

## **REQUEST FOR QUALIFICATIONS**

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
US 1 OVER I-20 INTERCHANGE IMPROVEMENT  
DESIGN-BUILD PROJECT  
PROJECT ID P030711  
LEXINGTON COUNTY, SOUTH CAROLINA

05.29.2019

**Mead  
& Hunt**

**BRASFIELD  
& GORRIE**  
GENERAL CONTRACTORS

May 28, 2019

Ms. Carmen Wright  
Office of Project Delivery  
South Carolina Department of Transportation  
955 Park Street, Room 101  
Columbia, South Carolina 29201  
WrightCL@scdot.org

(Ms. Barbara Wessinger, Mr. Jae Mattox)  
(Office of Chief Counsel, Preconstruction Design-Build Group)  
  
(302, 421)  
  
(WessingerBM@scdot.org, MattoxJH@scdot.org)

RE: US 1 over I-20 Interchange Improvement  
Dear Ms. Wright:

The combined team of Brasfield & Gorrie and Mead & Hunt are excited to submit qualifications for the US 1 over I-20 Interchange Improvement Project. This project represents an ideal opportunity that aligns with multiple core strengths of our team. The project characteristics we identified and corresponding team strengths include:

- **Project Scope:** Our firms and proposed team members have extensive experience in projects of similar size and scope. Interstate interchange work, structure work, utility relocations, and projects with extensive MOT and phasing requirements are all clear strengths our team brings to this project.
- **Emphasis on Schedule:** Our team has a clear, documented history of schedule performance on projects. We will bring an aggressive private sector approach to this public sector project.
- **Room for Innovation:** This design build project offers tremendous opportunity for innovative approaches to both design and construction. From front end ROW acquisition strategies, to interchange layout configurations, to construction phasing approaches, this project represents an excellent opportunity to optimize design and construction approaches.
- **Location:** Simply put, the physical location of this project immediately adjacent to Mead & Hunt's Lexington office represents a strength unique to our team. This location is particularly helpful on a design build project to facilitate communication and collaboration, and positions our team for an exceptional level of responsiveness to project and field level issues as they arise. Furthermore, Mead & Hunt's relationships with city and county officials will enhance our team's ability to create and execute an effective Public Awareness Plan to address all stakeholder issues. Our active relationship with Columbia Metropolitan Airport will prove valuable when working with airport officials to address construction concerns on a main route for airport customers.
- **Project Resources:** Brasfield & Gorrie has completed (or has underway) over \$1.9B worth of construction projects within 100 miles of this project in the past five years alone. We know the area and have the workforce available to excel on this project. Similarly, Mead & Hunt has over 60 experienced professionals available locally to pull from to meet the demands of this project.

Our two firms have been engaged in partnering discussions for three years and share similar cultures, client first mentalities, and commitment to doing things the right way. Our team offers SCDOT a fresh approach to construction backed by solid past experience with similar clients. We encourage SCDOT to follow up with past client references, and we look forward to partnering with SCDOT in the design and construction of this project.

Sincerely,



John Strid, Regional Vice President/Division Manager  
Brasfield & Gorrie, L.L.C.  
2999 Circle 75 Parkway, Atlanta, Georgia 30339  
jstrid@brasfieldgorrie.com | 678.581.6323





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# 3.2

Introduction

## INTRODUCTION

*3.2.1 Identify the entity with whom SCDOT will be contracting and if this will be a sole proprietorship, partnership, corporation, LLC, joint venture, or other structures.*

### **BRASFIELD & GORRIE, L.L.C.**

Bryan Myers, Operations Manager

2999 Circle 75 Parkway, Atlanta, Georgia 30339 | 770.423.3775 | bmyers@brasfieldgorrie.com

The project will be managed through our Atlanta office. Brasfield & Gorrie, L.L.C. is a wholly owner subsidiary of Brasfield & Gorrie, LP.

*3.2.2 Identify the two Proposer Points of Contact for the procurement for this Project including mailing addresses, phone numbers, and email addresses.*

### **BRASFIELD & GORRIE, L.L.C.**

Contact 1: Bryan Myers, Operations Manager

2999 Circle 75 Parkway, Atlanta, Georgia 30339 | 770.423.3775 | bmyers@brasfieldgorrie.com

Contact 2: Stephen Davis, Chief Preconstruction Manager

3021 7th Avenue South, Birmingham, Alabama 35233 | 205.714.1608 | sdavis@brasfieldgorrie.com

*3.2.3 Identify the full legal name of both the Lead Contractor and Lead Designer for the Project.*

Brasfield & Gorrie, L.L.C. | Mead & Hunt, Inc.

*3.2.4 Provide a statement confirming the commitment of Key Individuals identified in the submittal to the extent necessary to meet SCDOT's quality and schedule expectations, and that they are available for the duration of the Project.*

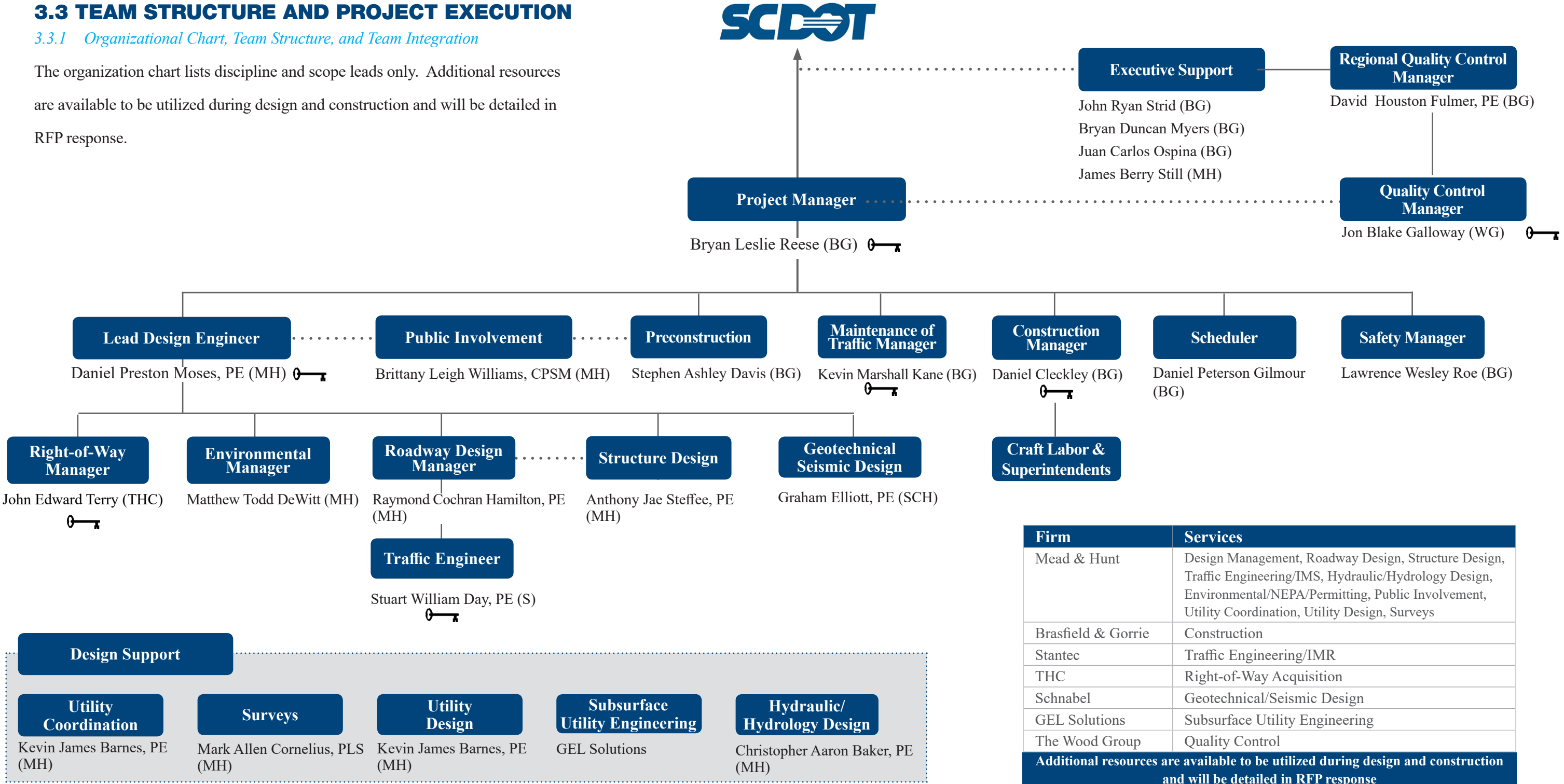
All key individuals listed in this response are committed to work on the project and are qualified to meet or exceed all SCDOT quality and schedule requirements.



3.3 TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organizational Chart, Team Structure, and Team Integration

The organization chart lists discipline and scope leads only. Additional resources are available to be utilized during design and construction and will be detailed in RFP response.



Firm	Services
Mead & Hunt	Design Management, Roadway Design, Structure Design, Traffic Engineering/IMS, Hydraulic/Hydrology Design, Environmental/NEPA/Permitting, Public Involvement, Utility Coordination, Utility Design, Surveys
Brasfield & Gorrie	Construction
Stantec	Traffic Engineering/IMR
THC	Right-of-Way Acquisition
Schnabel	Geotechnical/Seismic Design
GEL Solutions	Subsurface Utility Engineering
The Wood Group	Quality Control
Additional resources are available to be utilized during design and construction and will be detailed in RFP response	

LEGEND:

(BG): Brasfield & Gorrie  
(MH): Mead & Hunt  
(S): Stantec  
(WG): Wood Group  
(SCH): Schnabel  
(THC) : THC, Inc.

———— Direct Report  
..... Line of Communication  
[Key Icon] Key Individual

Note: DBE team members will be added prior to submission of RFP response

*Provide D-U-N-S Number for all team members*

Brasfield & Gorrie, L.L.C.: 00-507-4302

Mead & Hunt, Inc.: 06-686-2558

Stantec.: 00-918-1830

Schnabel Engineering: 16-014-0950

The Wood Group: 21-400-7270

THC, Inc.: 861428258

GEL Solutions: 13-740-5168

*Provide a brief, written description of significant functional relationships and how the proposed organization will function as an integrated team.*

Brasfield & Gorrie will serve as the prime contractor on this project, with Mead & Hunt serving as the lead designer contracted to Brasfield & Gorrie.

**Bryan Reese** (Brasfield & Gorrie) will serve as the Project Manager, providing overall leadership for the project and will serve as the primary point of contact for SCDOT. With experience on over \$850M worth of design build construction projects, Bryan is well suited to lead this alternative delivery project. He has the past bridge, roadway, and project planning experience necessary to deliver this project. Bryan will be onsite and has full authority to make decisions for the team. All design, preconstruction, and construction roles will report to him except for the Quality Control Manager. However, Bryan and others on the construction team will work closely with the Quality Control Manager and SCDOT to ensure all quality standards are met or exceeded. Bryan will be engaged in the project from the beginning to the end, providing continuity and ensuring a smooth transition from preconstruction to construction and closeout. Bryan will also be responsible for developing a true team focused culture that integrates the design and construction personnel in order to maximize the benefits of a design build delivery. This is a critical aspect of the Project Manager role that is fundamental to ensuring an innovative and successful project delivery.

**Dan Moses** (Mead & Hunt) will serve as this project's lead design engineer, working shoulder-to-shoulder with Bryan Reese and Stephen Davis of Brasfield & Gorrie. Dan has over 28 years of experience managing and leading design teams on roadway improvement projects of all scopes and sizes, including the I-26 Widening (MM 187 – MM 193) in Berkeley County, the I-385 Widening Design-Build in Greeneville County, the I-95/US 301/SC 6 Interchange in Orangeburg County, and the preliminary interstate and interchange design for the Carolina Crossroads EIS. Dan will lead the design and plan production effort for this project from Mead & Hunt's Lexington office, located less than five minutes from the project site.

**Stephen Davis** (Brasfield & Gorrie) will serve as the Chief Preconstruction and Design Manager. With



preconstruction experience on over \$3.4B of design build transportation projects for multiple DOTs, Stephen brings an impressive amount of experience on some of the nation's most challenging projects to this team. Stephen will lead a preconstruction team that plays a key role in developing the construction scheme, schedule, and budget. Stephen will work closely with Mead & Hunt and the construction team during the design process to evaluate different design and construction options in order to optimize the overall approach. This is a key role on a design build project as this interaction drives innovation on the project, which should produce cost and schedule savings.

**Daniel Cleckley** (Brasfield & Gorrie) will serve as the Construction Manager and be involved in the initial planning of the project and ultimately the day to day field supervision during construction. Daniel will coordinate all self perform field crews and subcontractors to ensure safety, quality, schedule, and production goals are achieved on the project. Daniel will also coordinate with the MOT Manager, Kevin Kane, to make sure all traffic control measures are properly installed and maintained to ensure a safe, functional project for the public.

