



Statement of Qualifications



S-56 over Horse Creek



S-138 over Goucher Creek



S-226 over Unnamed Stream



S-106 over Suck Creek

Bridge Package 14 Design-Build Project Contract ID 1162220 Cherokee County, South Carolina



S-86 over King Creek

July 21, 2022

This document is bookmarked for your convenience.

*Green and underlined text within this document indicates a **HYPERLINK** and will take you to more detailed information.*

*To return to your previous location,
simply type  + *

Narrative





3.2 INTRODUCTION

3.2.1 Contracting Entity | United Infrastructure Group (United) and Reeves Construction Company (Reeves) have combined resources and expertise to form a fully integrated joint venture: **United Infrastructure Group - Reeves Construction Company-Joint Venture (United-Reeves JV)**. United-Reeves JV will serve as the Contracting Entity and be responsible for the successful delivery of Bridge Package 14 Design-Build (D-B) Project. United Infrastructure Group is headquartered in Great Falls, South Carolina and is the leading bridge contractor in the state. United has extensive operations throughout the Carolinas and Georgia and is one of the most experienced D-B contractors in the Southeast. Reeves maintains operations throughout the Southeast, covering the Carolinas, much of Georgia, and northern Florida. Headquartered in Duncan, South Carolina, Reeves has regional offices strategically located throughout the state, including fixed office locations in Duncan, Columbia, and Blacksburg, SC. Reeves is owned by Colas, an international highway construction and materials contractor. Maintaining a successful design-build history and partnership with both United and Reeves, we have enlisted the design expertise, experience, and resources of **Rummel, Klepper, & Kahl, LLP (RK&K)**. As Lead Designer, RK&K will serve as prime design consulting firm responsible for the overall design and will be supported by trusted local subconsultants that specialize in utility coordination, surveying, SUE, right-of-way services, and environmental/permitting.

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

3.2.4 Unique Entity ID for all firms

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

3.2.1, 3.2.2 and 3.2.3

Contracting Entity and Project Management Office

United-Reeves JV
5562 Pendergrass Blvd.
Great Falls, SC 29055
803.581.6000 | uig.net

Authorized Representatives to Sign Contract
D. Michael Grey, PE - United
C. Robert Loar - Reeves

Lead Contractor:  
United Infrastructure Group - Reeves Construction Company Joint Venture (United-Reeves JV)

POC - Contracting Entity & Procurement:

D. Michael Grey, PE
3800 Arco Corporate Dr., Charlotte, NC 28273
803.581.6000 (phone) | 704.201.8935 (mobile)
mike.grey@uig.net

Lead Designer: 
Rummel, Klepper & Kahl, LLP (RK&K)

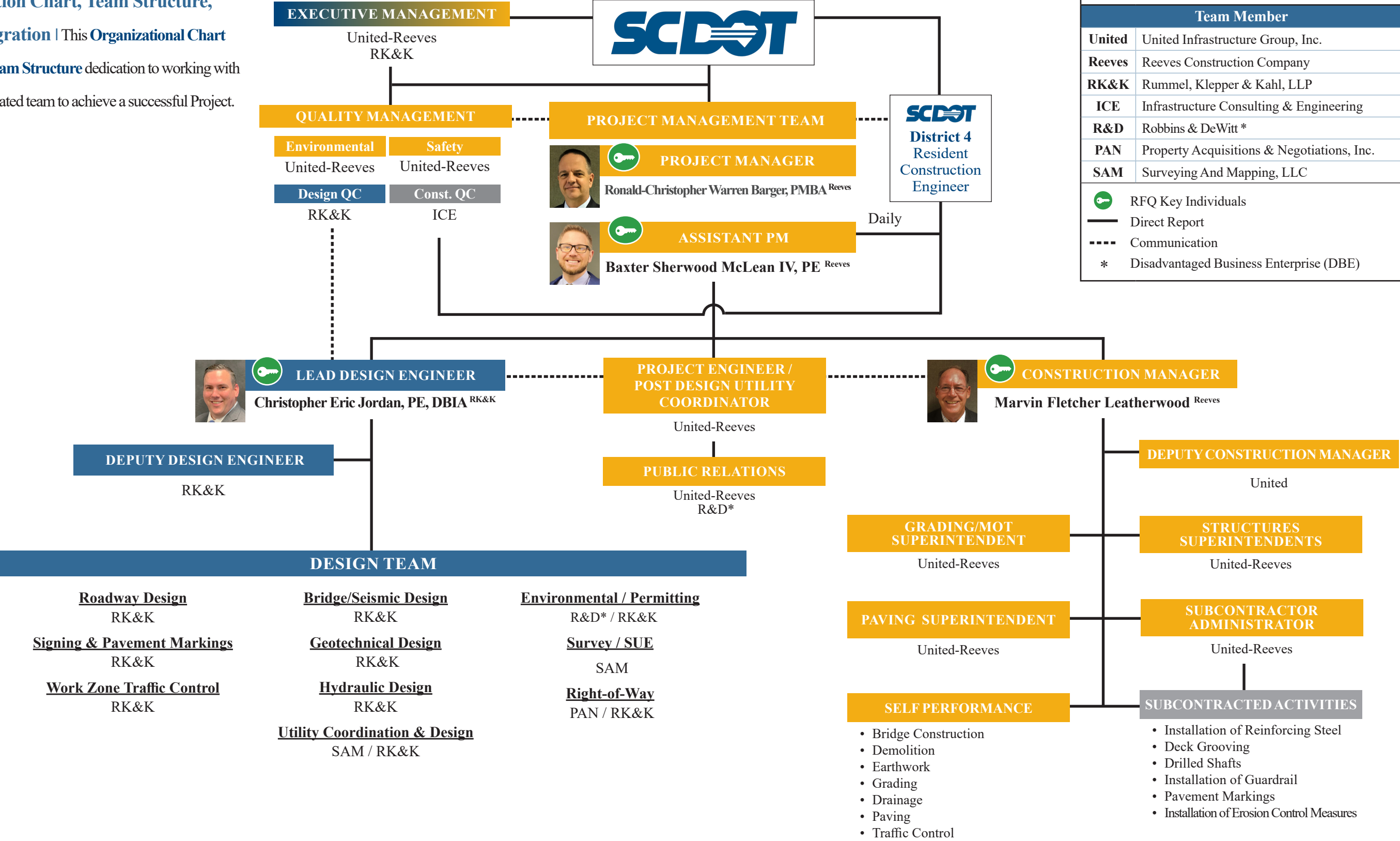
POC - Procurement: Christopher Eric Jordan, PE, DBIA
1201 Main Street, Suite 1400, Columbia, SC 29201
803.766.7240 (phone) | 803.445.9158 (mobile)
cjordan@rkk.com

3.2.4	Team Member	Unique ID
United	United Infrastructure Group, Inc.	NRMTAY2LZBP5
Reeves	Reeves Construction Company	MY5TCRAKKWB3
RK&K	Rummel, Klepper & Kahl, LLP	MRQ7D4288C55
ICE	Infrastructure Consulting & Engineering	JL1KHGKFCV6
R&D	Robbins & DeWitt (DBE)	P66RDVP5M7K5
PAN	Property Acquisitions & Negotiations, Inc.	Pending
SAM	Surveying And Mapping, LLC	N9P2JJCAH443



3.3 TEAM STRUCTURE AND PROJECT EXECUTION





3.3.1 Organization Chart, Team Structure, and Team Integration | This Organizational Chart demonstrates our **Team Structure** dedication to working with SCDOT as an integrated team to achieve a successful Project.





Team Integration | The following describes significant functional relationships and how our proposed organization will seamlessly function as an integrated team.

Staff from United and Reeves will represent the Joint Venture and execute seamlessly in the best interest of the project as guided and supported by the Executive Team.

