose name is subscribed to the within instruments on behalf of the entity indicated and that his signature constituted execution thereof by the entity indicated.

WITNESS my hand and official seal.


Signature of Notary

Notary Seal:





**CAMERON M. HARRISSM
& COMPANY**

USI Insurance Services
6100 Fairview Road, Suite 800
Charlotte, NC 28210
www.usi.com
Tel: 704.364.1233

May 21, 2019

Ms. Carmen Wright
SC DOT Point of Contact
Office of Project Delivery
955 Park Street, Room 101
Columbia, SC 29201

Ms. Barbara Wessigner
SC DOT Point of Contact
Office of Chief Counsel
955 Park Street, Suite 302
Columbia, SC 29201

RE: Our Client: Blythe Development Company
Project: US 1 over I-20 Interchange Improvement/Design-Build Project ID P030711
Estimated Cost: \$50,000,000.

Dear Madam:

It is our pleasure to comment on the bonding qualifications of Blythe Development Company. Through their current surety, Liberty Mutual Insurance Company, we have handled the contract Performance and Payment bond requirements on behalf of the above firm since 2004. Their current bonding limits are \$80,000,000 single job / \$475,000,000 aggregate work program. Current unutilized bonding capacity is approximately \$100,000,000.

We consider Blythe Development Company to be one of the more outstanding contractors in this area and we recommend them highly. Blythe Development Company is well managed, capably staffed and sufficiently financed to process the work they are bidding.

It is our understanding that the above referenced project has an estimated value of approximately \$23,000,000. Liberty Mutual Insurance Company would be most willing to provide the Performance and Payment Bond, in the event they are awarded the contract and enter into a contract satisfactory to all parties.

As surety for Blythe Development Company, Liberty Mutual Insurance Company, with an A.M. Best Financial Strength Rating of "A" (Excellent) and a Financial Size Category of XI (\$2 Billion or greater), is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm is the successful bidder and enter into a Contract for this project.

Please note that the decision to issue Performance and Payment bonds is a matter between Blythe Development Company and Liberty Mutual Insurance Company and will be subject to our standard underwriting at the time of the final bond request, which will include but not be limited to the acceptability of the contract documents, bond forms and financing. We assume no liability to third parties or to you if for any reason we do not execute said bonds.

Sincerely,

LIBERTY MUTUAL INSURANCE COMPANY


Angela D. Ramsey, Attorney-In-Fact

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

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

Certificate No. 8143806

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

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint Donna K. Ashley; Diane Gibson; Larry L. Langevin; Angela D. Ramsey; G. Timothy Wilkerson

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 3rd day of July, 2018.



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

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

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 3rd day of July, 2018, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



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

By: Teresa Pastella
Teresa Pastella, Notary Public

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

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 21 day of May, 2019.



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



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

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

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

BLYTHE DEVELOPMENT CO.