**Jon Galloway** (Wood Group) will serve as the Quality Control Manager, and report to David Fulmer (Brasfield & Gorrie) and ultimately the project executive support team. Both Jon and David will coordinate with the SCDOT Resident Construction Engineer and other construction engineering and inspection consultants engaged on the project. Jon will be responsible for all inspections and necessary documentation related to quality control.

*Identify in tabular form if any of the firms, key individuals, and/or other team members have worked together on the same team (not just on the same job) in the past.*

Project	Dates	Project Highlights	Team Members/Participation	Other Firms	Reference
I-59/20 Widening & SPUI Interchange	2018-2020	<ul style="list-style-type: none"> <li>4.1 miles phased interstate widening (grading/drainage/asphalt/concrete pavement)</li> <li>255' suspension arch bridge</li> <li>350' concrete girder 4 span bridge</li> <li>Retaining walls</li> </ul>	Bryan Reese (B&G)-PCN Trey Ogle (B&G)-SPM Kevin Kane (B&G)-PM Daniel Cleckley (B&G)-CM Lawrence Roe (B&G)-SM John Strid (B&G)-ES Bryan Myers (B&G)-ES Juan Carlos Ospina (B&G)-ES	The Wood Group	Benji Cantrell Alabama DOT (205) 553-7030
Windy Ridge Pkwy Bridge over I-75/I-285	2015-2016	<ul style="list-style-type: none"> <li>Widening of 550' steel girder bridge over 18 lanes of interstate traffic</li> <li>Retaining walls</li> </ul>	Trey Ogle (B&G)-PM Kevin Kane (B&G)-PM John Strid (B&G)-ES Bryan Myers (B&G)-ES Juan Carlos Ospina (B&G)-ES		Wade Kelly Cobb County (770) 528-8400
Highway 150 Bridge Replacement Over Shades Creek & CSX	2017-2018	<ul style="list-style-type: none"> <li>New 941' long concrete girder bridge</li> <li>Grading/drainage/asphalt</li> <li>Extensive utility relocations</li> <li>Bridge Demolition</li> </ul>	Trey Ogle (B&G)-SPM Daniel Cleckley (B&G)-CM Lawrence Roe (B&G)-SM John Strid (B&G)-ES Bryan Myers (B&G)-ES Juan Carlos Ospina (B&G)-ES		Gary Smith Alabama DOT (334) 242-6356

I-65/I-85 Interchange Widening	2009-2010	<ul style="list-style-type: none"><li>4.6 miles phased interstate widening (grading/drainage/asphalt/concrete pavement)</li><li>Widening of 14 bridges</li><li>Retaining walls</li><li>Bridge Demolition</li></ul>	Trey Ogle (B&G)-PM Juan Carlos Ospina (B&G)-ES		Chad Harris Alabama DOT (334) 242-6356
I-26 Widening & SC Interchange mm 187 to mm 193 Berkeley County	2018-2021	<ul style="list-style-type: none"><li>7 miles interstate widening (grading/drainage/asphalt pavement)</li><li>Replace dual bridges over Cypress Swamp</li><li>Replace Cypress Campground Rd. over I-26</li><li>Reconstruct SC 27 / I-26 Interchange</li></ul>	Berry Still – ES Dan Moses – DPM Tony Steffee – Structure Design Matt DeWitt – Permitting Brittany Williams – Public Involvement / Media relations/ website Kevin Barnes – Utility Coordination Chris Baker – Roadway, drainage Mark Cornelius - Surveys	Stantec – Stuart Day – IMR and traffic engineering	
I-20 / I-26 / I-126 Carolina Crossroads EIS	2015-2019	<ul style="list-style-type: none"><li>Assisted in EIS preparation for 12 miles in interstate widening and 9 interchanges</li><li>Field surveys and video pipe inspection</li><li>Preliminary road and bridge design</li><li>Constructability review / risk assessment</li></ul>	Berry Still – ES Dan Moses – DPM Tony Steffee – Structure Design Matt DeWitt – NEPA / Permitting Brittany Williams – Public Involvement Chris Baker – Roadway, drainage Mark Cornelius - Surveys		
I-85 DB Prep in Cherokee County	2014-2017	<ul style="list-style-type: none"><li>16 miles of interstate widening and reconstruction</li><li>Interchange reconstruction</li><li>Assisted in EA development and permitting</li><li>Plan Reviews for SCDOT</li></ul>	Berry Still – ES Dan Moses – DPM Tony Steffee – Structure Design, plan reviews Matt DeWitt – NEPA / Permitting Chris Baker – Roadway, drainage, plan reviews Mark Cornelius - Surveys		
I-385 / I-85 Interchange DB in Greenville County	2014-2018	<ul style="list-style-type: none"><li>Bridge design</li><li>2 bridge replacements on I-385</li><li>2 new ramp bridges</li></ul>	Tony Steffee – Structure Design Mark Cornelius - Surveys	Stantec – Stuart Day – IMR and traffic engineering	
Richland County Sales Tax Program	2015-2020	<ul style="list-style-type: none"><li>Dirt Road Paving Projects</li><li>Shop Road Widening</li><li>Lower Richland Boulevard Widening</li></ul>	Berry Still – ES Tony Steffee – Structure Design Mark Cornelius - Surveys	THC- John Terry – R/W Acquisition	GEL – SUE services
Charleston County Sales Tax Program	2005-2008	<ul style="list-style-type: none"><li>Local Road Paving Projects</li><li>Palmetto Commerce Parkway</li><li>Folly Road / Maybank Road Intersection</li><li>Bees Ferry Road Widening</li></ul>	Dan Moses – DPM	THC- John Terry – R/W Acquisition	
Legend	PCN-Preconstruction SPM-Senior Project Manager PM-Project Manager		CM-Construction Manager SM-Safety Manager		ES-Executive Support DPM-Design Project Manager

*Brasfield & Gorrie has previously worked with Stantec on other projects.*

*Mead & Hunt has previously worked with Stantec and THC.*

*3.3.2 Discuss the strategies the Proposer's team will implement to mitigate or eliminate each risk including how the Proposer's proposed personnel and organizational structure would aid in the mitigation of the risk.*

**CRITICAL RISKS | OVERALL PROJECT SCHEDULE** - Adhering to the overall project schedule is critical to make the US-1 over I-20 Interchange Improvement project successful. The public is impacted each day the project is under construction which makes it critical to minimize the duration traffic is disrupted. Furthermore, prolonged project deliveries increase the potential for cost overruns and are not beneficial to any project stakeholders. Brasfield & Gorrie will bring a sense of schedule urgency often found in the private sector to this public transportation project, and provide tremendous value to SCDOT by minimizing the impact to the traveling public. Brasfield & Gorrie has an extensive history of strong schedule performance on roadway, interchange, and bridge projects for DOT's throughout the Southeast in addition to its portfolio of schedule driven private projects. One of the key differentiators that Brasfield & Gorrie brings to public DOT work, and specifically to US-1 over I-20, is that our project team will bring an emphasis and focus to schedule optimization that is more typical of private sector work. This approach has brought similar schedule success to other current and previous transportation projects. Each member of the proposed construction team has experience on similar projects where we have optimized the schedule. The I-59/20 Widening and SPUI Interchange project in Tuscaloosa, AL is an excellent example where the project team assessed ALDOT's MOT phasing plan and identified an opportunity to create a temporary traffic shift that optimized the schedule by 7 months. Below is a chart of Brasfield & Gorrie's most recent similar projects where schedule milestones were achieved or bettered:

Most Recent Similar Projects	Schedule Performance
<b>I-59/20 Widening and SPUI Interchange – Tuscaloosa, AL</b>	Projected 7 Months Ahead of Schedule (Planned 36 month schedule)
<b>I-65 Widening – Montgomery, AL</b>	Earned incentive payments on early interim milestone completion and completed overall project schedule 5 months ahead of schedule.(Planned 40 month schedule)
<b>I-65 Widening &amp; Bridge Jacking – Birmingham, AL</b>	Completed project on schedule (Planned 10 month schedule)
<b>Windy Ridge over I-75/I-285 – Atlanta, GA</b>	Complete project 1 month ahead of schedule (Planned 11 month schedule)
<b>Hwy 150 over CSX &amp; Shades Creek – Hoover, AL</b>	Completed project 3 months ahead of schedule (Planned 24 month schedule)

The below chart outlines some of the potential schedule risks along with mitigation strategies to be implemented to ensure the overall project schedule goals are achieved.

	Risk and Impact to Project	Mitigation Strategies	SCDOT/Other Agency Involvement
Overall Project Schedule	<ul style="list-style-type: none"> <li>Slow start due project ramp up</li> <li>Significant changes in design post award</li> <li>Constructability concerns in the Design Documents</li> <li>Utility Coordination &amp; ROW Acquisition</li> <li>Insufficient resource availability</li> </ul>	<ul style="list-style-type: none"> <li>Integration of Operations Team/Key Personnel during Pursuit and Preconstruction Phases</li> <li>Fully Loaded Primavera P6 Schedule</li> <li>Integration with Mead &amp; Hunt Design Team near the project site during design (Mead &amp; Hunt office in Lexington, SC)</li> <li>Planning for Utilization of Brasfield &amp; Gorrie's significant craft and supervision resources on public &amp; private projects in local area (100 mile radius)</li> <li>Front end vetting of Environmental, ROW, and Utility Coordination Concerns</li> </ul>	<ul style="list-style-type: none"> <li>SCDOT will provide timely responses regarding design reviews.</li> <li>Feedback from ATC-IMR reviews</li> <li>Tracking and communication of SCDOT related risk points</li> </ul>

**CRITICAL RISKS | RIGHT-OF-WAY ACQUISITION** – The right-of-way acquisition process for the US-1 over I-20 Interchange Improvement project is extremely important to the overall scheme and design of the project. Thoughtful examination and optimization will be needed to provide the best value solution to SCDOT, along with a highly functional interchange design. The following chart identifies several specific risks along with mitigation strategies the Design-Build team will employ to ensure project success:

	Risk and Impact to Project	Mitigation Strategies	SCDOT/Other Agency Involvement
Overall Project Schedule	<ul style="list-style-type: none"> <li>Impacts due to interchange improvements</li> <li>Impacts due to frontage road realignments</li> <li>Impacts due to US 1 widening approaching the new bridge over I-20</li> <li>Types and number of relocations</li> <li>Potentially contaminated sites</li> </ul>	<ul style="list-style-type: none"> <li>Right-of-way staff will work closely with the design team to lessen impacts on properties using value engineering.</li> <li>The design-build team will prioritize the tracts from most critical to less integral, with tracts requiring relocation holding the highest priority.</li> <li>Any tracts contaminated by hazardous materials will be acquired by easement.</li> </ul>	<ul style="list-style-type: none"> <li>Timely responses regarding administrative adjustments</li> <li>Promptly set just compensation and approve possible condemnation</li> </ul>

**CRITICAL RISKS | MAINTENANCE OF TRAFFIC** – Brasfield & Gorrie will consider implementation of several strategies for maintaining existing traffic during construction of the US-1 over I-20 Interchange Improvement project. These strategies will be aimed at mitigating motorist and worker safety risks, travel delays during work periods, temporary roadway drainage issues, and other associated risks. Public and media notification on lane closures, shifts and detours is a key component of the MOT plan. The project team will examine different project execution methods that limit the amount of time travelers experience in work zones while also providing safe construction work zones that aid in accelerating construction. The design team will lead this effort by



preparing a Transportation Management Plan including public information sharing, traffic control plans, and coordination with the contractor on construction staging that will help mitigate the impact of work zone activities.

The traffic control plan will address each stage of construction and indicate how traffic will flow through the project limits during each phase of work. The plan will detail how travel lanes will be maintained, where temporary pavement widening and shoulder construction is expected, as well as required temporary pavement marking and signing placement. The staging typical sections, plan, and cross-sections will likely indicate the use of temporary concrete barriers and attenuators for work zone areas on and off Interstate I-20 / US 1 interchange, including ramp construction areas. Providing adequate roadway drainage during construction is a very common risk item and is critical in areas of profile grade changes, low points in the roadway, and ramp / gore areas leaving the mainline. Temporary drainage solutions such as temporary drop inlets, catch basins, trench drains, swales and ditches will be considered during each phase of construction and will tie to existing and proposed outfalls.

The design and construction team members will examine the impacts of night work and detours around the project on construction duration and anticipated travel delays. Temporary pavement and shoulder construction will be utilized to the greatest extent possible to avoid project detours. These temporary measures would allow traffic on I-20 and US 1 to continue during off-peak periods while construction activities are ongoing. The existing frontage roads can also be evaluated for potential local detour routes. The public and media communication plan will utilize ITS systems for traffic monitoring and management, along with message boards for advance traffic notifications. The project team will also initiate project stakeholder meetings comprised of SCDOT, the project team, existing utility companies, and adjacent property and business owners to coordinate roadway and driveway construction during off peak periods to minimize impacts during construction.