Function	Integration	Responsibilities
Executive Management	<ul style="list-style-type: none"> Direct access by SCDOT to DB Team leadership 	<ul style="list-style-type: none"> Scheduled performance reviews Attend project meetings Provision of resources Project success
Quality Management Environmental-Safety-Design QC- Construction QC	<ul style="list-style-type: none"> Reports to SCDOT (DB and District 4) and Executive Management Coordination with Independent Quality Assurance and permitting agencies 	<ul style="list-style-type: none"> Develop and implement Quality Control Plan (QCP) Full authority to ensure QCP is successfully implemented Constructability reviews of all designs
Project Manager Ronald-Christopher Warren Barger, PMBA 	<ul style="list-style-type: none"> Primary POC with SCDOT Direct report to SCDOT and Executive Management Integrated into design development via weekly team meetings with Design Team to provide continual Contractor input Continual communication with Quality Management (QM) 	<ul style="list-style-type: none"> Overall project delivery Authority to make final decisions Provide constructability reviews during Design QC Attend and lead weekly status meetings Available as requested by SCDOT
Assistant Project Manager Baxter Sherwood McLean IV, PE 	<ul style="list-style-type: none"> Dedicated solely to the project Reports to the PM Daily coordination with District 4 Continual communication with Quality Management 	<ul style="list-style-type: none"> Daily Project coordination Daily communication with SCDOT Representatives Coordinates and schedules all construction activities Available for on-site meetings during construction Assist PM for project delivery including design coordination and construction submittals Participate in weekly status meetings
Lead Design Engineer Christopher Eric Jordan, PE, DBIA 	<ul style="list-style-type: none"> Reports to Project Management Team Integrates with Project Management Team to facilitate Contractor input into design decisions, design submittal schedules, permitting/ROW/detour schedules, and RFIs Continual communication with Design QC and Project Engineer 	<ul style="list-style-type: none"> Responsible for all design aspects Manage all design submittals and submittal schedules Adhere to requirements of the QCP Incorporate constructability reviews during Design QC Attend all project meetings during design Responds to all RFIs
Deputy Design Manager	<ul style="list-style-type: none"> Reports to the Lead Design Engineer Continual communication with Design QC 	<ul style="list-style-type: none"> Coordinates all design disciplines Coordinates Design QC reviews
Construction Manager Marvin Fletcher Leatherwood 	<ul style="list-style-type: none"> Reports to the Project Management Team Continual communication with PM during pursuit and design, ensuring incorporation of all field comments Continual communication with Quality Management and Project Engineer 	<ul style="list-style-type: none"> All aspects of construction Oversight of and coordination with each site superintendent Subcontractor performance Scheduling of equipment and personnel
Deputy Construction Manager	<ul style="list-style-type: none"> Reports to the Construction Manager and Project Management Team Manages construction for bridges assigned to United Continual communication with Quality Management and Project Engineer 	<ul style="list-style-type: none"> All aspects of construction Oversight of and coordination with each site superintendent Subcontractor performance Scheduling of equipment and personnel
Project Engineer	<ul style="list-style-type: none"> Reports to the Project Management Team Continual communication with Design, Construction and QM 	<ul style="list-style-type: none"> Project administration, scheduling, field layout, post-design utility coordination, public relations



Firms and Key Individuals Working Together and Teaming Success | United-Reeves JV knows that teaming is a proven partnership and working relationship, developed over time, to achieve mutual goals. As a proven team, **United and Reeves have partnered together on seven projects in the last 10 years**, including the Monroe Bypass D-B project (37 bridges) where RK&K was also the Lead Designer. Additionally, **Reeves and RK&K are successfully teamed on SCDOT's District 2 (2020-1) and District 4 (2021-1) CLRB Packages**. Key members of our team also worked together on Monroe Bypass and resolved critical issues on an I-385 pavement rehabilitation project for SCDOT. *The table to the right illustrates these successful teaming relationships. References for these projects are included in [Appendix H](#).*

NCDOT | Monroe Bypass Design-Build | Union County, NC (2013 - 2020)

Description	\$464M, 19.7 mile toll freeway on new location, including 8 interchanges and 37 bridges
Teaming & Collaboration	United: Lead Contractor for the entire project. Reeves: Segment Lead on Segment 1; Bridge Contractor on Segments 2 and 3; scope for segments 1, 2, and 3 included a directional Interchange connection with existing US 74 and US 74 Bypass, 14 bridges, 2 miles of freeway mainline and frontage roads (\$32M) RK&K: Lead Designer for the entire project
Team Members	United: Jim Triplett, Michael Gantt Reeves: Smitty Helms, Baxter McLean RK&K: Keith Skinner, David Peterson, Tina Swiezy, Byron Holden, Gary Taylor, Stuart Samberg
References	Construction: Summit, Rob Cousins, 540.320.6428, rob.cousins@summitde.net Design: NCDOT, Malcolm Watson, PE, 919.707.6614, mcwatson@ncdot.gov

SCDOT | Closed and Load Restricted Bridge Design-Build Package, 2020-1 | District 2 (2020 - 2023)

Description	\$18M, 16 individual design-build bridge replacements, requiring compressed design and construction schedules.
Status:	Construction at 10 bridge sites is complete, with 4 more under construction. Design is complete.
Teaming & Collaboration	Reeves: Prime contractor for bridge work, grading, paving, drainage. RK&K: Lead Designer Collaborating throughout pursuit, design and construction.
Team Members	Reeves: Smitty Helms, Ron Barger, Marvin Leatherwood, David Rhodes RK&K: David Peterson, Chris Jordan, Randall Mungo, Kelly Hawkins, Ricky Ward, Gary Taylor, Justin Lyles, James Galgano
References	Construction: SCDOT, Jeremy Hodges, 884.889.8031, hodgesjt@scdot.org Design: SCDOT, Brad Reynolds, PE, 803.737.1440, ReynoldsBS@scdot.org

SCDOT | Act 98 Bridge Replacements Package B - Aiken & Bamberg Counties | District 7 (2015-2016)

Description	\$4M, 3 bridge replacements over Hollow Creek, McTier Creek and Little Salkehatchie.
Teaming & Collaboration	United: Prime contractor. Reeves: Subcontractor for asphalt paving.
Status:	Construction is complete
Team Members	United: Jim Triplett Reeves: Rob Loar
References	Construction: SCDOT, Brian Heape, PE, 803.531.6850, heapebw@scdot.org

SCDOT | Closed and Load Restricted Bridge Design-Build Package, 2021-1 | District 4 (2021 - 2024)

Description	\$14.9M, 8 individual design-build bridge replacements, requiring compressed design and construction schedules.
Teaming & Collaboration	Reeves: Prime contractor for bridge work, grading, paving, drainage. RK&K: Lead Designer Collaborating throughout pursuit, design and construction.
Team Members	Reeves: Smitty Helms, David Rhodes RK&K: David Peterson, Chris Jordan, Randall Mungo, Kelly Hawkins, Ricky Ward, Gary Taylor, Justin Lyles, James Galgano
References	Construction: SCDOT, Mark W. Mathis, 864.490.3233, mathismw@scdot.org Design: SCDOT, Michael Pitts, PE, 803.737.2566, pittsme@scdot.org