Vendor ID: 1BL012

Issued : February 12, 2019

Expires: March 31, 2020

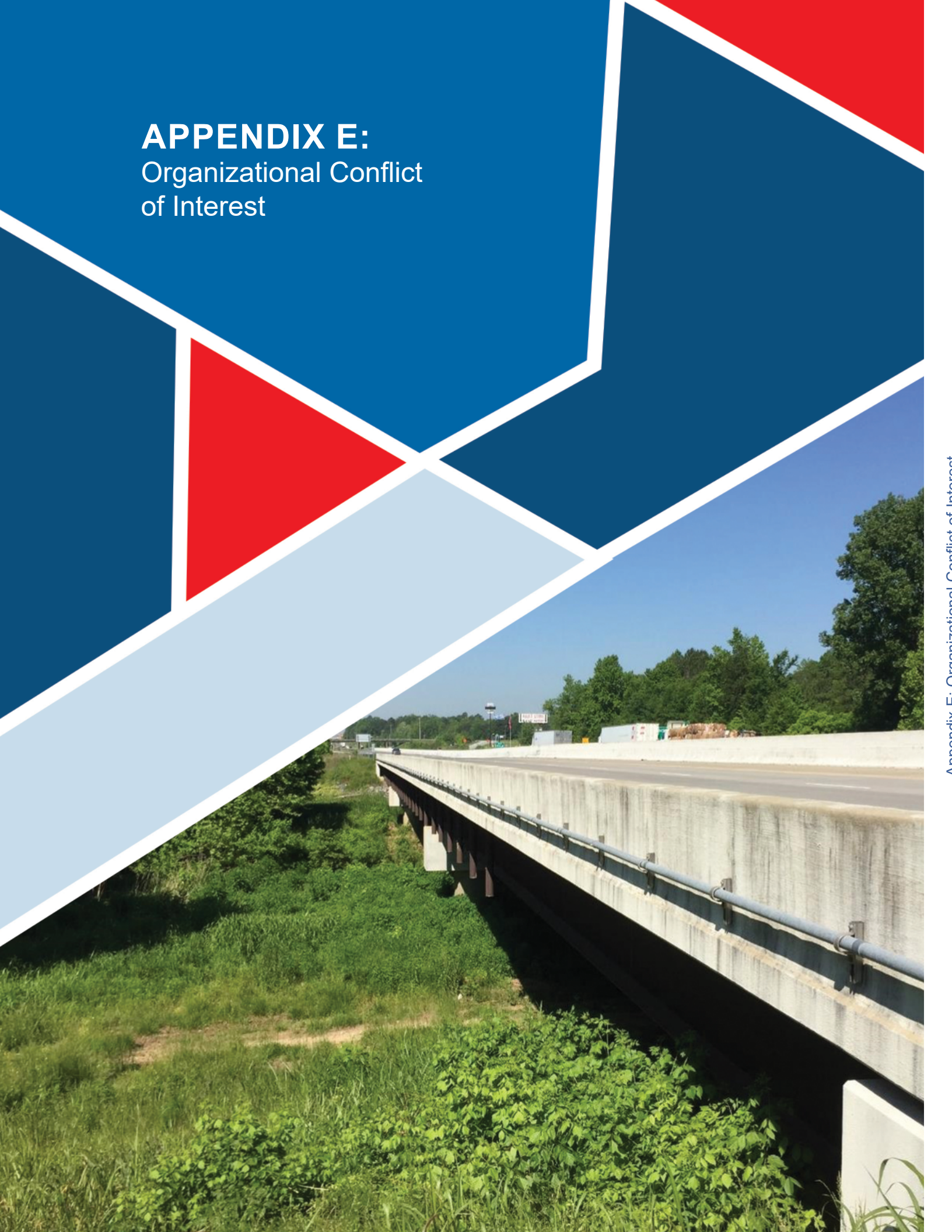
Approved By: _____

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

Prequalification Coordinator

APPENDIX E:

Organizational Conflict of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

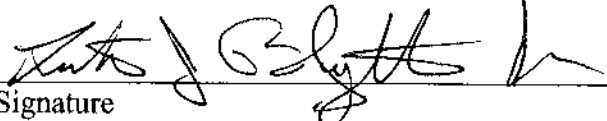
PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

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

Attach additional sheets as necessary.

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

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


Signature

5-21-19
Date

Walter J Blythe Jr.
Print Name

Blythe Development Co.
Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

John V. Walsh, PE, Vice President

Print Name

Michael Baker International, Inc.

Company

May 29, 2019

Date

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

Name

Phone

Company

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

05/21/2019

Date

Marion Harding Weatherford Jr.

Print Name

IPW Construction Group, 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



APPENDIX F:

Confidential or Proprietary
Information Summary List

Appendix F: Confidential or Proprietary Information Summary List

There is no confidential or proprietary information within this Statement of Qualifications.