### *3.3.3 Project Resources, Strategies, and Execution*

Brasfield & Gorrie has strategically reserved capacity to execute this project. It is an important part of Brasfield & Gorrie's company culture to ensure projects are not just staffed, but staffed with the right people for the job. Design build projects are unique, and the proposed team was assembled with that in mind. With almost 2,100 field employees (over 1,000 craft) and a sizeable fleet of equipment, our team also brings a deep bench of field resources to this project. In just the past five years, Brasfield & Gorrie has completed or is currently working on over \$1.9B worth of projects within a 100 mile radius of the project site. This previous and ongoing work has developed a strong workforce and following of subcontractors in the vicinity. DBE participation is an important part

of impacting a community, and Brasfield & Gorrie's positive image in the subcontracting community will help achieve SCDOT's goals on the project.



Our team proposes to self-perform a large portion of both the design and construction, giving the team control over key project risks and ensuring schedule and quality goals are achieved. The following table indicates what design scopes will be performed by Mead & Hunt, Brasfield & Gorrie's major self perform capabilities, and typical subcontracted scopes.

Mead & Hunt	Brasfield & Gorrie	Subcontracted
<ul style="list-style-type: none"> <li>Roadway Design</li> <li>MOT/ Transportation Management Plan</li> <li>Traffic Signal Plans</li> <li>Pavement Marking and Roadway Signing plans</li> <li>Structural Design (bridges, retaining walls, noise walls, drainage structures, seismic design)</li> <li>Field Surveys</li> <li>Hydrology / Drainage Design</li> <li>Haz Mat Studies / Phase 1 ESA</li> <li>Environmental Documentation</li> <li>Permitting</li> <li>Roadway Lighting</li> <li>Utility Coordination</li> <li>Public / Media / Community Relations</li> <li>As-Built Plans</li> </ul>	<ul style="list-style-type: none"> <li>Grading/excavation</li> <li>MOT</li> <li>Storm drainage</li> <li>Underground utilities</li> <li>Driven piles</li> <li>Shoring</li> <li>Concrete</li> <li>Steel/concrete girder erection</li> <li>Bridge demolition</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping</li> <li>Asphalt paving</li> <li>Signage/ striping</li> <li>Painting</li> <li>Electrical</li> <li>Environmental abatement</li> <li>Drilled shafts</li> </ul>

Our team has a strong geographic advantage due to Mead & Hunt's office location one exit away from the project site. Mead & Hunt has reserved office space for Brasfield & Gorrie during the design and preconstruction phase which will enhance team integration and allow for seamless communication. Design reviews and working sessions will be held at regular intervals throughout preconstruction. Once construction begins, Brasfield & Gorrie will mobilize to the project site with Mead & Hunt personnel minutes away. This close team proximity will allow for increased in-person collaboration, quick resolution of field issues as they arise, and foster a true team-based culture for the project.

THC will be providing right of way services, and brings a tremendous amount of relevant experience coupled with the necessary resources to ensure the project remains on schedule. John Terry's former experience as a SCDOT ROW Agent gives our team a unique perspective and understanding of the demands surrounding ROW on this project. THC staff have acquired more than 10,000 parcels through a variety of methods, and are fully capable of meeting all project demands.



## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Bryan Leslie Reese, Senior Project Manager
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: Brasfield & Gorrie, L.L.C.
d.	Years of Experience: With this Firm <u>2</u> Years      With Other Firms <u>15</u> Years <b>Brasfield &amp; Gorrie: Senior Project Manager</b> – Oversees infrastructure projects within region, 2017-present <b>Firm 2: Kiewit Building: Project Manager</b>
e.	Education: Auburn University / Auburn, Alabama / Bachelor of Science / 2002 / Civil Engineering
f.	Active Registrations: OSHA 30
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>CONRAC Entrance Road, Intersection, and Bridge over I-85</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Kiewit</p> <p><b>Project/Assignment Duration:</b> July 2007-September 2008</p> <p><b>Owner Contact Information:</b> City of Atlanta, Norma Click, Norma.Click@atlanta-airport.com, 404-382-1304</p> <p><b>Design/Construction Value:</b> \$31 Million</p> <p><b>Project Description:</b>  This project for the City of Atlanta consisted of the construction of a new four-lane divided roadway and bridge from the CONRAC facility entrance over I-85, one state road, two railroads, two local roads, and airport parking lot; the length of the new construction was approximately 4,000 ft and included clearing and grubbing, erosion and sediment control, miscellaneous demolition, removals, earthwork, water lines, storm sewer systems, bridge, mechanically stabilized embankment retaining walls, guard rail, street lighting, traffic signals, curb and gutter, asphalt paving, striping and signage, and traffic signal modifications.</p> <p><b><u>GDOT SR-10 Highway and Bridges over Savannah River Replacements</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Kiewit Infrastructure So. Co.</p> <p><b>Project/Assignment Duration:</b> September 2005 – August 2006</p> <p><b>Owner Contact Information:</b> Georgia DOT, Corbett Reynolds 478-552-4600</p> <p><b>Design/Construction Value:</b> \$9 Million</p> <p><b>Project Description:</b>  The replacement of five land bridge decks, and a 1,208-ft. bridge over the Savannah River along SR-10/US-1; the removal and replacement of concrete roadway between the bridges for approximately one mile and installation of a continuous median barrier for the length of the project was also included; SR-10 is a major artery between Augusta, GA, and Aiken, SC and in order to minimize impact to the traveling public, the complex MOT and construction phasing plan allowed the bridges to remain open throughout construction.</p>



**I-59/20 Widening & SPUI Interchange**

**Key Personnel Role:** Preconstruction and Turnover  
**Experience with Current Firm:** Brasfield & Gorrie  
**Project/Assignment Duration:** Project 2017 to present, Assigned 2017 to 2018  
**Owner Contact Information:** Alabama DOT, Benji Cantrell, cantrellb@dot.state.al.us, (205) 554-3299  
**Design/Construction Value:** \$84.4 Million

**Project Description:**

This three-phase project consisted of widening four miles of I-59/I-20 and the replacement and widening of bridges over Skyland Blvd. and McFarland Blvd. The McFarland Blvd. bridge will be a 255-foot, tied arch bridge and the Skyland Blvd. bridge will be a 350-foot, four-span bridge. A new Single Point Urban Interchange (SPUI), at McFarland Blvd. combines two intersections into a single intersection to improve efficiency and safety.

**GDOT I-75 Bridges Reconstruction**

**Key Personnel Role:** Project Engineer  
**Experience with Current Firm:** Kiewit Infrastructure So. Co  
**Project/Assignment Duration:** June 2004-May 2005  
**Owner Contact Information:** Van Mason 229-386-3280  
**Design/Construction Value:** \$7.7 Million

**Project Description:**

This project consisted of the removal and replacement of 12 bridge decks along I-75; the work involved extensive concrete bridge demolition and marine operations over water; the concrete demolition required extensive planning to protect the marine life and ensure structural integrity was not compromised; additionally, the work had to be completed on a fast-track schedule, which required some night time operations.

- 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.  
Bryan is currently assigned to several projects at Georgia Power's Plant Bowen and Plant McDonough, and will be fully available March 2020 to begin work on this project.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Daniel Preston Moses, PE Lead Design Engineer
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: Mead & Hunt, Inc.
d.	<p>Years of Experience: With this Firm <u>3.5</u> Years      With Other Firms <u>24</u> Years</p> <p><b>Mead &amp; Hunt:</b> Transportation Department Manager; Vice President – Responsible for all Mead &amp; Hunt projects in the South Carolina Lowcountry in addition to design-build pursuits; 2015 – ongoing</p> <p><b>STV:</b> Senior Project Manager/Engineer; Vice President – Responsible for contract administration, scope monitoring, schedules and budgets, in addition to supervising project staff and serving as a transportation business unit manager for offices in both South Carolina and Georgia; 2008 – 2015</p> <p><b>The LPA Group:</b> Program Manager – Responsible for design and pre-construction activities associated with projects funded by the 2004 Charleston County Sales Tax Program; 2005 – 2008</p> <p><b>PBS&amp;J:</b> Program Manager / Associate Vice President – Responsible for contract administration, scope monitoring, schedules and budgets, in addition to supervising project staff and serving as a transportation business unit manager for Columbia office in South Carolina. 1997 – 2005</p> <p><b>HDR Engineering:</b> Project Engineer – Responsible for roadway and drainage design on GDOT, Penn DOT and City of Charlotte, NC projects 1991-1994, 1995 – 1997</p> <p><b>Mayes, Sudderth &amp; Etheredge:</b> Project Engineer – Responsible for roadway design on GDOT and various Georgia county funded projects; 1994 – 1995</p>
e.	Education: North Carolina State University / Raleigh, North Carolina / Bachelor of Science / 1990 / Civil Engineering
f.	Active Registrations: 1999 / SC / Civil / 19671 1997 / GA / Civil / 23356 1998 / NC / Civil / 24029 2009 / FL / Civil / 70225 2012 / TN / Civil / 115680
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>I-26 Widening (MM 187 – MM 193)</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Mead &amp; Hunt</p> <p><b>Project/Assignment Duration:</b> Project 2018 – ongoing, Assigned 2018 – ongoing</p> <p><b>Owner Contact Information:</b> SCDOT; Craig Winn, PE, CFM; <a href="mailto:winncl@scdot.org">winncl@scdot.org</a>; 803-737-6376</p> <p><b>Design/Construction Value:</b> \$3,562,765.85 (Firm) / \$140 Million (construction)</p> <p><b>Project Description:</b> This project will widen seven miles of interstate along I-26 in Berkeley County in addition to improving the I-26 / SC 27 interchange near Ridgeville. Dan serves as the project manager, and his responsibilities include coordinating with stakeholders, overseeing roadway and bridge design, plan development, environmental documentation and permitting, providing scheduling and performing cost control. The widening project will also replace I-26 mainline dual bridges, improve exit interchange and ramps, widen SC 27 over I-26, and replace existing Cypress Campground Road Bridge over I-26 near the Volvo Interchange.</p> <p><b><u>Carolina Crossroads (I-20/I-26/I-126) Interchange Design Environmental Impact Statement</u></b></p> <p><b>Key Personnel Role:</b> Lead Design Engineer</p> <p><b>Experience with Current Firm:</b> Mead &amp; Hunt</p> <p><b>Project/Assignment Duration:</b> Project 2015 – January 2019, Assigned 2015 – 2019</p> <p><b>Owner Contact Information:</b> SCDOT; Brian Klauk, PE; <a href="mailto:klaukbd@scdot.org">klaukbd@scdot.org</a>, 803-737-5051</p> <p><b>Design/Construction Value:</b> \$3 million (firm) / \$1.5 billion (construction)</p> <p><b>Project Description:</b></p>

Dan served as the lead design engineer for this multi-interchange project. He was responsible for coordinating preliminary design alternatives for over 12 miles of interstate mainline improvements and nine interchanges through extensive alternative analysis screening and environmental impact evaluation. Dan provided additional support for NEPA documentation (DEIS and FEIS) with design considerations and methodologies.

#### **I-85 Widening Design-Build (MM 80 – MM 96) Phase I Preliminary Design**

**Key Personnel Role:** Assistant Program Manager/Segment Project Manager  
**Experience with Current Firm:** STV  
**Project/Assignment Duration:** Project 2014 – 2015, Assigned 2014 – 2015  
**Owner Contact Information:** SCDOT; Brad Reynolds, PE; [reynoldsbs@scdot.org](mailto:reynoldsbs@scdot.org), 803-737-1440  
**Design/Construction Value:** \$1 million (firm segment) / \$480 million (construction)  
**Project Description:**

Dan served as the Assistant Program Manager and a project manager for one segment of this 16-mile interstate widening project in Cherokee County. His responsibilities included overseeing roadway and bridge design, preliminary plan development, assisted on environmental documentation and permitting, provided scheduling and performing cost control.

#### **I-95/US 301 Interchange Improvements Design-Build**

**Key Personnel Role:** Senior Project Engineer  
**Experience with Current Firm:** STV  
**Project/Assignment Duration:** Project 2013 – 2015, Assigned 2013 – 2015  
**Owner Contact Information:** SCDOT; Claude Ipock, PE; [ipockcr@scdot.org](mailto:ipockcr@scdot.org); 803-737-1311  
**Design/Construction Value:** \$300,000 (firm) / \$30 million (construction)  
**Project Description:**

Dan provided railroad coordination, oversight for the environmental assessment re-evaluation, environmental permitting and bridge design oversight of a new overpass for the SC 6 connector over a CSX rail line as part of this interchange improvements project. The project developed a full access interchange on I-95 with US 301 and provided a new location roadway connecting US 301 to SC 6. STV was a subconsultant to CECS, the lead design firm for McCarthy Improvement Company.