3.3.2 Critical Risks | This Table addresses the Critical Risks and also highlights several additional possible risks

Risk	Mitigation / Avoidance Strategies	Expected Role of SCDOT/Agencies
Kings Mountain Military Park (4f) Coordination adjacent to the S-86 bridge over Kings Creek High Risk H <ul style="list-style-type: none"> Pending NEPA document will include required Section 4(f) evaluation and coordination completed with the State Park Service (SPS) and the National Park Service (NPS). Property is owned by SPS, but has designation as a NPS site - both agencies will need to be consulted. Longer acquisition time for ROW, if needed. 	<ul style="list-style-type: none"> Evaluate design opportunities to minimize/avoid potential ROW impacts, e.g., shift alignment to completely avoid impacting the property owned by SPS. Due to the amount of potential time required for ROW acquisitions, we propose to design this bridge and roadway first, and construct it last. This would allow the maximum time from approved ROW plans until construction for the acquisition to take place. Due to the proximity of Kings Mountain Military Park, a Section 4(f) permit could be required. Preparing the ROW plans as a first step of design would show all possible impacts for the permit determination. 	<ul style="list-style-type: none"> Work closely with DB Review Team to get plans reviewed and approved as quickly as possible for both right-of-way and permit acquisition. Coordinate with SCDOT Enviro. office, FHWA, NPS and SPS on Section 4(f) Permit approvals. If ROW is needed from Park then SCDOT, SPS and NPS will need to coordinate early and often to develop MOU to begin the ROW acquisition/exchange process. Facilitate coordination with SPS and NPS for further refinement of the proposed alignment.
Relocations of both dry and wet utilities impacting schedules Medium Risk M <ul style="list-style-type: none"> Utility relocation delays that can impact access to a site and, thereby, the overall program schedule. 	<ul style="list-style-type: none"> Follow same successful UC process used for CLRB 2020-1 in District 2. Conduct early and consistent coordination with SCDOT and utility owners to prioritize and set schedule. Schedule construction of sites with potential impacts later in the program to provide sufficient time for relocations. Develop program scheduling alternatives of the bridge sites should relocation delays occur. Conduct conflict resolution meetings with the utility companies to minimize rework. Assign Post Design Utility Coordination role to Project Engineer as primary responsibility. 	<ul style="list-style-type: none"> Coordination and assistance from the District 4 Utility Coordinator and HQ State Utilities office when necessary. This is only anticipated when Utility providers will not respond or cooperate with the utility coordination efforts. Timely review and approval of Utility relocation plans and reports.
Right-of-way impacts. High Risk H <ul style="list-style-type: none"> Accommodating items not included in the original surveys could require additional ROW, e.g., driveways. Additional lead time needed for properties with recent ownership changes. Accommodating drainage structures. 	<ul style="list-style-type: none"> Minimize bridge lengths to reduce the standard ROW take that extends 75' from each end of a bridge. Retain existing drive pipes with sufficient size to reduce additional ROW. Obtaining No-Rise certificates eliminates need for drainage easements or additional ROW. Pulling in NPDES lines with approval from RCE to avoid permissions. Incorporate hinged side slopes per the AASHTO Roadside Design Guide Section 3.5 to minimize impacts to adjacent property owners while meeting clear zone requirements. Design drainage system to eliminate ROW impacts. Minimize ditch design and erosion control while still meeting all requirements to minimize ROW impacts. Submit ROW plans for review/approval early in the submittal process to maximize time for acquisition. 	<ul style="list-style-type: none"> SCDOT approval for adjustments to NPDES lines. Coordination with County CFPM on No-Rise certifications.
Environmental Permits/Mitigation Medium Risk M <ul style="list-style-type: none"> Dependent on outcome of NEPA process. Roadway embankment impacts to parallel streams. Potential impacts to Waters of the U.S. Limited mitigation availability in project vicinity. 	<ul style="list-style-type: none"> Evaluate design opportunities, such as hinge slopes, retaining walls, gabion walls and optimizing bridge lengths while meeting all clear zone requirements. Utilize SCDOT Regional General Permit #4 to expedite permit approvals. Analyze current available inventory of approved mitigation banks during pre-design period Track pending and approved mitigation banks for upcoming and future credit releases. Contract to reserve wetland mitigation credits, if needed, at Two Rivers Mitigation Bank immediately following NTP and ROW plan approval. Consider use of SCDOT Hunting Creek Mitigation Bank if stream credits are not available at Two Rivers and/or other mitigation banks. 	<ul style="list-style-type: none"> Close coordination with SCDOT for any stream impacts requiring mitigation credits.



Additional Possible Risks - Based on our experience with similar projects, we have also identified additional possible risks, including:

<p>Materials & Labor Shortages High Risk H</p> <ul style="list-style-type: none"> Potential labor shortages due to various significant procurements in the region Delays to long lead material orders that could delay a site or the program (e.g., prestressed concrete members) Critical material shortages that could delay a site or the program 	<ul style="list-style-type: none"> Formation of Joint Venture increases experienced labor pool for construction. Evaluate suppliers' ability to meet schedule when pricing long lead items Monitor production schedules Identify options for alternative sourcing Use Joint Venture assets – increases control, prioritization, and access to materials Include as a standing agenda item regarding schedule for all project meetings 	<ul style="list-style-type: none"> Timely response to proposed schedule adjustments designed to address materials delays and shortages.
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Key Project Needs

- Ability to manage concurrent sites and expedited construction schedules
- Expertise in scheduling overlapping sites for the design submittal review process
- Access to multiple bridge crews
- Immediate access to resources

3.3.3 Project Resources, Strategies, and Execution | Capacity and Available Resources

United-Reeves JV has both the financial and resource strength (manpower, equipment, and materials) to complete this contract without any limitations due to current obligations or market conditions. The **table below** illustrates our Team's extensive amount of resources and equipment that can be used on this project.

TEAM CAPACITY, AVAILABLE RESOURCES and STRATEGY FOR IMPLEMENTATION

Capacity	<ul style="list-style-type: none"> () 100+ and () 350+ full-time employees within 1 hour of District 4 () 450+ and () 1,000+ employees company-wide () Duncan-based HQ, just 90 minutes from all sites () Combined United and Reeves equipment fleets including R/T cranes, crawler cranes, pile hammers, deck screeds, dozers, excavators, asphalt pavers () 3 asphalt plants and a quarry in District 4 along with 7 asphalt plants in the vicinity 	<ul style="list-style-type: none"> 400 staff in the Carolinas, 1,400+ firm-wide 18-person South Carolina design staff Key Team members in Columbia and Raleigh 238 D-B bridges in the Carolinas, including 121 over water \$2.5 billion in Design-Build awards as lead designer in the Carolinas
Strategies to Implement Available Resources	<ul style="list-style-type: none"> Experienced Project Manager, Assistant Project Manager, Construction Manager, and up to 4 bridge superintendents and crews available when NTP is issued Grading Superintendent and crew available when NTP is issued Additional crews and equipment available, as needed Use of local resources minimizes travel and optimizes costs Pre-tie reinforcing steel, where possible, at a central location to control scheduling Execute proven method for successfully delivering bridge replacement packages Self-performing all primary elements of work 	<ul style="list-style-type: none"> Experienced Lead Design Engineer and Assistant Design Engineer Staffing resources to commit multiple design teams to meet and accelerate the design schedule, as needed Use of a fully refined design and QC process for delivering large bridge replacement packages Understanding of SCDOT design submittal/review process, policies, and procedures Experienced right-of-way, utility coordination, and environmental/permitting partners Self-performing all critical design functions, with ability to provide all design requirements
Self-Perform	<ul style="list-style-type: none"> Demolition Bridge construction, except drilled shafts Earthwork and Grading Drainage Paving Traffic control 	<ul style="list-style-type: none"> Bridge/seismic design Geotechnical Roadway Hydraulic design Work zone traffic control Signing and pavement markings



Strategy for Implementation of Resources | United and Reeves' vision of this Joint Venture is to create a sole entity that is well prepared and maintains

United-Reeves JV

A unified team strategically formed and prepared to deliver future bridge packages.

the resources and availability to successfully execute and deliver this and future bridge packages. For each individual package, a specific management team from the resources of United and Reeves will focus on efficient, on-time, and cost-effective project delivery. Specific sites will be

“assigned” to a United or Reeves bridge crew for execution. This strategy enhances the opportunity for accelerated completion with each entity of the JV maintaining multiple crews. This also maximizes efficiency by maintaining extensive resources and expertise to execute multiple sites concurrently. United-Reeves JV will utilize common suppliers and subcontractors to maximize coordination efforts and economy of scale. Our strategy for this Bridge Package 14 is briefly outlined in the table to the right. The schedule for Bridge Package 14 fits perfectly with completing the bridge packages in both Districts 2 and 4, and allows our PM and CM to seamlessly transition from the same roles on the District 2 package to Bridge Package 14.