APPENDIX G:

Addendum Receipt Form(s)





South Carolina
Department of Transportation

NOTICE OF RECEIPT

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

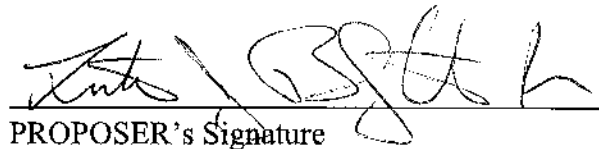
Addendum 1

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

5-23-19
Date

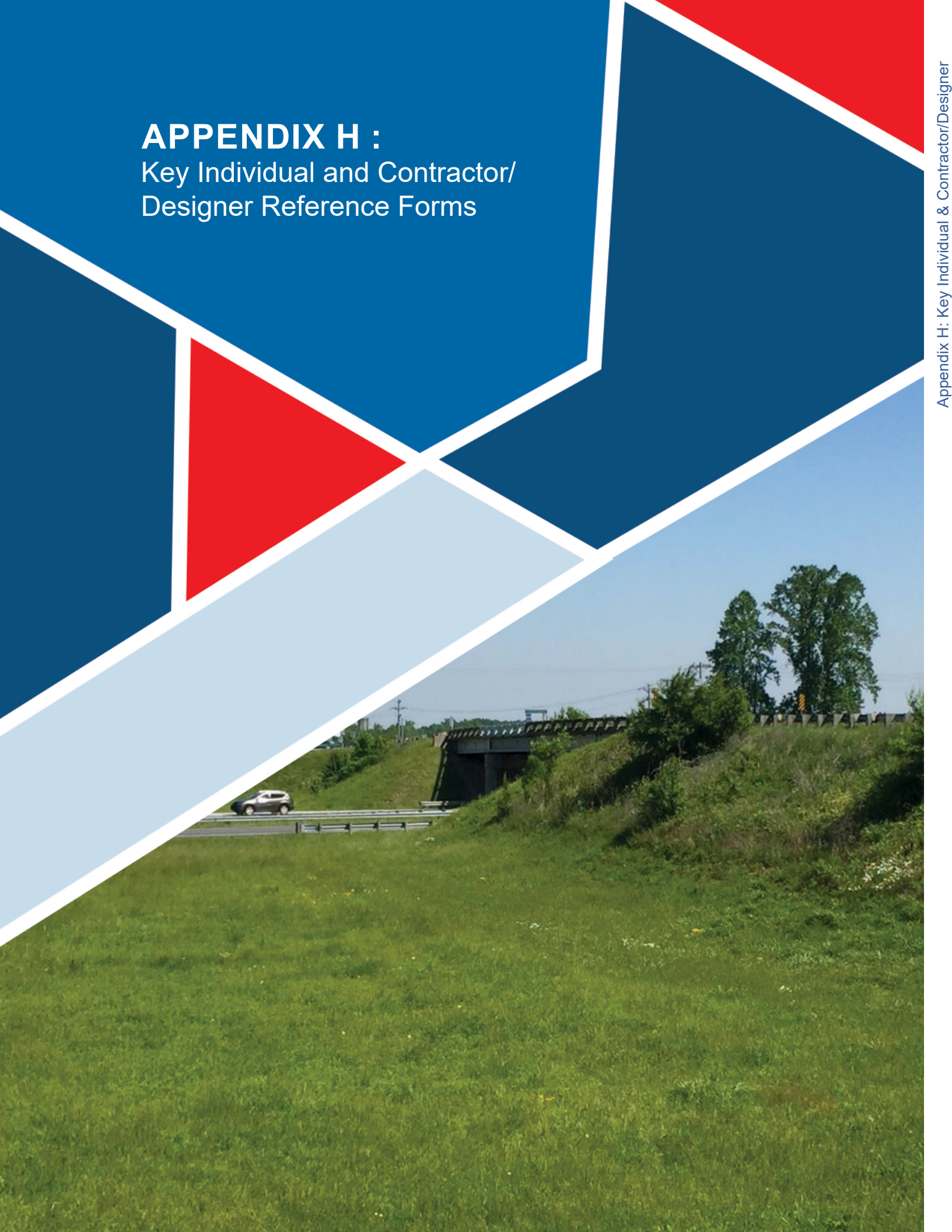
Luther J Blythe Jr.
Printed Name

For: Blythe Development Co.
Design-Build Team Name



APPENDIX H :

Key Individual and Contractor/ Designer Reference Forms





Email	First Name	Last Name	Company Name



[illegible]