#### **I-385 Widening Design-Build**

**Key Personnel Role:** Senior Project Engineer  
**Experience with Current Firm:** STV  
**Project/Assignment Duration:** Project 2010 – 2013, Assigned 2010 – 2013  
**Owner Contact Information:** SCDOT; Claude Ipock, PE; [ipockcr@scdot.org](mailto:ipockcr@scdot.org); 803-737-1311  
**Design/Construction Value:** \$65 million (construction)  
**Project Description:**

Dan oversaw design and preparation of construction plans for the widening of approximately seven miles of I-385 in Greenville County. He performed QA/QC reviews, produced maintenance of traffic plans and completed quality control reviews of pavement marking and signing plans. This project expanded the existing four-lane road to six lanes while widening two interstate bridges over US 276 and SC 517. STV was the lead designer for Lane Construction Company.

\* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

Dan currently serves as the project manager for two projects in the South Carolina Lowcountry. The first project is the US 176 Widening project for Berkeley County as part of the County's On-Call contract. This project is in the right-of-way acquisition phase, and final construction plans are expected to be completed by January 2020. Dan's other project is I-26 Widening (MM 187 – MM 193) in Berkeley County. The preferred alternative was recently selected, and the project is anticipated to be completed by early 2021.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Stuart Day, PE, PTOE Senior Associate
b.	Role of Key Individual for this Project: Lead Traffic Engineer
c.	Name of Firm with which you are now associated: Stantec Consulting Services Inc.
d.	Years of Experience: With this Firm <u>5</u> Years      With Other Firms <u>12</u> Years Stantec: Senior Associate – Responsible for overseeing traffic engineering projects within South Carolina, 2014 – Present Kimley-Horn: Transportation Analyst – Responsible for signal and roadway design, 2009 – 2014
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Clemson University / Clemson, SC / Master of Science / 2007 / Civil Engineering Clemson University / Clemson, SC / Bachelor of Science / 2006 / Civil Engineering
f.	Active Registrations: 2011 / GA / 035609 2014 / SC / 32068 2016 / PTOE / 4048
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>I-26, SC 27 to Jedburg Road</u></b></p> <p><b>Key Personnel Role:</b> Lead Traffic Engineer</p> <p><b>Experience with Current Firm:</b> Stantec</p> <p><b>Project/Assignment Duration:</b> Project Ongoing, Assigned Ongoing</p> <p><b>Owner Contact Information:</b> SCDOT, Craig Winn, WinnCL@scdot.org, (803) 737-6376</p> <p><b>Design/Construction Value:</b> \$500,000</p> <p><b>Project Description:</b> Providing capacity analyses for a 6-mile segment and 3 interchanges along the I-26 corridor in Dorchester and Berkeley County. Assisted in future traffic projections along the corridor, analysis of improvement concepts at each of the study interchanges, the development of VISSIM micro-simulation models, and an interchange modification report for the interchange of SC 27 along I-26.</p> <p><b><u>US 21/I-26 Interchange Ex 119</u></b></p> <p><b>Key Personnel Role:</b> Traffic Engineer</p> <p><b>Experience with Current Firm:</b> Stantec</p> <p><b>Project/Assignment Duration:</b> Project Ongoing, Assigned 2019</p> <p><b>Owner Contact Information:</b> SCDOT, Jennifer Necker, NeckerJL@scdot.org, (803) 737-7829</p> <p><b>Design/Construction Value:</b> \$2.85 Million</p> <p><b>Project Description:</b> Responsible for providing analysis for the interchange of US 21 along the I-26 corridor in Lexington County. Led the effort for future traffic projections, analysis of improvement concepts at the study interchange, assessment of traffic deficiencies including the closely space intersections, intertwining on-ramps/frontage road, confusing and outdated configuration, and sight distance issues, and an interchange modification report for the interchange of US 21 along I-26.</p> <p><b><u>I-85 Corridor Analysis MM 98 – MM 106</u></b></p> <p><b>Key Personnel Role:</b> Lead Traffic Engineer</p> <p><b>Experience with Current Firm:</b> Stantec</p> <p><b>Project/Assignment Duration:</b> Project 2015-2017, Assigned 2015-2017</p> <p><b>Owner Contact Information:</b> SCDOT; Brad Reynolds, PE; reynoldsbs@scdot.org, 803-737-1440</p> <p><b>Design/Construction Value:</b> \$650,000</p> <p><b>Project Description:</b> Provided existing capacity analyses, future volume growth based upon the statewide traffic model, future capacity analysis and recommendations for widening. The analysis included a VISSIM model as well as Synchro models. Analysis considered modifying interstate widening as well as interchange</p>



modifications. Conducted traffic analyses in support of an Interchange Modification Report for a new interchange along I-85 in Cherokee County.

**I-526 Lowcountry Corridor**

**Key Personnel Role:** Traffic Engineer  
**Experience with Current Firm:** Stantec  
**Project/Assignment Duration:** Project 2015-Present, Assigned 2015-2016  
**Owner Contact Information:** SCDOT, Joy Riley, RileyJ@scdot.org, (803) 737-1346  
**Design/Construction Value:** \$14 Million

**Project Description:**

Stantec is providing engineering services for preliminary design and NEPA approval of the I-526 Lowcountry Corridor project. The project covers 8 miles of I-526, with a major service interchange at I-526 and I-26. The project includes adding a third lane in each direction and interchange alternative analysis and development at 9 other interchanges within the project limits. The project is intended to improve traffic flow, access, and safety for residents, visitors, and businesses along one of the most congested interstate corridors in the state.

**Volvo I-26 Interchange Design-Build Preparation**

**Key Personnel Role:** Traffic Engineer  
**Experience with Current Firm:** Stantec  
**Project/Assignment Duration:** Project 2016, Assigned 2016  
**Owner Contact Information:** SCDOT, John Boylston, BoylstonJD@scdot.org, (803) 737-1527  
**Design/Construction Value:** \$44 Million

**Project Description:**

Stantec, as part of a team, is responsible for conceptual plan development, traffic analyses, and traffic modeling for a new interchange along I-26 between Exit 187 – SC 27/Ridgeville Road and Exit 194 – Jedburg Road in Berkeley County, South Carolina. The traffic analyses and modeling are being conducted as part of an Interstate System Access Change Request for the new I-26 & Volvo Boulevard Interchange.

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

Stuart Day is currently assigned to the following projects:

I-26, SC 27 to Jedburg Road, Lead Traffic Engineer, Fall 2019

I-85 Widening MM 98-106, Lead Traffic Engineer, Spring 2020

BCDCOG LCRT Phase 1, Lead Traffic Engineer, Spring 2020

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: <b>John Edward Terry</b> SC Program Manager
b.	Role of Key Individual for this Project: Right of Way (R/W) Manager
c.	Name of Firm with which you are now associated: THC, Inc.
d.	Years of Experience: With this Firm <u>2+</u> Years      With Other Firms <u>30+</u> Years  <b>THC, Inc.:</b> SC Program Manager – Responsible for all land acquisition projects within South Carolina, 2017 – Present <b>Primacq, Inc. (fka Terrell, Hundley &amp; Carroll Right of Way Services, Inc.):</b> SC State Manager – Responsible for overseeing all land acquisition projects within South Carolina, 2003 – 2017 <b>Terrell, Hundley &amp; Carroll Right of Way Services, Inc.:</b> Right of Way Project Manager – Responsible for land acquisition services as assigned, 2002 – 2003 <b>Moreland Altobelli Associates, Inc.:</b> State Right of Way Manager – Responsible for managing all land acquisition services within South Carolina, 2001 – 2002 <b>Moreland Altobelli Associates, Inc.:</b> Project Manager – Responsible for managing land acquisition services on select projects within the state, 1998 – 2000 <b>South Carolina DOT:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across the state, 1991 – 1998 <b>Universal Field Services, Inc.:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across the state, 1988 – 1991 <b>Southern Right of Way, Inc.:</b> Right of Way Agent – Responsible for providing land acquisition services on assigned projects across the state, 1986 – 1988
e.	Education: University of South Carolina / Columbia, SC / 1986 / BA, History
f.	Active Registrations: 1986 / SC / Real Estate / License #68115
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <u><b>Disaster Recovery Buyout Program: Lexington County, Richland County, City of Sumpter, and City of Charleston</b></u> <b>Key Personnel Role:</b> R/W Program Manager <b>Experience with Current Firm:</b> THC, Inc. <b>Project/Assignment Duration:</b> March 2018 – Ongoing <b>Owner Contact Information:</b> Michela Schildts (Tetra Tech); <a href="mailto:michela.schildts@tetrattech.com">michela.schildts@tetrattech.com</a> ; (305) 916-0175  <b>Design/Construction Value:</b> \$201,457.50 <b>Project Description:</b> THC is providing relocation assistance to tenants displaced under the voluntary Disaster Recovery Buyout Program implemented by Tetra Tech on behalf of the counties and cities. In Lexington County, THC has relocated four of the five initial tenants eligible for relocation services. There is a potential for an additional 15 tenants. John serves as the project manager and primary liaison to Tetra Tech.  <u><b>Richland County Penny Dirt Paving Program</b></u> <b>Key Personnel Role:</b> R/W Program Manager <b>Experience with Current Firm:</b> THC, Inc. <b>Project/Assignment Duration:</b> Feb 2018 – Ongoing <b>Owner Contact Information:</b> Daniel Atkinson (Holt Consulting Co); <a href="mailto:datkinson@holtconsultingco.com">datkinson@holtconsultingco.com</a> ; (803) 908-9605

**Design/Construction Value:** \$344,250

**Project Description:**

THC is acquiring easements for Richland County's first 20 projects under the current phase of this program. There are 300 easements anticipated for this current phase.

**Anderson County Transportation Committee (ACTC) Program**

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

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

**Project/Assignment Duration:** Aug 2018 – Present

**Owner Contact Information:** Dan Chism (Bunnell-Lammons Eng.);  
[dan.chism@blecorp.com](mailto:dan.chism@blecorp.com); (864) 554-6820

**Design/Construction Value:** \$6,000

**Project Description:**

THC is providing right of way acquisition services for ACTC projects. The first project under the program is Big Water Road, which has two tracts at the intersection of Big Water Road and US 29 in Starr, South Carolina.

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

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

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

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

**Owner Contact Information:** Hugh Haddock (SCDOT); [HadsockHS@scdot.org](mailto:HadsockHS@scdot.org); (803) 737-1406

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

**Project Description:**

To alleviate traffic congestion between the Towns of Lexington and Batesburg-Leesville, the existing road was widened from two lanes to five lanes. THC staff acquired 65 parcels and provided relocation services for single-family residences, a tri-plex apartment and numerous outdoor advertising signs.

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

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

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

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

**Owner Contact Information:** William Johnston (SCDOT);  
[JohnstonWC@scdot.org](mailto:JohnstonWC@scdot.org); (803) 737-4441

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

**Project Description:**

This project widened the existing road from two lanes to five lanes for approximately 24 miles. There were approximately 583 parcels. Services included appraisal, appraisal review, and acquisition and relocation. The relocations included signs, single-family residences and businesses. John served as the project manager for all four sections of this project. He was the liaison between SCDOT and the property owners while managing the acquisition agents and subconsultants.

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

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

John also serves as the Program Manager for the Richland County Dirt Road Paving Program. He is guiding THC Agents in the easement acquisition process. The program is scheduled for completion by December 2019.