Ideal Geographical Location | As local contractors, United and Reeves have maintained a long-term presence in the Midlands and Upstate. As illustrated by the **map on page 8**, these District 4 bridges are literally located in our back yard with our resources and office locations adjacent to all five bridge sites. The ideal location of our offices and resources enhances our Team's strategy for implementing resources, as follows:

- Each bridge is within 45 minutes of a Reeves' asphalt plant and less than one hour from Reeves' Structures Regional office and quarry site located in Blacksburg, SC.
- The locations of our Team's offices and resources allows us to seamlessly integrate, communicate, and resolve challenges as a team with SCDOT through

Bridge Package 14 Strategy

Package 14 Scope Highlights

- The five sites of package 14 will be prioritized in the project schedule based upon required utility relocations and ROW acquisition.
- Emphasize expedited construction of S-138 Goucher Road during design phase to minimize construction duration and provide earliest opening of Goucher Road
- As discussed within Critical Risks, S-86 is anticipated to have the longest duration for ROW acquisition and will more than likely be constructed last.
- The remaining four sites provide varying utility relocation demands, however S-138 and S-226 lack overhead utility relocations, while S-56 and S-106 are single span structures without drilled shafts.

Streamlined Design

- RK&K has demonstrated the ability to design multiple bridge sites concurrently, while working with SCDOT to streamline submittal processes on the current District 2 and 4 packages.
- Design of all bridge packages will be initiated upon award.

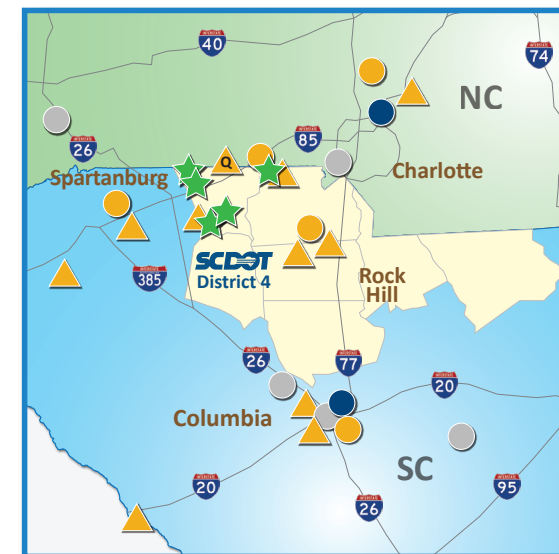
Strategic Delivery

- JV Management Team based at Reeves Structures Region office and yard in Blacksburg, SC – centrally located to all 5 sites for meetings and material storage
- Each bridge will be dedicated to either a United or Reeves crew.
- JV Management Team will coordinate and schedule subcontractors and materials for the overall project
- Subject to schedule requirements of the RFP, opportunity to have as many as four sites under concurrent construction with the multiple resources available to the JV
- JV members to self-perform bridge construction, grading, paving, and drainage
- Although S-86 may lag in the schedule due to ROW acquisition, our team is well positioned for a strong finish on a site that lies 9.8 miles from Reeves' Blacksburg quarry and 5.3 miles from Reeves' Blacksburg asphalt plant.



meetings at any of our SC offices, SCDOT headquarters, District 4 offices, or at any bridge site with same-day notice. We can also address RFI's and attend all project meetings (design and construction) with same-day notice. For situations requiring immediate attention, we can leverage the many collaboration tools our team has successfully used during this pursuit and other project efforts.

DBE Participation | We recognize the importance of DBE participation and providing subcontracting opportunities. **This is demonstrated by doubling the required 5% DBE goal on Reeves' District 2 bridge (2020-1) contract with expected 10% DBE utilization.** Relying on our extensive library of local DBE firms from our combined presence in the region, we are confident we will meet the anticipated DBE goals for this contract, using the same successful strategies. United-Reeves will strategically develop a DBE goal plan through 49 CFR Part 26 best practices. Our team will break out portions of work into smaller packages and negotiate with DBEs to facilitate increased participation.



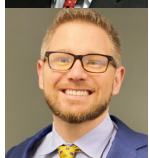
3.4 EXPERIENCE OF KEY INDIVIDUALS ■ 3.4.1 - Licensed ■ 3.4.2 - Roles ■ 3.4.3 - Resumes ([Appendix A](#))

3.4.4 - Project Management Team



RONALD-CHRISTOPHER WARREN BARGER, PMBA | PROJECT MANAGER ([Ron's Resume](#))

- 24-year progressive career experience as Field Engineer, Project Manager, Area Manager, and firm-wide Manager – Bridge Estimates
- Managed numerous contracts, including single bridge replacement and multi-structure contracts by both design-build and design-bid-build
- Constructed cored slab bridge utilizing top down construction, and numerous bridges over waterways, wetlands, and environmentally sensitive areas



BAXTER SHERWOOD MCLEAN IV, PE | ASSISTANT PROJECT MANAGER ([Baxter's Resume](#))

- 10 years of construction experience progressing from Project Engineer to Project Manager
- Involvement with multi-bridge projects in rural and urban environments, design-build, walls, rehabilitation, grading and paving
- Exceptional communicator who partners with our clients, suppliers, subcontractors and other agencies to deliver successful projects

3.4.5 - Design Engineering Team



CHRISTOPHER ERIC JORDAN, PE, DBIA | LEAD DESIGN ENGINEER ([Chris' Resume](#))

- 30 years of SCDOT project and program management, including numerous bridge replacement projects throughout the upstate
- Assistant Design Engineer for 24 design-build bridge replacement projects in Districts 2 and 4
- Thoroughly versed in SCDOT's design submittal process and design procedures and requirements



3.4.6 - Construction Management Team



MARVIN FLETCHER LEATHERWOOD | CONSTRUCTION MANAGER ([Marvin's Resume](#))

- 31 years of progressive construction experience as Operator, Foreman, Bridge Superintendent, Project Superintendent, and General Superintendent
- Design-Build experience managing construction projects with multiple crews and subcontractors
- Constructed various bridge types including single span, widening, staged construction, waterway crossings, interchanges, and grade separations

3.5 PAST PERFORMANCE OF TEAM 3.5.1 Experience of Proposer's Team | Our Team brings to this Project extensive experience designing and constructing similar bridge replacement projects. In addition to the project examples provided in the [Appendix B Lead Contractor and Lead Designer Work History and Quality Forms](#), the following table further demonstrates our Team's qualifications to manage, design, and construct these Bridge Package 14 bridges.