Project Name	Team



Email	First Name	Last Name	Key Individual Name
jrlawrence@ncdot.gov	Jody	Lawrence	John Herrin
rmckinney@ncdot.gov	Randy	McKinney	John Herrin
msteinbach@greenvilleSC.gov	Mari	Steinbach	John Herrin
jmguy@ncdot.gov	Jeremy	Guy	Michael Dale Parker
rbaucom@ncdot.gov	Rick	Baucom	Michael Dale Parker
rmckinney@ncdot.gov	Randy	McKinney	Michael Dale Parker
wilsonka@scdot.org	Ken	Wilson	Anthony Gonzales
wilsonka@scdot.org	Ken	Wilson	Anthony Gonzales
wilsonka@scdot.org	Ken	Wilson	Anthony Gonzales
plykins@tompsc.com	Paul	Lykins	Shane Gorry
rturner@charlestoncounty.org	Richard	Turner	Shane Gorry
wilsonka@scdot.org	Ken	Wilson	Shane Gorry
bedenbaugr@scdot.org	Rob	Bedenbaugh	Susan Ruinen
ReynoldsBS@SCDOT.org	Brad	Reynolds	Susan Ruinen
JMcNesby@lex-co.com	Jeff	McNesby	Susan Ruinen
ReynoldsBS@SCDOT.org	Brad	Reynolds	Renee Tison
thomas.lewis@berkeleycountysc.gov	Thomas	Lewis	Renee Tison
barbeemw@scdot.org	Mike	Barbee	Renee Tison
shawn.a.Boone@usace.army.mil	Shawn	Boone	Bill Ruhsam
mclowers@dot.ga.gov	Marlo	Clowers	Bill Ruhsam
karyn.matthews@cobbcounty.org	Karyn	Matthews	Bill Ruhsam
sthigpen@charlestoncounty.org	Mr.	Thigpen	Oscar Rucker
travanel@palmettoair.com	Tarak	Reynolds	Oscar Rucker



Email	First Name	Last Name	Key Individual Name



Project Name	Role of Key Individual	Team
I-26 & Brevard Road	Project Manager	RS&H and Blythe Dev.
I-4400 I-40 Widening & US 19/23 Interchange, Buncombe Co, NC	Project Manager	Blythe Dev.
City of Greenville, Parks & Rec. Construction of Liberty Bridge	Project Manager	Blythe Dev.
Macy Grove Road Design Build	Construction Superintendent	RK&K and Blythe Dev.
I-485 New Construction I77 to Arrowood Rd.	Superintendent	Blythe Dev.
I-26 & Brevard Road	Construction Manager	RS&H and Blythe Dev.
NC277 @ Stonewall Street Interchange Construction Co., NC	Superintendent	Blythe Dev.
NCDOT Johnston Road Ramps to I485 Interchange, Mecklenburg County	Superintendent	Blythe Dev.
SCDOT SC 160 Widening in York County	Superintendent	Blythe Dev.
Coleman Blvd. Revitalization, SCDOT File No. 10.040031	Project Manager	Blythe Dev.
SC7 and SC 61 Intersection Project SCDOT File No. 10.037466A	Project Manager	Blythe Dev.
I77 On Ramp at US 21 SCDOT File No. 46.039674	Project Manager	Blythe Dev.
SCDOT Roadway Design Manual	Project Specialist and On-site Coordinator	Michael Baker Int.
I85 Cherokee Design Build Project	Lead Roadway Manager	Michael Baker Int.
Nursery Road Bridge and Corridor Improvements	Project Manager	Michael Baker Int.
I85 Cherokee Design Build Project	Deputy Project Mgr.	Michael Baker Int.
I26/Jedburg Road Interchange	Lead Roadway Engineer	Michael Baker Int.
I73 Right of Way Roadway and Bridge Plans	Task Manager	Michael Baker Int.
I95 Exit 3 Traffic Study/Riverport EIS Traffic Study	Traffic Engineer	Michael Baker Int.
Ashford Dunwoody Diverging Diamond Interchange SOQ	Project Manager	Michael Baker Int.
Windy Hill Road/I75 Diverging Diamond Interchange	Traffic Engineer	Michael Baker Int.
Johnnie Dodds Blvd. Design Build	Right-of-Way Manager	Michael Baker Int.
Palmetto Parkway	Right-of-Way Manager	Michael Baker Int.



Project Name	Role of Key Individual	Team