John manages the acquisition of parcels for the Anderson County Transportation Committee. Two tracts are targeted for acquisition, and project completion will be September 2019.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Daniel Smith Cleckley, Superintendent
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Brasfield & Gorrie, L.L.C.
d.	Years of Experience: With this Firm <u>19</u> Years      With Other Firms <u>0</u> Years
<b>Brasfield &amp; Gorrie: Superintendent</b> – Daniel oversees jobsite forces, manages subcontractors, enforces Brasfield & Gorrie's safety and quality standards, and trains and fosters the growth of field personnel, 2000-present	
e.	Education: Chilton County High School
f.	Active Registrations: OSHA 30
g. Document the extent and depth of your experience and qualifications relevant to the Project.  <div style="margin-top: 10px;"> <b><u>I-59/20 Widening and SPUI Interchange</u></b>  <b>Key Personnel Role:</b> Superintendent (Construction Manager)  <b>Experience with Current Firm:</b> Brasfield &amp; Gorrie  <b>Project/Assignment Duration:</b> Project 2018 to present, Assigned 2018 to 2019  <b>Owner Contact Information:</b> Alabama DOT, Benji Cantrell, cantrellb@dot.state.al.us, (205) 554-3299  <b>Design/Construction Value:</b> \$84.4 Million  <b>Project Description:</b>            This three-phase project consisted of widening four miles of I-59/I-20 and the replacement and widening of bridges over Skyland Blvd. and McFarland Blvd. The McFarland Blvd. bridge will be a 255-foot, tied arch bridge and the Skyland Blvd. bridge will be a 350-foot, four-span bridge. A new Single Point Urban Interchange (SPUI), at McFarland Blvd. combines two intersections into a single intersection to improve efficiency and safety.         </div> <div style="margin-top: 10px;"> <b><u>HWY 150 Bridge Replacement Over Shades Creek &amp; CSX BR-7009(600)</u></b>  <b>Key Personnel Role:</b> Superintendent (Construction Manager)  <b>Experience with Current Firm:</b> Brasfield &amp; Gorrie  <b>Project/Assignment Duration:</b> Project 2018 to 2018, Assigned 2018 to 2018  <b>Owner Contact Information:</b> Alabama DOT, Gary Smith, smithg@dot.state.al.us, (334) 242-6356  <b>Design/Construction Value:</b> \$17.4 Million  <b>Project Description:</b>            This project consisted of the widening and intersection improvements at Hwy 150 near Ross Bridge Parkway and replacement of two existing bridges over Shades Creek and CSX Railroad with a single 941-foot-long and 90-foot-wide bridge. The new bridge is a multi-stem bent cast-in-place substructure founded on drilled shafts with ten pre-stressed concrete girder simple spans and a cast-in-place concrete deck.         </div> <div style="margin-top: 10px;"> <b><u>CSX Elvira Railroad Bridge Replacement</u></b>  <b>Key Personnel Role:</b> Superintendent (Construction Manager)  <b>Experience with Current Firm:</b> Brasfield &amp; Gorrie  <b>Project/Assignment Duration:</b> Project 1/2018 to 7/2018, Assigned 1/2018 to 7/2018  <b>Owner Contact Information:</b> CSX Transportation Inc., Ammar Shubair, ammar_shubair@csx.com, (904) 271-9166  <b>Design/Construction Value:</b> \$7.2 Million         </div>	



**Project Description:**

Brasfield & Gorrie was selected as the general contractor for the replacement the existing 182-foot pin truss main span over the Cahaba River along with the two 80-foot plate girder approach spans with three new deck plate girder spans. The scope of work includes offline preassembly and erection of the 1,320,000 lbs of structural steel, track work, existing bridge removal and disassembly, selective substructure demolition and modification, and pier scour protection work.

Using accelerated bridge construction techniques, the replacement and erection operation involved sliding the new 182-foot main span inside the envelope of the existing truss, removing the ends of the truss to clear the piers, lowering the combined weight of the truss and new span using specialized self-climbing jacking towers, and removing and replacing the approach spans using two 300-ton crawler cranes.

- 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.

Daniel Cleckley is currently serving as Superintendent (Construction Manager) for an aviation construction project that will be complete in June 2020. He will be available for input and review meetings during the design phase of this project.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Jon Blake Galloway, CWI, NDT Level II, Senior Engineering Technician
b.	Role of Key Individual for this Project: Quality Control Manager
c.	Name of Firm with which you are now associated: Wood E&I Solutions
d.	Years of Experience: With this Firm <u>19</u> Years      With Other Firms <u>0</u> Years
<p><b>Wood E&amp;I Solutions: Senior Engineering Technician</b> – Mr. Galloway has performed various types of non-destructive examinations, including MT, PT, UT and VT, in both quality control and quality assurance roles.</p>	
e.	Education: Wallace State Community College, 1994
f.	Active Registrations: AWS Certified Welding Inspector, # 03061131
g.	Wood NDT Level II, UT, MT, PT
<p>h. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b><u>Georgia Department of Transportation</u></b>  <b>Key Personnel Role:</b> QA Inspector  <b>Experience with Current Firm:</b> Wood E&amp;I Solutions  <b>Project/Assignment Duration:</b> Project March 2018 to present, Assigned March 2018 to present  <b>Owner Contact Information:</b> Georgia DOT, Reginald Lee, (770) 880-2700  <b>Design/Construction Value:</b> \$752,000  <b>Project Description:</b>  On-call steel fabrication inspection services contract. Provide QA inspection services during off-site steel fabrication to ensure compliance with project specifications, Georgia DOT specifications, AWS D1.5 Bridge Welding Code, and AWS D1.1 Structural Welding Code–Steel. Activities include verification of approved welding processes and welder qualifications, and visual inspection, magnetic particle testing and ultrasonic testing of completed welds.</p> <p><b><u>Port Authority of New York and New Jersey, Newark Liberty International Airport Terminal A Redevelopment</u></b>  <b>Key Personnel Role:</b> QA Inspector  <b>Experience with Current Firm:</b> Wood E&amp;I Solutions  <b>Project/Assignment Duration:</b> Project August 2015 to present, Assigned 2015 to present  <b>Owner Contact Information:</b> Port Authority of New York and New Jersey, Luis Payano, (201) 216-2996, <a href="mailto:lpayano@panynj.gov">lpayano@panynj.gov</a>  <b>Design/Construction Value:</b> \$67 Million  <b>Project Description:</b>  A \$2.7 billion project to replace the existing Terminal A building with a new terminal building and construct a new roadway access network. Provide QA inspection services during off-site fabrication of rolled beam girders, crossframes and lateral braces to ensure compliance with project specifications, New Jersey DOT Standard Specifications for Road and Bridge Construction, and AWS D1.5 Bridge Welding Code. Activities include verification of approved welding processes and welder qualifications, visual inspection, magnetic particle testing and ultrasonic testing of completed welds, verification of coating operations, and dry film thickness testing.</p>	

**Port Authority of New York and New Jersey, World Trade Center – Parcel 1B-Structure to Grade & West Bathtub Vehicular Access**

**Key Personnel Role:** QA Inspector/Structural Steel  
**Experience with Current Firm:** Wood E&I Solutions  
**Project/Assignment Duration:** Project August 2015 to present, Assigned 2015 to present  
**Owner Contact Information:** Port Authority of New York and New Jersey,, Luis Payano, (201) 216-2996, [lpayano@panynj.gov](mailto:lpayano@panynj.gov)  
**Design/Construction Value:** \$ \$412 Million  
**Project Description:**

Provide QA inspection services during off-site fabrication of main and miscellaneous building members to ensure compliance with project specifications, AISC Specification for Structural Steel Buildings, and AWS D1.1 Structural Welding Code–Steel. Some main members weighed more than 60 tons. Activities include verification of approved welding processes and welder qualifications, visual inspection, magnetic particle testing and ultrasonic testing of completed welds, verification of coating operations, and dry film thickness testing.

**Mercedes-Benz Atlanta Falcons Stadium, Atlanta Falcons Stadium Company LLC**

**Key Personnel Role:** QA Inspector/Structural Steel  
**Experience with Current Firm:** Wood E&I Solutions  
**Project/Assignment Duration:** Project August 2015 to 2018, Assigned 2015 to 2018  
**Owner Contact Information:** Darden Company, Kyle Taylor, (404) 272-3809, [ktaylor@dardencompany.com](mailto:ktaylor@dardencompany.com)  
**Design/Construction Value:** \$1.6 Billion  
**Project Description:**

The new Mercedes-Benz (Atlanta Falcons) Stadium was designed to host multiple sporting and social events with a seating capacity of 71,000 and an estimated cost of \$2.0 billion. The iconic design has a retractable roof that works like an aperture in a camera and a triangular skin that wraps around the seating. Our team provided materials testing and special inspections during construction, as well as consultation services on materials testing and inspection issues. Services included concrete sampling and testing, laboratory compressive strength testing, concrete reinforcing steel inspections, precast concrete inspections, visual and nondestructive testing of structural steel at 40 fabrication shops throughout the United States of America and in Canada, structural bolt and weld inspections on connections in the field, roofing inspections, and building envelope testing and inspections. At the fabrication shops and in the field, Wood ensured that structural steel fabrication was in conformance with project specifications, AISC 360-10 Specification for Structural Steel Buildings, and AWS D1.1 Structural Welding Code–Steel.

- i. 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. Jon is currently working on projects with the Georgia Department of Transportation but will be available at the start of this project.

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a.	Name & Title: Kevin Marshall Kane, Project Manager
b.	Role of Key Individual for this Project: Maintenance of Traffic Manager
c.	Name of Firm with which you are now associated: Brasfield & Gorrie, L.L.C.
d.	Years of Experience: With this Firm <u>6</u> Years      With Other Firms <u>0</u> Years <b>Brasfield &amp; Gorrie: Project Manager</b> – Primary manager of day-to-day activities, 2013-present
e.	Education: Auburn University / Auburn, Alabama / Bachelor of Science / 2011 / Civil Engineering Auburn University / Auburn, Alabama / Master of Science / 2013 / Civil Engineering
f.	Active Registrations: OSHA 30-Hour Construction Certificate, Traffic Control Technician (TCT), Traffic Control Supervisor (TCS)
g.	Document the extent and depth of your experience and qualifications relevant to the Project.  <div style="margin-top: 10px;"> <p><b><u>I-59/20 Widening and SPUI Interchange</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Brasfield &amp; Gorrie</p> <p><b>Project/Assignment Duration:</b> Project 2017 to present, Assigned 2017 to present</p> <p><b>Owner Contact Information:</b> Alabama DOT, Benji Cantrell, cantrellb@dot.state.al.us, (205) 554-3299</p> <p><b>Design/Construction Value:</b> \$84.4 Million</p> <p><b>Project Description:</b> This three-phase project consisted of widening four miles of I-59/I-20 and the replacement and widening of bridges over Skyland Blvd. and McFarland Blvd. The McFarland Blvd. bridge will be a 255-foot, tied arch bridge and the Skyland Blvd. bridge will be a 350-foot, four-span bridge. A new Single Point Urban Interchange (SPUI), at McFarland Blvd. combines two intersections into a single intersection to improve efficiency and safety.</p> </div> <div style="margin-top: 20px;"> <p><b><u>Windy Ridge Parkway Bridge Widening</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Brasfield &amp; Gorrie, L.L.C.</p> <p><b>Project/Assignment Duration:</b> Project 5/2016-7/2017, Assigned 2016-2017</p> <p><b>Owner Contact Information:</b> Cobb County Purchasing Department, Wade Kelly, <a href="mailto:wade.kelly@cobbcounty.org">wade.kelly@cobbcounty.org</a>, (770) 528-1678</p> <p><b>Design/Construction Value:</b> \$11.5 Million</p> <p><b>Project Description:</b> This project widened existing four-lane Windy Ridge Parkway Bridge to provide pedestrian access across I-75 and I-285 to SunTrust Park. The 550-foot-long bridge was widened by 42 feet and the scope of work included structural components, such as deep foundations, abutments, bents, roadwork, a new bridge deck, a retaining wall, and foundations, in addition to decorative hardscapes, landscapes, and lighting elements.</p> </div> <div style="margin-top: 20px;"> <p><b><u>CSX Bayou Sara Swing Span Replacement</u></b></p> <p><b>Key Personnel Role:</b> Project Manager</p> <p><b>Experience with Current Firm:</b> Brasfield &amp; Gorrie, L.L.C.</p> <p><b>Project/Assignment Duration:</b> Project 2017-2018, Assigned 2017-2018</p> </div>

**Owner Contact Information:** CSX Transportation Inc., Matthew Crawford,

[Matthew.Crawford@csx.com](mailto:Matthew.Crawford@csx.com), (904) 245-1106

**Design/Construction Value:** \$7.7 Million

**Project Description:**


This project replaced the existing swing span bridge on Bayou Sara, just off the Mobile River, with a new swing span. The scope of work includes offsite preassembly of the 550,000 lb structural steel through-girder bridge, which includes track work, hydraulics, electrical power, bridge controls, and bridge-operating machinery.


During a 14-hour railroad outage, the existing span and top portion of the existing swing pier was removed and replaced with a new structural machinery grillage and the new swing span. The new span was floated in on barges, and the old span removed with the same barges using a complex, phased marine operation. A new cast-in-place pier cap was then poured to complete the swing pier modifications.


- 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.

Kevin Kane is currently assigned to a widening and bridge replacement project in Tuscaloosa, AL. The project is scheduled to be completed by first quarter 2020, prior to the beginning of this project.