As individual firms and as a Team, we bring to SCDOT and District 4 extensive experience designing and constructing similar bridge replacement projects.		Delivery Method	Bridges/ Bridge Replacements	Cored Slab/ Box Beam	On Time (E=Expedited)	On Budget	Multiple Crews	Demolition	Detours	Const. Mgmt..	Design Mgmt.	Roadway	Structures	Geotechnical	Drainage/E&SC	Traffic/MOT	Right-of-way	Utilities	Enviro./Permits	Public Involve.	Wearing Surface C= Concrete A=Asphalt
Project	Project Features																				
UNITED REEVES RK&K	Monroe Bypass D-B, Mecklenburg and Union Counties, NC (\$464M), Reeves - (\$32M)	D-B	37		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	C
REEVES UNITED	Act 98 Bridge Replacements Package B - Aiken and Bamberg Counties (\$2.5M)	DBB	5	✓	E	✓	✓	✓	✓	✓			✓	✓	✓	✓		✓			A
REEVES RK&K	SCDOT Closed & Restricted Bridge Package 2021-1 D-B (\$14.9M)	D-B	8	✓	E	Under Const.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
REEVES RK&K	SCDOT Closed & Restricted Bridge Package 2020-1 D-B (\$18M)	D-B	16	✓	E		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A&C
UNITED	Bridge Replacement Package D, Colleton, Charleston, Jasper (\$9.5M)	D-B	5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A
UNITED	Bridge Replacement Package 4- Kershaw, Richland and Williamsburg Counties (\$11.7M)	D-B	4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A&C
UNITED	Emergency Bridge Package 2018-1, Dillon & Orangeburg (\$8.7M)	D-B	2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A&C
REEVES	NC 133 over ICWW, Brunswick Co., NC (\$15.8M)	DBB	1	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓	✓					C
RK&K	26 NCDOT D-B Projects (\$2.4B), including 70 Low Volume bridges (9 contracts, \$61M)	D-B	213	✓	E	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A&C
RK&K	>50 NCDOT DBB bridge replacements	DBB	50	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	A&C



3.5.2 Quality of Past Performance

As award winning firms, we are committed to being responsible partners with the stakeholders and are prepared to provide a quality product in a timely manner. Neither United, Reeves, or any individuals or firms have been suspended, debarred, disqualified from bidding, or declared ineligible within the last five years.

CarolinAsAGC
"Best General Contractor"
"Best Heavy Highway"
REEVES

CAGC Pinnacle Award
I-77 over Catawba River
UNITED
INFRASTRUCTURE GROUP

Workplace Safety Award
REEVES

ACEC Engineering Excellence Awards
NCDOT Triangle Parkway D-B
NCDOT I-40 Widening D-B
NCDOT Macy Grove Road D-B
NCDOT I-73 / PTI D-B
RK&K

DBIA National Merit Award
US 15 Over Indian Field Swamp
UNITED
INFRASTRUCTURE GROUP

SCDOT 94
Technical Score
SCDOT's Closed and Load Restricted Bridge D-B Package 2020-1
REEVES RK&K

REEVES NAPA
Quality in Construction Award

Green Construction/Innovation Pavement Award
SCAPA
Paving Award - Interstate Category -
REEVES

95
Average SCDOT D-B Tech Score (5 Projects)
RK&K

PDCA
PILE DRIVING CONTRACTORS ASSOCIATION
UNITED
INFRASTRUCTURE GROUP
PDCA Project of the Year
US 21 over Harbor River

102.3
Technical Score for US 21 over Harbor River
UNITED
INFRASTRUCTURE GROUP

DISTRICT 2 | CLRB D-B PACKAGE 2020-1 - QUALITY PERFORMANCE

"The team has done a great job and continually shows improvements with the delivery of the project. The team shows they are committed to making this a successful project."
- Michael Pitts, SCDOT



Bridge Demolition - Vandiver Road



Reeves Paving - Bulls Horne Road



Cap and End Bent Construction - Graham Road

Appendix A

Key Individual Resume Forms



UNITED
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REEVES

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KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Ronald-Christopher Warren Barger, PMBA Senior Project Manager</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>18+</u> Years With Other Firms <u>5</u> Years</p> <p>Throughout his career, Ron has worked directly on more than 70 bridge construction projects as a Field/Project Engineer or Project Manager. He has supported construction of an additional 23+ bridges in his other roles. Ron has varied management experience including bridge rehabilitation/repairs, single bridge projects, multiple bridge projects, retaining walls, shoring, top-down construction, cored slabs, deck overlays, concrete wearing surfaces, staged construction, demolition, roadway approach work, and environmentally sensitive areas such as creeks, wetlands, historic sites, rivers, and lakes in both rural and dense urban areas.</p> <p>Reeves Construction Company: Multiple Roles (2003 – Present)</p> <ul style="list-style-type: none"> • Senior Project Manager – Responsible for managing all aspects of heavy civil infrastructure projects, as assigned, 2020 - Present • Manager - Estimates – Responsible for all estimates for Reeves Structures, 2016 – 2020 • Area Manager – Responsible for establishing area office and managing all operations for Birmingham, Alabama office. Coordinated manpower and equipment with other regions, had Area P&L responsibilities, 2011 – 2016 • Project Manager – Responsible for overall management of assigned construction projects including personnel, equipment, materials and subcontractors, as assigned, 2003-2010 <p>Blythe Construction: Multiple Roles (1998 – 2003)</p> <ul style="list-style-type: none"> • Assistant Project Manager – Responsible to assist project manager with management of assigned construction projects, as assigned, 2002-2003 • Project Engineer – Responsible for field layout, job costing, schedules and work plans, and coordination of materials and subcontractors, as assigned, 2000-2002 • Student Engineer – Co-op and Part Time Position assisting project managers and superintendents in Structures, Roadway, and Concrete Divisions, as assigned, 1998-2000 	
<p>e. Education: Queens University / Charlotte, NC / Master Degree / 2010 / Professional Masters of Business Administration North Carolina State University / Raleigh, NC / Bachelor of Science / 2000 / Construction Engineering & Management</p>	
<p>f. Active Registrations: N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)</p> <p>Project/Assignment Duration: Project 2020 - 2023, Assigned 2020 - 2023</p> <p>Owner Contact Information: SCDOT, Jeremy Hodges, hodgesjt@scdot.org, (864) 889-8031</p> <p>Design/Construction Value: \$ 18.0 Million</p> <p>Project Description: The project includes the design and construction to replace 16 bridges, ranging from 60 ft to 160 ft in length, and roadway approach adjustments. Ron's responsibilities included overall project management, coordination with Owner, Lead Designer, and construction operations. Ensuring utility relocation, right-of-way acquisition, and permitting were completed prior to construction. Coordinate with the Construction Manager, self-perform crews, subcontractors, and material vendors. Submit construction submittals and perform cost control and schedule reviews.</p>	

I-295 Fayetteville Outer Loop from NC-24 to NC-87/210, U-2519E/X-0002B Cumberland County, NC

Key Personnel Role: Project Manager
Experience with Current Firm: Yes, Reeves Construction (formerly as HRI Bridge Company)
Project/Assignment Duration: Project 2009-2012, Assigned 2009-2011
Owner Contact Information: NCDOT, Randy Wise, (No longer employed with NCDOT), randy.wise@ice-eng.com, (984) 255-0410 | Prime Contractor, R.E. Goodson Construction

Design/Construction Value: Reeves' Subcontract value for portion of project: \$ 21.0 M

Project Description: This project included the construction of 11 bridges, one cored slab bridge with top-down construction over wetlands, a curved 1,560 lf flyover bridge, a single span bridge over heavily travelled NC-24 (Bragg Blvd), four 400-600' long multiple span bridges over wetlands with temporary access trestles, a single span ramp flyover bridge, and substructures only for three additional bridges over NC-24. Multiple crews were managed using repetitive efficiencies when possible. Ron's responsibilities included coordination with the prime contractor and subcontractors; scheduling, cost control, negotiate change orders, construction submittals, and managing project personnel.

I-585/US-176 Improvements Project, 42.512A-42.512A.5, Spartanburg County, SC

Key Personnel Role: Project Manager, Structures
Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)
Project/Assignment Duration: Project 2004-2006, Assigned 2004-2006
Owner Contact Information: SCDOT, CRM-West/Fluor, Hope Grumbles, hope.grumbles@fluor.com, (864) 281-4404

Design/Construction Value: \$ 35 Million

Project Description: This project included construction of seven bridges, including one flyover with integral caps, two mainline bridges over new grade separation, 2 staged mainline bridges on Business I-85, a ramp bridge, and one 2-span bridge over I-585/US-176, bridge demolition, and shoring walls. This urban interstate project utilized multiple crews and included no excuse incentive dates. This project won the 2007 Carolina's AGC Pinnacle Award. Ron's responsibilities included coordinating with our roadway team, management of bridge and shoring personnel, cost control, scheduling, coordinating with the owner, and attending partnering and project meetings.

NC-16 (Providence Rd) Widening, U-2510A, Mecklenburg-Union Counties, NC

Key Personnel Role: Project Manager
Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)
Project/Assignment Duration: Project 2008-2009, Assigned 2008-2009
Owner Contact Information: NCDOT, Eric "Nat" Hunter, ehunter@ncdot.gov, (980) 262-6202 | Prime Contractor, Scurry Construction, Inc.

Design/Construction Value: Reeves' Subcontract value for portion of project: \$ 1.7 M

Project Description: This project included staged replacement of a triple barrel concrete box culvert with a 105' long, 3-span cored slab bridge with sidewalks and concrete overlay. The project is on a heavily traveled urban road over a creek with endangered species and in close proximity to high voltage transmission lines, gas transmissions lines, and large water main. Temporary shoring was installed for MOT. Ron's responsibilities included cost control, scheduling, and managing internal project personnel and subcontractors.

SC-72 over Broad River, 1244.100B, Chester-Union Counties, SC


Key Personnel Role: Project Manager
Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)
Project/Assignment Duration: Project 2008-2009, Assigned 2008-2009
Owner Contact Information: SCDOT, Jason Johnston, johnstoncj@scdot.org, (803) 377-4155
Design/Construction Value: \$ 7.9 Million

Project Description: This project included the construction of a 10-span 1,450 lf bridge on a new parallel alignment with associated approach roadwork. The project was located adjacent to an Indian fish-dam within the limits of an American Revolutionary encampment site. Included drilled shaft and pile foundation, hammerhead caps, mass concrete, temporary barge/trestle access, demolition, grading, drainage, paving, guardrail, pavement markings, and erosion control. Ron's responsibilities included overall project responsibility, cost control, schedule, coordination with owner and utilities, managing internal project personnel and subcontractors, and construction submittals.

- 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.

Ron Barger is currently assigned as Project Manager of the SC CLRB 2020-1 D-B Project and will transition directly into the Project Manager role for this project. Ron will be providing oversight to the full-time assistant project manager.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Baxter Sherwood McLean IV, PE Project Manager</p>	
<p>b. Role of Key Individual for this Project: Assistant Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>1</u> Years</p> <p>Reeves Construction Company: Multiple Roles (2013 – Present)</p> <ul style="list-style-type: none"> Project Manager – Responsible for managing heavy civil infrastructure projects from award to close out, for both self-perform and subcontracted operations for scopes including: MOT, utility relocation, storm drainage, grading, structures, structures rehab, asphalt and concrete paving, and specialty items, as assigned as assigned, January 2019 – Present Project Engineer – Leadership Development Rotational Program – Full time, one-year technical development program to gain exposure at multiple subsidiaries of various business groups including Estimating, Project Management, and Hot Mix Asphalt Manufacturing, 2018 Project Engineer – Responsible for the control and management of the project documentation and pay records for assigned projects. Responsible for construction survey and layout. Responsible for assisting the Project Manager and Superintendent to see that the projects are built on schedule and within budget, 2013 – 2017 <p>Bordeaux Construction Company: Project Engineer & Estimator – Responsible for estimating projects for a vertical construction general contractor, 2012</p>	
<p>e. Education:</p> <p style="margin-left: 20px;">North Carolina State University / Raleigh, NC / Bachelor of Science / 2012 / Civil Engineering (STR)</p> <p style="margin-left: 20px;">Wake Forest University / Winston-Salem, NC / Master of Business Administration / 2022 / MBA Candidate</p>	
<p>f. Active Registrations:</p> <p style="margin-left: 20px;">2018 / NC / Professional Engineer / 046990</p> <p style="margin-left: 20px;">2014 / ATSSA / Traffic Control Supervisor, NC State Specific</p> <p style="margin-left: 20px;">2013 / NC / EC Level II Supervisor / 6674</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SR-307 (Dean Forest Rd) over I-16 DDI Design-Build Project, P.I.# 0013727, Chatham County, GA</u></p> <p>Key Personnel Role: Project Manager, Structures</p> <p>Experience with Current Firm: Yes, Reeves Construction Company</p> <p>Project/Assignment Duration: Project 2020 – 2023, Assigned 2020 – 2022</p> <p>Owner Contact Information: GDOT, Ron Nelson, ronelson@dot.ga.gov, (912) 424-9112</p> <p>Design/Construction Value: \$ 34 Million</p> <p>Project Description: The project included reconstruction and modification of the intersection of SR-307 (Dean Forest Rd) over interstate I-16 into a diverging diamond interchange (DDI). The project consists of 0.494 miles of roadway and bridge construction, and ramp reconfiguration. Baxter's responsibilities included coordination with Owner, Design Team, Subcontractors, and material vendors; manage Reeves' work force, surveying, project documentation, manage safety compliance, traffic control; coordinating schedules with Superintendent, completion schedule and cost control reviews.</p> <p><u>US-29 over Norfolk Southern RR, Bridge Replacement, B-5136, Cabarrus County, NC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes, Reeves Construction Co. (formerly HRI Bridge Company)</p> <p>Project/Assignment Duration: Project 2016 – 2020, Assigned 2019 – 2020</p> <p>Owner Contact Information: NCDOT, Jeb Smith, jssmith8@ncdot.gov, (704) 630-3220</p> <p>Design/Construction Value: \$ 14.3 Million</p> <p>Project Description: The Project included a temporary onsite detour for MOT with one multiple span detour bridge and roadway approaches in limited ROW to carry two lanes of traffic (22,000 AADT), replacement of one bridge in three phases over multiple track section of NSRR, and MSE retaining walls to accommodate the vertical adjustment of the roadway.</p>	

The bridge included steel pile foundations, concrete girders, CIP bridge decks, and church window CIP barrier rail. Baxter's responsibilities included coordination with Owner, NSRR, Subcontractors, and material vendors; manage Reeves' work force, surveying, project documentation, manage safety compliance, traffic control, coordinate schedules with Superintendent, complete schedule and cost control reviews.

I-95 SBL Bridge Rehabilitation over Great Pee Dee River, Project ID # P028312

Key Personnel Role: Project Engineer
Experience with Current Firm: Yes, Reeves Construction Co. (formerly HRI Bridge Company)
Project/Assignment Duration: Project 2016 – 2017, Assigned 2016 – 2017
Owner Contact Information: SCDOT, Jason Thompson, PE (No longer employed with SCDOT, now at Horry County Government) Thompson.Jason@horrycounty.org, (843) 915-5160
Design/Construction Value: \$ 3.3 Million
Project Description: The I-95 Rehabilitation Project, was a Design-Bid-Build project, managed by SCDOT. Our Team was tasked with a fast-paced project with limited access to a 3,043 lf two lane bridge on high volume, interstate I-95 (53,000 AADT). The scope included class II deck repairs, LMC overlay, joint replacement, and bearing painting and repairs. Baxter's specific responsibilities included coordination with owners, scheduling self-perform crews and subcontractors, cost control, project documentation, managing safety and traffic control.