WORK HISTORY AND QUALITY FORM – CONTRACTOR					
Brasfield & Gorrie, LLC					
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: <b>I-59/20 Widening and SPUI Interchange</b> Location: Tuscaloosa, AL	Name: Brasfield & Gorrie, L.L.C. (Construction)	Name of Owner: Alabama Department of Transportation Project Manager: Benji Cantrell, P.E. Phone: 205-554-3299 Email: cantrellb@dot.state.al.us	07/2020	\$ 84,522	\$84,522
g. Narrative describing the work performed by Lead Contractor					
<div></div> <p>Brasfield &amp; Gorrie was awarded the multi-phase, \$84 million project located in Tuscaloosa, AL to widen 4.125 miles of I-59/20 interstate. The widening includes the additional lane construction (grading, drainage, asphalt pavement) and the full replacement of a 350-foot four span bridge at Skyland Boulevard and a 255-foot bridge McFarland Boulevard. It also includes the addition of a Single Point Urban Interchange (SPUI) and all associated ramps. Also included is over 17,000 square feet of temporary retaining wall, 9,700 square feet of permanent retaining wall, 350 drainage structures, 20,000 linear feet of drainage pipe, new mainline roadway lighting system, new intersection signals, overhead sign structures, guardrail, and new median barrier. Also, in the scope of this project is the widening of McFarland Boulevard which is a high-density commercial highway with businesses and utilities throughout. Proactive communication has allowed this scope of the project to proceed with minimal impact to the public and associated businesses. Brasfield &amp; Gorrie self-performed a significant scope of work on this project including all driven piling, substructure, superstructure, structural steel erection, temporary bent erection, temporary shoring, demolition of existing structures and maintenance of traffic. The existing four span 255-foot bridge at McFarland Boulevard will be replaced with a suspension arch bridge which will span the entire 255 feet without any intermediate support upon completion of construction. Due to the phasing, throughout the construction process the steel tub girders will be supported by a temporary intermediate bent. Upon completion of all 3 phases and erection of the arches, the temporary bent will be removed, and the arches will carry the full load of the bridge. The arches, steel tub girders, and temporary bent were all erected by Brasfield &amp; Gorrie forces. Key individuals: Bryan Reese (proposed Project Manager) led preconstruction efforts at beginning of project, Kevin Kane (proposed MOT Manager) serves as Project Manager, and Daniel Cleckley (Supt) led steel tub girder erection planning and execution. Other involved include Lawrence Roe (Safety Mgr.), John Strid (Div Mgr.), Bryan Myers (Ops Mgr.), and Juan Carlos Ospina (Regional Ops Mgr.).</p> <p><b>Relevance to US-1:</b> Major bridge construction, interchange modifications, complex MOT/phasing, utility coordination, sensitivity to local community/businesses, schedule, innovation, self-perform abilities</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractor that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>This project is under construction and is currently tracking to complete 7 months ahead of the contractual completion date. Brasfield &amp; Gorrie developed a scheme to resequence the traffic phasing from the bid documents to allow work on the next phases to begin sooner. This resequencing cut approximately 6 months off the overall project schedule. By utilizing a solution-based approach as issues arise, Brasfield &amp; Gorrie has been able to mitigate any negative impact to the overall project schedule while reducing the total completion duration by 7 months due to an innovative approach to the construction phasing. Brasfield &amp; Gorrie has also worked to keep the project within budget. Brasfield &amp; Gorrie has identified several value engineering options including an opportunity for ALDOT to save several hundred thousand dollars by revising the temporary retaining wall design. The option was presented to ALDOT and Brasfield &amp; Gorrie proceeded to work with the geotechnical engineer to revise the design so the savings could be returned to the project.</p>					
i. Quality Initiatives. Discuss Lead Contractors 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>The project team is utilizing a Brasfield &amp; Gorrie Quality Control Manager for this project. This has proved to be an invaluable resource to the project team to ensure the project is constructed to highest level of quality feasible. A project specific quality control plan was developed which contains procedures that have been implemented throughout the project. These include concrete pour cards which are specific for hot weather and cold weather concreting, structural steel non-destructive weld testing, and rotational capacity testing for structural bolts.</p> <p>Brasfield &amp; Gorrie hired a third-party traffic control specialist for a 3-day training session to certify all employees including management, supervision, and craft employees on basic maintenance of traffic. This has had several advantages including correct implementation and installation of traffic control devices, ability for all crew members to recognize and correct any traffic control devices that are out of tolerance, more efficient installation of traffic control devices, worker safety, and safety of the travelling public.</p> <p>On this project, Brasfield &amp; Gorrie is providing a monthly document to ALDOT that contains an updated overall project schedule including detailed description of progress since previous month, any areas that could be a potential for delay, and objectives for the upcoming month.</p> <p>Open and transparent communication on a regular basis allows Brasfield &amp; Gorrie and the owner to operate as a team which has led to the success of this project. There are no pending disputes with ALDOT on this project.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Firm shall provide a detailed explanation below.					
1 thru 6 – "No" for all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR					
Brasfield & Gorrie, LLC					
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Firm’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 Firm (in thousands)
Name: <b>Windy Ridge Pkwy Bridge over I-75 / I-285</b> Location: Smyrna, GA	Name: Brasfield & Gorrie, L.L.C. (Construction)	Name of Owner: Cobb County Project Manager: Wade Kelley Phone: 770-528-1678 Email: wade.kelly@cobbcounty.org	07/2016	\$11,662	\$11,662
g. Narrative describing the work performed by Lead Contractor.					
		<p>This project widened a 5-span 4 lane bridge by 42’ to allow pedestrian access to Sun Trust Park (home of the Braves). The project is located at the I-75/I-285 interchange in Atlanta, GA, and crosses 18 lanes of high-density interstate traffic including mainline I-75 and all associated ramps. The project consisted of the construction of a 550’ long steel girder bridge, permanent retaining walls, temporary shoring, and asphalt paving. The project also included aesthetic aspects such as hardscaping, landscaping, ornamental fencing, and lighting elements. The construction schedule for this project was extremely aggressive. The 11-month construction schedule had a fixed substantial completion date tied to the Opening Day for the new SunTrust Park. The project was completed <b>ahead of schedule</b> and was able to provide pedestrian access to several events at the stadium prior to opening day. A major challenge with this project was construction access. Due to the existing 18 lanes of high-density interstate traffic, there was limited access for construction of the substructure. Temporary traffic shifts were developed by B&amp;G and utilized throughout construction. In order to install the deep foundations and footings, 4-sided soldier pile and lagging shoring was used at each intermediate bent. In some locations, the median work areas were no more than 25 feet wide and the crane needed for pile driving and concrete bent construction was not able to swing without encroaching on an active lane of traffic. The project was also located within the project limits of two other projects, and two additional projects adjoined the project on either side that represented four different prime contractors and two different owners. The MOT required daily coordination between all contractors for items including lane closures, traffic shifts, signage, and temporary concrete barrier wall. Key individual: Kevin Kane (proposed MOT Manager) served as Project Manager throughout construction. Other proposed personnel that worked on Windy Ridge include Trey Ogle as Senior Project Manager, Bryan Myers as Operations Manager, John Strid as Division Manager, and Juan Carlos Ospina as Regional Operations Manager.</p> <p><b>Relevance to US-1:</b> Major bridge construction over high-density interstate, interstate interchange coordination, complex MOT, coordination with other prime contractors, aggressive schedule.</p>			
<p>h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Lead Contractor has record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p> <p>The aggressive schedule compiled with limited access and coordination with other contractors made this project a challenge. Major intermediate milestones such as bent construction, steel erection, and bridge deck placements were established to ensure the substantial completion date was met. P6 software allowed the team to experiment with alternate paths to completion when weather, traffic, design, or other obstacles presented challenges. This approach to diligent schedule management was truly a key part to successful execution of the project. Lane closure periods for all activities were limited to nights and weekends due to the heavy traffic volume. The location created significant challenges with regard to safe worker access, material storage, equipment erection, and vehicular traffic safety. Detailed planning and clear communication with Cobb County and other contractors made this project a success.</p>					
<p>i. Quality Initiatives. Discuss Lead Contractors 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>B&amp;G evaluated several value engineering opportunities and presented several options to the owner to reduce the overall project cost by several hundred thousand dollars. The largest cost saver for the owner was the redesign of a retaining wall that was shared between two projects.</p> <p>The project received an ABC Excellence in Construction Award. It was completed on schedule, below the owners budget, and carried pedestrian traffic to SunTrust Park on opening day as planned. Other quality initiatives included a concrete thermal control plan for several large structural elements that addressed the potential of thermal cracking in mass concrete. Separate dynamic pile tests were performed at each bent location to ensure optimal pile driving resistance. Conducting multiple dynamic pile tests at each bent location also proved to be invaluable as competent rock was found to vary by up to 50 feet in depth from one bent to the next, which prevented overdriving and pile damage. There are no pending disputes with ALDOT on this project.</p>					
<p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.</p> <p>1 thru 6 – "No" for all questions.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR Brasfield & Gorrie, LLC					
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Firm’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 Firm (in thousands)
Name: <b>I-65/I-85 Interchange Widening</b> Location: Montgomery, AL	Name: Brasfield & Gorrie, L.L.C. (Construction)	Name of Owner: Alabama Department of Transportation Project Manager: Adam Patterson Phone: 205-970-1443 Email: adam.patterson@volkert.com	06/2010	\$ 93,148	\$93,148
g. Narrative describing the work performed by Lead Contractor.					
		<p>This project consisted of 4.613 miles of additional lane construction (grading, drainage, asphalt pavement), existing roadway rehabilitation (concrete pavement rubblization with asphalt pavement buildup overlay), widening and reconstruction of 14 bridges, new mainline roadway lighting system and new intersection signals, overhead sign structures and roadway signs, guardrail, median barrier wall, striping, and right-of-way fencing. The project was to be completed in multiple phases consisting of numerous traffic shifts while the existing mainline roadway remained in full traffic load (approximately 80,000 vehicles per day) throughout the duration. Two phases of work consisted of intensively time sensitive work that included heavy liquidated damages. Work during each of these phases consisted of shutting down all ramps on one side of the mainline roadway and shifting traffic to the newly constructed median and bridges. Once traffic was shifted, work commenced for 24 hours per day and seven days per week to rubblize all existing concrete pavement on either side of the roadway to create a subgrade base material on which to pave a full section asphalt roadway. In addition to the rubblizing and paving, each of the existing bridges were jacked to match the new roadway elevations. Each phase was to be completed in 23 days and carried penalties of \$100,000 per day past 23 days of work. Phase A was completed in 12 days, 11 days ahead of schedule, and Phase B in 13 days, 10 days ahead of schedule. Brasfield &amp; Gorrie performed all work associated with the bridges including all driven piling, substructure, superstructure, structural steel erection, demolition of existing structures, and maintenance of traffic as well as all grading and drainage. Trey Ogle served as Assistant Project Manager, and Juan Carlos Ospina as Division Manager.</p> <p><b>Relevance to US-1:</b> Major bridge construction, interchange modifications, complex MOT/phasing, aggressive schedule, self-perform abilities</p>			
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify that Lead Contractor has record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The construction phases which carried heavy liquidated damages were the most critical phases throughout the project for ALDOT and B&amp;G. B&amp;G developed an hour by hour Primavera P6 schedule for each of these phases. During these phases, the rubbilization of the existing concrete pavement, asphalt build up and jacking of existing bridges to new elevation all had to occur. B&amp;G mobilized additional forces, both craft and supervision, to ensure the milestone was met. The critical work on mainline I-65 had to be completed in 23 days per side and was completed in 12 and 13 days respectively. The overall project was also completed ahead of the overall contractual completion date.</p> <p>Per David Bannon, ALDOT Division Construction Engineer, “this project went as well as we could have ever expected and B&amp;G’s performance and management was directly responsible for this.”</p>					
i. Quality Initiatives. Discuss Lead Contractors 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>B&amp;G tracked quantities though various methods and shared these with the ALDOT project manager on a monthly basis. These included a forecast of any line items that may overrun as well as any line items that may underrun. By relaying this information on a monthly basis, starting early in the project, there were not any surprises from a cost or budget standpoint at the end of the project. B&amp;G strives to be transparent and open through all aspects of a project including cost and views the owner and contractor as team. Due to the number of vehicles that passed through the work zone on a daily basis, the project team determined it would be beneficial to have a dedicated traffic control supervisor onsite 24 hours per day and 7 days per week. The traffic control supervisor would develop any traffic control plans and oversee the installation of the plan in the field. During times in which lane closures were not in place, the traffic control supervisor would inspect the entire project site no less than once an hour to ensure all traffic control devices were properly installed. This project won an ABC Excellence in Construction Award. The project was awarded the Alabama Asphalt Paving Award, which is awarded to a project each year that demonstrates an excellence in quality and workmanship.</p> <p>There were no disputes with ALDOT on this project.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
1 thru 6 – "No" for all questions.					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Mead & Hunt, 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 Design Firm’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 Design Firm (in thousands)
Carolina Crossroads Interchange Design EIS, Columbia, SC	Name: HDR Engineering (Design)	Name of Owner: SCDOT Project Manager: Brian Klauk, PE Phone: (803) 737-5051 Email: klaukbd@scdot.org	Professional Services: 02/2019 Construction: 2025 (est)	\$1,500,000	\$3,000
g. Narrative describing the work performed by Design Firm. Include the office location(s) where the design work was performed and Design Firm was the lead designer or a sub-consultant.					
<div></div> <p>Mead &amp; Hunt assisted in developing an Environmental Impact Statement to investigate alternatives before determining a preferred alternative that embodies the purpose and need of the project. The team was responsible for developing preliminary design alternatives for over 12 miles of interstate mainline improvements and nine interchanges through extensive alternative analysis screening and environmental impact evaluation. Mead &amp; Hunt lead the natural resources portion of the NEPA documentation (DEIS and FEIS) with field surveys, existing storm drainage inspection, natural resource studies, agency coordination, financial planning, public involvement and stakeholder coordination, design considerations and construction methodologies. Our team aimed to minimize impacts to the social and ecological environment located within and adjacent to the interstate corridors.</p> <p>Carolina Crossroads serves as a primary route into and out of Columbia, and Lowcountry ports transport their goods to Upstate manufacturers through this interchange system. Currently outdated and posing safety risks, motorists are forced to perform complex weaving maneuvers to enter and exit the corridor from one system interchange to another. In addition, several interchange loops are over capacity and not designed for higher speeds.</p> <p>Mead &amp; Hunt was responsible for the conceptual and preliminary design of the I-26/Harbison Road Interchange and the I-26/Piney Grove Interchange along with the associated section of I-26 from west of the I-26/St. Andrews interchange to east of the I-26/Lake Murray Boulevard interchange. Our team lead the risk assessment, schedule and constructability reviews, and we also began work on the prioritization of right-of-way on initial critical tracts that were to be impacted by any proposed alternative. This involved extensive coordination with SCDOT Right-of-Way, Construction and District 1 staff. Dan served as the lead design engineer and was responsible for coordinating preliminary design alternatives along the mainline and multiple interchanges. He was also involved in the cost and schedule risk assessment and constructability workshops. Additional members of the Mead &amp; Hunt team who participated in this project include: Matt DeWitt; Conor Makepeace; Jennifer Satterthwaite; Veronica Miller; Brittany Williams; Raymond Hamilton; Zach Verhage; Jessica Johns; Tony Steffee; Chris Bolding; Keith Powell; Chris Baker; Angie Kerrigan; Mark Cornelius; and Lloyd Lucas.</p> <p>Mead &amp; Hunt was a major subconsultant for this EIS project. Offices include: North Charleston, Lexington, and Myrtle Beach, SC; Charlotte and Raleigh, NC; Tallahassee, FL; Columbus, OH; Minneapolis, MN; Madison, WI</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment Design Firm’s performance on the project to identify Design Firms with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Design Firms that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Mead & Hunt worked with the environmental and transportation planners and traffic engineering during the development of multiple interchange alternatives for each interchange location and widening options. The traffic engineering, conceptual design and environmental documentation occurred simultaneously in order to meet agency review milestone dates. Due to the project’s size and scope, the conceptual and preliminary roadway design and bridge design was separated among three design firms upon selection of the preferred alternative in Spring 2018. The preferred alternative was developed further into preliminary design and DFR plan elements for SCDOT’s DFR review in Summer 2018.					
i. Quality Initiatives. Discuss Design Firm’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
In accordance with Mead & Hunt’s QA/QC process, design and environmental documentation underwent rigorous quality control sessions among the team firms as well as with SCDOT and FHWA. QA/QC during the design process involved multiple in-person workshops where each firm presented and detailed their design and plan production for interchange and interstate widening options. This evolved into the overall corridor improvement alternatives that were reviewed during two constructability workshops and separate preliminary maintenance of traffic/construction staging discussions. Each firm provided individual QC reviews prior to milestone submittals to HDR, SCDOT and FHWA.					
Mead & Hunt was heavily involved in developing the project’s cost estimate and schedule. We developed the original base cost estimate that was incorporated in the Cost and Schedule Risk Assessment (CSRA) report. Our insights were also crucial in multiple CSRA workshops that defined project risks and mitigation strategies to monitor project costs and schedules. The process was conducted from project inception through the selection of a preferred alternative.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Design Firm provide a detailed explanation below.					
"No" for all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Mead & Hunt, 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 Design Firm’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 Design Firm (in thousands)
I-26 Widening (MM 187 – MM 193) Berkeley County, SC	Name: Mead & Hunt	Name of Owner: SCDOT Project Manager: Craig Winn, PE, CFM Phone: (803) 737-6376 Email: winncl@scdot.org	Professional Services: 02/2021 Construction: 2024 estimated	\$140,000	\$3,563
g. Narrative describing the work performed by Design Firm. Include the office location(s) where the design work was performed and Design Firm was the lead designer or a sub-consultant.					
		Mead & Hunt is the lead design firm for this seven-mile interstate widening project. Improvements to the area include: widening I-26 from MM 187 to MM 193 by adding north- and south-bound travel lanes into the median; replacing the I-26 mainline dual bridges over Cypress Swamp; improving the Exit 187 interchange and ramps; widening SC 27 both east- and west-bound at the I-26 interchange; replacing the Cypress Campground Road bridge over I-26; and coordinate I-26 widening with the new Volvo Cars Interchange project currently under construction. Additional scope items include median clearing, cable guardrail installation and drainage improvements.			
<div>“The project has progressed at an accelerated rate, and the team adjusted on the fly when new information was made available about a large industrial development and re-ran the traffic numbers and alternative analysis extremely quickly. The team has exceeded all expectations.” – Craig Winn, PE, CFM</div>					
Dan Moses, PE has served as the project manager for this effort since project award in 2018. His responsibilities include coordinating with stakeholders, overseeing roadway and bridge design, plan development, providing schedules and performing cost control. He is also involved in coordinating the environmental assessment and permitting requires between the project designers and various planners. Additional team members have who worked on this project include: Matt DeWitt; Conor Makepeace; Jennifer Satterthwaite; Veronica Miller; Brittany Williams, Zach Verhage; Tony Steffee; Chris Bolding; Chris Baker; Kevin Barnes; Mark Cornelius; and Lloyd Lucas.					
Offices involved in the project include: North Charleston, SC; Lexington, SC; Myrtle Beach, SC; Charlotte, NC; Tallahassee, FL					
h. Self-Assessment. The information provided in this section should be a self-assessment Design Firm’s performance on the project to identify Design Firms with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Design Firms that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Dan Moses and the SCDOT Program Manager were contacted the day after the Public Information Meeting, January 24, 2019, regarding the South Carolina State Ports Authority recent acquisition of the Ridgeville Industrial Park, located within one mile of the SC 27/I-26 interchange. Within one month, the Mead & Hunt team received new truck volume projections based on the proposed SPA build-out plan, and we re-analyzed the traffic analysis using HCS. In March 2019, SCDOT and Mead & Hunt met with SPA staff and SCDOT traffic staff separately to review the results of the increased truck volumes on the three interchange types. The recommended preferred alternative was a diamond interchange with dual lane roundabouts located on SC 27 at the ramp intersections. This unique interchange design is a first for SCDOT. Further discussion was necessary, and conceptual designs helped demonstrate how the roundabouts would operate. Mead & Hunt’s prior experience designing and constructing dual lane roundabouts for other DOTs helped reassure SCDOT that the operational features they desired could be accommodated at this interchange.					
i. Quality Initiatives. Discuss Design Firm’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.					
Leading the project team and controlling the project’s direction rests solely with the Mead & Hunt’s project manager. Dan proactively meets with team members and subconsultants on a regular basis to discuss and review the project’s status, financial standing (budget and costs) and schedule while establishing timely quality control and assurance reviews. Mead & Hunt managers meet weekly to verify that each designer and subconsultant is working with readily available information and appropriate resources/staffing, using correct and current standards, and adhering to the approved scope of work. We review the development of design and plan production on a regular basis (weekly, at least) to verify that each team member is meeting their responsibilities and addressing quality control items in real time.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Design Firm provide a detailed explanation below.					
n/a					