US-17 (Future I-140 - Wilmington Bypass), R-2633BA, Brunswick County, NC

Key Personnel Role: Project Engineer
Experience with Current Firm: Yes, Reeves Construction Co. (formerly HRI Bridge Company)
Project/Assignment Duration: Project 2014 – March 2018, Assigned 2015 – 2016
Owner Contact Information: NCDOT, Alex Stewart, adstewart2@ncdot.gov, (919) 814-4933 | Prime Contractor, Barnhill Contracting Company
Design/Construction Value: \$ 82 Million, Reeves' Subcontract value for portion of project: \$ 23.0M
Project Description: The project included 4.6 miles of new alignment roadway with nine bridge structures in Leland, NC area. Reeves' scope included constructing a combination of bridge structures spanning over CSXT RR, wetlands/water crossings, and grade separations. Scope included steel pile, concrete pile, and 155 ft deep drilled shaft foundations; CIP substructure and RR crash walls; concrete and structural steel girders; CIP bridge decks; etc. Baxter's responsibilities included coordination with Owner, Prime, 2nd tier Subcontractors, and material vendors; manage Reeves' work force, surveying, project documentation, safety management, coordinate schedules with Superintendent, complete schedule and cost control reviews.

NC-11 over Cape Fear River and overflows, B-4028, Bladen County, NC


Key Personnel Role: Project Engineer
Experience with Current Firm: Yes, Reeves Construction Co. (formerly HRI Bridge Company)
Project/Assignment Duration: Project Fall 2012 – June 2017, Assigned Jan. 2013 – Dec. 2016
Owner Contact Information: NCDOT, Blythe Jordan, bljordan@ncdot.gov, (910) 788-5300
Design/Construction Value: \$ 16.4 Million
Project Description: The project included 1.3 miles of new alignment roadway with three bridge structures spanning the Cape Fear River (1,275 lf) and overflows (375 lf, 375 lf). While maintaining traffic thru the project, the new alignment was constructed adjacent to the existing, shifted traffic to the new alignment, and then completed the demolition and removal of the existing three bridge structures and roadway in Kelly, NC area. The bridges included steel pile foundations, concrete and structural steel girders, CIP bridge decks, etc., with all the bridges constructed from temporary work trestles and/or barges. Baxter's responsibilities included coordination with Owner, Subcontractors, and material vendors; manage Reeves' work force, surveying, project documentation, safety management, traffic control, coordinate and complete schedule and cost control reviews.

- 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.

Baxter McLean is currently assigned to manage these projects as the Project Manager:

- SR-307 DDI Interchange, GDOT, Duties to conclude – December 2022

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Christopher Eric Jordan, PE, DBIA Senior Project Delivery Leader</p>	
<p>b. Role of Key Individual for this Project: Lead Design Engineer</p>	
<p>c. Name of Firm with which you are now associated: Rommel, Klepper, & Kahl, LLP</p>	
<p>d. Years of Experience: With this Firm <u>4</u> Years With Other Firms <u>26</u> Years</p> <p>RK&K: Senior Project Delivery Manager – Manages and directs RK&K’s Columbia, SC office and operations. This includes the oversight of various traditional design-bid-build and design-build transportation projects. He provides management, coordination and collaboration of in-house experts specializing in roadway, structural, and hydrology design.</p> <p>SCDOT, Program Manager – Responsible for all engineering projects within Upper Savannah COG and ANATS MPO, 2014 to 2018</p> <p>SCDOT, C Program Manager – Responsible for overseeing C Projects as assigned, 2007 to 2014</p> <p>SCDOT, Road Design Assoc. Eng. – Responsible for roadway design duties as assigned, 1997 to 2007</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, South Carolina / Bachelor of Science / 2009 / Civil Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2013 / SC / Civil / 31177; 2018 / NC / Civil / 046745; 2019 / GA / Civil / PE044590; 2022 / TN / Civil / 126913</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed and Load Restricted Bridge Design-Build Package 2021-1, District 4 - Cherokee, Chester, Fairfield, and Union Counties, SC</u></p> <p>Key Personnel Role: Assistant Design Manager</p> <p>Experience with Current Firm: Yes, RK&K</p> <p>Project/Assignment Duration: Project 2021-2024, Assigned 2021-2024</p> <p>Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org , (803)-737-2566</p> <p>Design/Construction Value: \$15 Million</p> <p>Project Description: As Lead Designer for Reeves (Sloan), RK&K is designing eight individual design-build bridge replacements. Using SCDOT’s supplemental design criteria for Low Volume Bridge Replacement Projects, RK&K is developing designs ranging from 80 to 130 feet in length, including obtaining "No-Rise" Certificates for all FEMA-involved bridges. To replace the existing bridges and associated roadway and drainage work needed to tie new approaches to the existing roadways, our team is providing project coordination and plans; and roadway, bridge, seismic, and hydraulic design; and geotechnical, utility coordination, right-of-way, surveys, and permitting. The contract also includes demolition, removal and disposal of the existing bridge structures.</p> <p>Chris’ responsibility as Assistant Design Manager included being responsible for all aspects of design. In addition to coordination with SCDOT, he provides leadership and oversight for a group of multi-discipline engineers and technical staff. He serves as the primary point of contact for design related activities and personally attends routine project meetings.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Assistant Design Manager</p> <p>Experience with Current Firm: Yes, RK&K</p> <p>Project/Assignment Duration: Project: 2020-2023, Assigned: 2020-2023</p> <p>Owner Contact Information: SCDOT, Brad Reynolds, reynoldbs@scdot.org , (803) 737-1440</p> <p>Design/Construction Value: \$18 Million</p> <p>Project Description: As Lead Designer for Reeves (Sloan), RK&K designed 16 individual design-build bridge replacements. Ranging from 60’ to 160’, the bridges were developed under SCDOT’s Supplemental Design Criteria for Low Volume Bridge Replacement Projects. This required expedited design and construction schedules. Scope of Services: This contract involved the full spectrum of RK&K’s in-house design services, including structure design, roadway design, hydraulic design, FEMA/Stream modeling/BSR preparation, erosion control design, permitting, traffic control design, right-of-way services, survey, geotechnical investigation, utility design, and utility relocation coordination.</p>	

Chris' responsibility as Assistant Design Manager included being responsible for all aspects of design. In addition to coordination with SCDOT, he provided leadership and oversight for a group of multi-discipline engineers and technical staff. He served as the primary point of contact for design related activities and personally attended routine project meetings.

SCDOT US 378 Bridge Replacement over Little River – McCormick County, SC

Key Personnel Role: Program Manager
Experience with Current Firm: No, SCDOT
Project/Assignment Duration: Project: 2016-2018, Assigned: 2016-2018
Owner Contact Information: SCDOT, Julie Barker, barkerjp@scdot.org, (803) 737-1365
Design/Construction Value: \$10.0 Million

Project Description: This project was to replace the US 378 bridge over the Little River arm of Lake Strom Thurmond in McCormick County. The existing 568' structure was replaced with a new 1,015' span with increased vertical clearance for recreational boating. The NEPA process dictated that the new design address a boat ramp adjacent to the bridge with a 4(f) permit; as mitigation for the permit, a new boat ramp and parking area was developed for SCDNR. This project incorporated the following design components; structure design, roadway design, hydraulic design, FEMA/Stream modeling, erosion control design, permitting, traffic control design, right-of-way services, survey, geotechnical investigation, utility design, and utility relocation coordination.

Chris' responsibility as Program Manager included managing the design consulting engineer through construction, ensuring permitting requirements were met, managing budgets, invoicing, and design reviews to ensure FHWA compliance on the project.