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER  
Mead & Hunt, 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 Design Firm’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 Design Firm (in thousands)
I-85/I-385 Interchange Rehabilitation Design-Build Greenville, SC	Name: Civil Engineering Consulting Services, Inc. (design)	Name of Owner: SCDOT Project Manager: Ladd Gibson, PE Phone: (803) 737-3511 Email: gibsonls@scdot.org	Professional Services: 09/2016 Construction: 12/2019	\$242,000	\$2,297
g. Narrative describing the work performed by Design Firm. Include the office location(s) where the design work was performed and Design Firm was the lead designer or a sub-consultant.					
<div></div> <p>Our project team provided safety and capacity improvements to the I-85/I-385 interchange in Greenville. The project includes an additional through lane in each direction along I-385, approximately two miles of rehabilitation on I-85 northbound, collector-distributor ramps for both interstates and improvements at various intersections. Structures along I-385 were designed to accommodate an additional lane in each direction for future expansion and capacity.</p> <p>Mead &amp; Hunt was responsible for replacing two existing bridges on I-385 and designing two new ramp bridges. The superstructures are AASHTO Type IV or Florida I-Beam 78-inch prestressed concrete beams with composite decks. The substructures utilize concrete cap and column piers on steel piles while the free-standing abutments use steel piles behind MSE walls. Crashwalls were added to the bridges situated over a railroad for crash protection.</p> <p>The project is being developed through the design-build process to reduce construction time and provide for better management of costs, reduce environmental impacts and shorten travel delays for motorists. The completed project will ease congestion, improve safety, allow interstate commerce to flow smoothly and increase the lifespan of our Upstate transportation network. This interchange currently ranks #2 on the SCDOT priority list of deficient interchanges.</p> <p>Members of the Mead &amp; Hunt team who worked on this project include: Tony Steffee; Chris Bolding; Deb Weaver; Mark Cornelius; and Lloyd Lucas.</p> <p>Mead &amp; Hunt was a major subconsultant for one segment of the I-85 Widening Design-Build Phase I Design Preparation project. Offices involved in the project include: Lexington, SC; Raleigh, NC; Columbus, OH; Madison, WI</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment Design Firm’s performance on the project to identify Design Firms with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Design Firms that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Mead & Hunt met critical path design and schedule milestones set by the contractor which included structural modifications of three bridges from the original design due to a change prompted by a value engineering ATC. The ATC provided SCDOT with new bridges with less future maintenance in lieu of rehabilitating the existing I-385 bridges. Our engineers accelerated design and plan preparation to deliver final plans for Bridge #3 within 45 days of the contractor’s notice to proceed. Bridge #3 was on the critical path due to maintenance of traffic scheduling, and our designers worked extensively to meet the required schedule while still maintaining the required QC process.					
i. Quality Initiatives. Discuss Design Firm’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
In addition to Mead & Hunt’s quality control and assurance processes, the I-85 preliminary project design and environmental documentation underwent rigorous quality control sessions among the team firms as well as with SCDOT and the Federal Highway Administration (FHWA). Quality control and assurance during the design process involved multiple in-person workshops on interchange and interstate widening options where each firm presented and detailed their design and plan production. This evolved into the overall corridor improvement alternatives that were reviewed during constructability workshops and separate preliminary maintenance of traffic/construction staging discussions. Each firm provided individual quality control reviews prior to milestone submittals to prime consultants. These prime consulting firms carried out a final review prior to SCDOT and FHWA reviews.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Design Firm provide a detailed explanation below.					
"No" for all questions.					



### **Brasfield & Gorrie, L.L.C. Financial Capacity**

With \$3.3 billion in revenue in 2018, Brasfield & Gorrie has an exceptionally strong financial position and a track record of consistent and sustained growth. Our substantial backlog and large bonding capacity demonstrate our stability for the immediate future and our viability for the long term.

The strength of our business translates directly to resources—in-house industry experts, solid subcontractor and vendor relationships, and innovative technology and best practices—that will promote the success of your project.

We have the financial capacity and the resources necessary to complete the SCDOT | Design-Build Project (US1 over I-20 Interchange Improvement) as proposed in the RFQ.

A handwritten signature in blue ink, appearing to read "John Strid".

John Strid, Vice President

Brasfield & Gorrie, L.L.C.

A handwritten signature in blue ink, appearing to read "Wendy Burton".

Witnessed by Notary: Wendy Burton

Notary Expiration: 2/19/20





May 24, 2019

South Carolina Department of Transportation  
955 Park Street, Room 101 (302,421)  
Columbia, SC 29201

**Re: Brasfield & Gorrie, L.L.C.  
Birmingham, AL**

**Subject: Request for Qualifications for Design and Construction of the Interchange Improvement and Bridge Replacement along US 1 (Augusta Highway) over I-20 in Lexington County - Project ID P030711**

To Whom It May Concern:

Brasfield & Gorrie, L.L.C. is a highly regarded and valued client to Federal Insurance Company and Travelers Casualty and Surety Company of America, who, as co-sureties, make available a combined surety facility supporting an aggregate work program in excess of \$4 Billion. The undersigned Sureties currently provide support for single projects in the \$400 Million range and have always responded favorably to any bond request made by Brasfield & Gorrie, L.L.C.. Approximately \$1 Billion of the program is unencumbered as of the date of this letter. A single bond can be provided by either surety company if required by Owner.

Federal Insurance Company, 202B Hall's Mill Road, Whitehouse Station, NJ 08889, has had the privilege of providing bonds since 1981. Federal Insurance Company of Whitehouse Station, New Jersey is rated A++ (Superior) by A. M. Best with a financial size of XV and, as of July 2018, is listed as an acceptable surety by The United States Department of the Treasury with combined underwriting limitation of Chubb Limited Companies of \$1,821,777,000.00. They are licensed to do business in all fifty states.

The Travelers Casualty and Surety Company of America, One Tower Square, Hartford, CT 06183, was engaged as a 50% co-surety partner in September of 2003. Travelers Casualty and Surety Company of America is rated A++ (Superior) by A. M. Best with a financial size of XV. As of July 2018, they are listed as an acceptable surety The United States Department of the Treasury with combined underwriting limitation of The Travelers Companies of \$2,304,434,000.00. They are licensed to do business in all fifty states.

Should the captioned project be awarded to and accepted by Brasfield & Gorrie, L.L.C., the sureties are prepared to provide the required bonds on their behalf. The support is conditioned upon completion of the underwriting process, including satisfactory review of contract documents and confirmation of financing.

We are pleased to share with you our favorable experience and high regard for Brasfield & Gorrie, L.L.C. This letter is not an assumption of liability and is issued only as a prequalification reference request from our client. It should be understood that any arrangement for bonds is strictly a matter between Brasfield & Gorrie, L.L.C. and the Sureties.

Sincerely,

Federal Insurance Company

Chris Muscolino  
Attorney-In-Fact

Travelers Casualty and Surety Company of America

Chris Muscolino  
Attorney-In-Fact



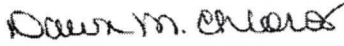
## Power of Attorney

Federal Insurance Company | Vigilant Insurance Company | Pacific Indemnity Company

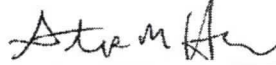
**Know All by These Presents**, That **FEDERAL INSURANCE COMPANY**, an Indiana corporation, **VIGILANT INSURANCE COMPANY**, a New York corporation, and **PACIFIC INDEMNITY COMPANY**, a Wisconsin corporation, do each hereby constitute and appoint David H. Greene, Mary Isbell, Thomas G. Moorer and Chris Muscolino of Birmingham, Alabama-----

each as their true and lawful Attorney-in-Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

**In Witness Whereof**, said **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, and **PACIFIC INDEMNITY COMPANY** have each executed and attested these presents and affixed their corporate seals on this 3<sup>rd</sup> day of January, 2019.



Dawn M. Chloros, Assistant Secretary



Stephen M. Haney, Vice President



STATE OF NEW JERSEY

County of Hunterdon

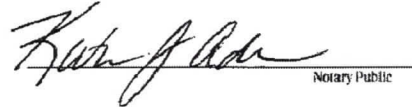
SS.

On this 3<sup>rd</sup> day of January, 2019, before me, a Notary Public of New Jersey, personally came Dawn M. Chloros, to me known to be Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY, the companies which executed the foregoing Power of Attorney, and the said Dawn M. Chloros, being by me duly sworn, did depose and say that she is Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY and knows the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of said Companies; and that she signed said Power of Attorney as Assistant Secretary of said Companies by like authority; and that she is acquainted with Stephen M. Haney, and knows him to be Vice President of said Companies; and that the signature of Stephen M. Haney, subscribed to said Power of Attorney is in the genuine handwriting of Stephen M. Haney, and was thereto subscribed by authority of said Companies and in deponent's presence.

Notarial Seal



KATHERINE J. ADELAAR  
NOTARY PUBLIC OF NEW JERSEY  
No. 2318865  
Commission Expires July 16, 2019



Notary Public

## CERTIFICATION

Resolutions adopted by the Boards of Directors of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY on August 30, 2016:

"RESOLVED, that the following authorizations relate to the execution, for and on behalf of the Company, of bonds, undertakings, recognizances, contracts and other written commitments of the Company entered into in the ordinary course of business (each a "Written Commitment"):

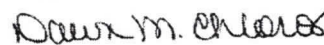
- (1) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized to execute any Written Commitment for and on behalf of the Company, under the seal of the Company or otherwise.
- (2) Each duly appointed attorney-in-fact of the Company is hereby authorized to execute any Written Commitment for and on behalf of the Company, under the seal of the Company or otherwise, to the extent that such action is authorized by the grant of powers provided for in such person's written appointment as such attorney-in-fact.
- (3) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized, for and on behalf of the Company, to appoint in writing any person the attorney-in-fact of the Company with full power and authority to execute, for and on behalf of the Company, under the seal of the Company or otherwise, such Written Commitments of the Company as may be specified in such written appointment, which specification may be by general type or class of Written Commitments or by specification of one or more particular Written Commitments.
- (4) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized, for and on behalf of the Company, to delegate in writing to any other officer of the Company the authority to execute, for and on behalf of the Company, under the Company's seal or otherwise, such Written Commitments of the Company as are specified in such written delegation, which specification may be by general type or class of Written Commitments or by specification of one or more particular Written Commitments.
- (5) The signature of any officer or other person executing any Written Commitment or appointment or delegation pursuant to this Resolution, and the seal of the Company, may be affixed by facsimile on such Written Commitment or written appointment or delegation.

FURTHER RESOLVED, that the foregoing Resolution shall not be deemed to be an exclusive statement of the powers and authority of officers, employees and other persons to act for and on behalf of the Company, and such Resolution shall not limit or otherwise affect the exercise of any such power or authority otherwise validly granted or vested."

I, Dawn M. Chloros, Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY (the "Companies") do hereby certify that

- (i) the foregoing Resolutions adopted by the Board of Directors of the Companies are true, correct and in full force and effect,
- (ii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Whitehouse Station, NJ, this 24th day of May, 2019.

Dawn M. Chloros, Assistant Secretary

IN THE EVENT YOU WISH TO VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT:  
Telephone (908) 903-3493 Fax (908) 903-3656 e-mail: surety@chubb.com



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

**POWER OF ATTORNEY**

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

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



State of Connecticut

City of Hartford ss.

By:   
 Robert L. Raney, Senior Vice President

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

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

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



  
 Marie C. Tetreault, Notary Public

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

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

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

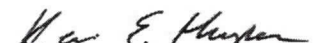
**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice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

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

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

Dated this **24th** day of **May**, **2019**



  
 Kevin E. Hughes, Assistant Secretary

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



# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

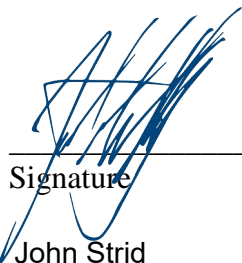
X Determined that no potential organizational conflict of interest exists.

       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 Strid  
Print Name

Brasfield & Gorrie, L.L.C.

Company

May 28, 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

## 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.

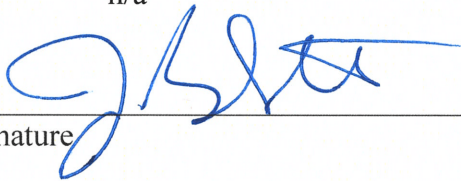
1. Describe nature of the potential conflict(s):

n/a

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

n/a

Signature



5/21/2019  
Date

Berry Still, PE - Vice President

Print Name

Mead & Hunt, Inc.

Company

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

n/a

Name

n/a

Phone

n/a

Company



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.**

**BRASFIELD & GORRIE, LLC**

**Vendor ID: 1BR023**

**Issued : March 15, 2019**

**Expires: March 31, 2020**

**Approved By:**

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

**Prequalification Coordinator**



## **APPENDIX F**

### **Confidential Information Summary List**

There is no information in the RFQ deemed confidential.



South Carolina  
Department of Transportation

## NOTICE OF RECEIPT

US 1 over I-20 Interchange Improvement

Design-Build – Project ID P030711

Lexington County

### Addendum 1

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

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

#### Confirmation Statement:

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

PROPOSER's Signature

May 28, 2019

Date

John Strid

Printed Name

For: Brasfield & Gorrie / Mead & Hunt

Design-Build Team Name



[illegible]



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
Norma.Click@atlanta-airport.com	Norma	Click	Bryan Reese	CONRAC Entrance Road, Intersection, and Bridge over I-85	Senior Project Manager	B&G (while at Kiewit)
creynolds@dot.ga.gov	Corbett	Reynolds	Bryan Reese	GDOT SR-10 Highway and Bridges over Savannah River Replacements	Senior Project Manager	B&G (while at Kiewit)
cantrellb@dot.state.al.us	Benji	Cantrell, PE	Bryan Reese	I-59/20 Widening and SPUI Interchange	Preconstruction & Turnover	B&G
vmason@dot.ga.gov	Van	Mason	Bryan Reese	GDOT I-75 Bridges Reconstruction	Senior Project Manager	B&G (while at Kiewit)
cantrellb@dot.state.al.us	Benji	Cantrell, PE	Daniel Cleckley	I-59/20 Widening and SPUI Interchange	Bridge Superintendent	B&G
smithg@dot.state.al.us	Gary	Smith, PE	Daniel Cleckley	Hwy 150 Bridge Replacement Shades Creek	Superintendent	B&G
ammar_shubair@csx.com	Ammar	Shubair	Daniel Cleckley	CSX Elvira, AL Truss Replacement	Superintendent	B&G
rlee@dot.ga.gov	Reginald	Lee	Jon Galloway	Georgia Department of Transportation	QA Inspector	Wood Group
lpayano@panynj.gov	Luis	Payano	Jon Galloway	national AirportTerminal A Redevelopment Program and World Tr	QA Inspector	Wood Group
ktaylor@dardencompany.com	Kyle	Taylor	Jon Galloway	Mercedes-Benz (Atlanta Falcons) Stadium	QA Inspector	Wood Group
cantrellb@dot.state.al.us	Benji	Cantrell, PE	Kevin Kane	I-59/20 Widening and SPUI Interchange	Project Manager	B&G
wade.kelly@cobbcounty.org	Wade	Kelly	Kevin Kane	Windy Ridge Pkwy Bridge over I-75 / I-285	Project Manager	B&G
matthew.crawford@csx.com	Matthew	Crawford	Kevin Kane	CSX Bayou Sara Swing Span Replacement	Assistant Project Manager	B&G
ammar_shubair@csx.com	Ammar	Shubair	Trey Ogle	CSX Elvira, AL Truss Replacement	Project Manager	B&G
cantrellb@dot.state.al.us	Benji	Cantrell, PE	Trey Ogle	I-59/20 Widening and SPUI Interchange	Project Manager	B&G
wade.kelly@cobbcounty.org	Wade	Kelly	Trey Ogle	Windy Ridge Pkwy Bridge over I-75 / I-285	Project Manager	B&G
smithg@dot.state.al.us	Gary	Smith, PE	Trey Ogle	Hwy 150 Bridge Replacement Shades Creek	Project Manager	B&G
adam.patterson@volkert.com	Adam	Patterson	Trey Ogle	I-65/I-85 Interchange Widening	Assistant Project Manager	B&G



[illegible]

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
winncl@scdot.org	Craig	Winn	Dan Moses, PE	I-26 Widening (MM 187 - MM 193)	Project Manager	Mead & Hunt
klaukdb@scdot.org	Brian	Klauk	Dan Moses, PE	Carolina Crossroads (I-20/I-26/I-126) Interchange Design Environmental Impact Statement	Lead Design Engineer	Mead & Hunt
ipockcr@scdot.org	Claude	Ipock	Dan Moses, PE	I-95/US 301 Interchange Improvements Design-Build	Senior Project Engineer	Mead & Hunt
ipockcr@scdot.org	Claude	Ipock	Dan Moses, PE	I-385 Widening Design-Build	Senior Project Engineer	Mead & Hunt
michela.schildts@tetrattech.com	Michela	Schildts	John Terry	Disaster Recovery Buyout Program	R/W Program Manager	THC
datkinson@holtconsultingco.com	Daniel	Atkinson	John Terry	Spartanburg County ROW Program	R/W Program Manager	THC
dan.chism@blecorp.com	Daniel	Chism	John Terry	Anderson County Transportation Committee Program	R/W Program Manager	THC
hadsockhs@scdot.com	Hugh	Hadsock	John Terry	SC Route 126 (Clearwater Road)	R/W Program Manager	THC
johnstonwc@scdot.org	William	Johnston	John Terry	SC Route 707, Georgetown, Horry Counties	R/W Program Manager	THC
winncl@scdot.org	Craig	Winn	Stuart Day, PE, PTOE	I-26, SC 27 to Jedburg Road	Lead Traffic Engineer	Stantec
NeckerJL@scdot.org	Jennifer	Necker	Stuart Day, PE, PTOE	US 21/I-26 Interchange Ex 119	Traffic Engineer	Stantec
reynoldsbs@scdot.org	Brad	Reynolds	Stuart Day, PE, PTOE	I-85 Corridor Analysis MM 98 – MM 106	Lead Traffic Engineer	Stantec
rileyj@scdot.org	Joy	Riley	Stuart Day, PE, PTOE	I-526 Lowcountry Corridor	Traffic Engineer	Stantec
boylstonjd@scdot.org	John	Boylston	Stuart Day, PE, PTOE	Volvo I-26 Interchange Design-Build Preparation	Traffic Engineer	Stantec





BRASFIELD & GORRIE, L.L.C.

[brasfieldgorrie.com](http://brasfieldgorrie.com)