SCDOT Berkeley Drive Pedestrian Bridge over US 123 – Pickens County, SC

Key Personnel Role: Program Manager
Experience with Current Firm: No, SCDOT
Project/Assignment Duration: Project: 2016-2018, Assigned: 2016-2018
Owner Contact Information: SCDOT, Julie Barker, barkerjp@scdot.org, (803) 737-1365
Design/Construction Value: \$1.5 Million

Project Description: The project constructed a new 2,000-foot-long multi-use path and new standalone, parallel pedestrian bridge along Berkeley Drive crossing over US 123. The new structure provided connectivity between the new Clemson Elementary School and the Country Walk subdivision. The project was constructed using a combination of Federal Transportation Alternative, City of Clemson, and Pickens CTC funding.

Chris' responsibility as Program Manager included managing the design consulting engineer through construction, ensuring permitting requirements were met, managing budgets, invoicing, and design reviews to ensure FHWA compliance on the project.

SCDOT S-88 Bridge over Stevens Creek – Edgefield/McCormick Counties, SC

Key Personnel Role: Program Manager
Experience with Current Firm: No, SCDOT
Project/Assignment Duration: Project: 2014-2016, Assigned: 2014-2016
Owner Contact Information: SCDOT, John Caver, caverja@scdot.org, (803) 737-1441
Design/Construction Value: \$3.4 Million



Project Description: This project replaced the S-88 bridge over Stevens Creek on the Edgefield and McCormick County line. The existing 391' structure was replaced with a new 403' span on alignment with a local detour. This project incorporated the following design components; structure design, roadway design, hydraulic design, FEMA/Stream modeling, erosion control design, permitting, traffic control design for detour, right-of-way services, surveys, geotechnical investigation, and utility relocation coordination.

Chris' responsibility as Program Manager included managing the project through construction, ensuring permitting requirements were met, managing budgets, and schedules, and participating in design reviews to ensure FHWA compliance on the project.

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

Chris is not required to be on-site during construction. However, he will attend all routine project meetings in person.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Marvin Fletcher Leatherwood General Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>8</u> Years With Other Firms <u>23</u> Years</p> <p>Reeves Construction Company: General Superintendent – Responsible for managing all bridge crews on projects in western NC, SC, and GA. Coordinate material and equipment needs across multiple bridge projects simultaneously. Attend jobsite and operations meetings, assist project managers with technical requirements, project scheduling, and operational supervision of crews, 2019 – Present</p> <p>Blythe Development Company: Superintendent – Helped start up bridge division. Responsible for managing crews on multiple projects, coordination between projects, and subcontractors. Helped develop crane operation evaluation program and performed crane operator evaluations, 2011 – 2019</p> <p>Dane Construction: Project Superintendent – Responsible for managing multiple bridge crews, overseeing roadway subcontractors, coordinating crews, and overseeing crew safety, 2009 – 2010</p> <p>Reeves Construction Company: Project Superintendent – Responsible for supervising multiple bridge crews and subcontractors, planning and scheduling materials and subcontractors. In addition, worked closely with project manager to provide onsite supervision and coordination of roadway-related subcontractors, and oversaw project safety, 2004 – 2009</p> <p>Blythe Construction, Inc.: Foreman to Bridge Superintendent – Responsible for supervising assigned projects and crew(s), ordering material, supervising subcontractors on-site, and critical lift planning, 2000 – 2003</p> <p>Jones Brothers, Inc.: Bridge Superintendent – supervised crews, coordinated materials, subcontractors, critical lift planning, 1999 – 2000</p> <p>Crowder Construction Company: Supervisor – Responsible for running a bridge crew, ordering materials, supervising subcontractors, and scheduling crews, 1998</p> <p>Blythe Construction, Inc.: Crane Operator – Responsible for safely operating assigned cranes and screed setups, critical lift planning, and other tasks as assigned by Supervisor, 1991 – 1998</p>	
<p>e. Education: High School Equivalency Diploma</p>	
<p>f. Active Registrations: N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)</p> <p>Project/Assignment Duration: Project: 2020 – 2023, Assigned: 2020 – 2023</p> <p>Owner Contact Information: SCDOT, Jeremy Hodges, hodgesjt@scdot.org, (864) 889-8031</p> <p>Design/Construction Value: \$ 18 Million</p> <p>Project Description: The project includes the design and construction to replace 16 bridges, ranging from 60 ft to 160 ft in length, and roadway approach adjustments. Marvin is responsible for all construction activities including coordinating Reeves' internal bridge, roadway and paving crews, scheduling subcontractors, safety compliance reviews, erosion control compliance reviews, and coordinating operations with the Project Manager.</p>	

I-77 High Occupancy Toll Lanes (PPP), Mecklenburg County, NC

Key Personnel Role: Bridge Superintendent
Experience with Current Firm: No, Blythe Development (Subcontractor to Sugar Creek Construction)
Project/Assignment Duration: Project 2014 – 2020, Assigned 2017 – 2018
Owner Contact Information: NCDOT, Eric “Nat” Hunter, ehunter@ncdot.gov, (980) 262-6202
Design/Construction Value: \$ 665 Million

Project Description: Project consisted of the widening of Bridge 110W (SB I-77 over NB I-77), the staged replacement of the Oaklawn Road Bridge over I-77, and pile driving for a flyover bridge. Included 8’ structural steel beams, severe skew, and inverted superelevation transition during deck pour. Marvin was responsible for supervision of three bridge crews, coordination with prime contractor, vendors, and subcontractors, and attended project meetings.

S-83 (Blacksburg Highway) over Buffalo Creek, Cherokee County, SC

Key Personnel Role: Bridge Superintendent, General Bridge Superintendent
Experience with Current Firm: No, Blythe Development
Project/Assignment Duration: Project 2015 – 2017, Assigned 2015 – 2017
Owner Contact Information: SCDOT, Mark Mathis, PE, MathisMW@scdot.org (864) 490-3233
Design/Construction Value: \$ 5.2 Million

Project Description: This project consisted of staged replacement of the existing structure over Buffalo Creek with a new five-span, 390-lf bridge and approaches. Project included drilled shaft and H-pile foundations and prestressed concrete girders. Marvin was responsible for bridge demolition, new bridge construction, supervision of two bridge crews, and coordination with roadway crews, vendors, and subcontractors.

SR-2601 (Macy Grove Rd) from South of SR-4319 (Industrial Park Dr) to North of SR-1005 (E Mountain Rd), Design-Build Project, U-2800, Forsyth County, NC

Key Personnel Role: Bridge Superintendent
Experience with Current Firm: No, Blythe Development
Project/Assignment Duration: Project 2012 – 2015, Assigned 2013 – 2015
Owner Contact Information: NCDOT, Wright R. Archer III, warcher@ncdot.gov, (336) 487-0000
Design/Construction Value: \$ 39 Million

Project Description: This Design-Build project consisted of widening Macy Grove Road to multi-lanes, extending the roadway on new location to north of East Mountain Street, and converting the grade separation at I-40 Business/US 421 to an interchange. The project required construction of three bridges (over I-40 Business/US 421, Norfolk Southern Railroad, and East Mountain Street) and included pile and drilled shaft foundations, integral abutments, structural steel and prestressed concrete girders. An existing bridge was demolished in one weekend. Marvin was responsible for the supervision of four bridge crews, coordinating with roadway crews, vendors, and subcontractors, and attended design-build progress meetings.

Baxter Street Bridge Relocation, PR ID # 512-06-010, City of Charlotte, NC

Key Personnel Role: Project Superintendent
Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)
Project/Assignment Duration: Project 2008 – 2009, Assigned 2008 – 2009
Owner Contact Information: City of Charlotte, Chris Jiles, chris.jiles@charlottenc.gov, (704) 634-4881
Design/Construction Value: \$ 2.3 Million

Project Description: This project included a single-span, prestressed girder bridge on concrete abutments with curtain arches, architectural features, and the associated roadway and approaches along with two double barrel culvert extensions added by change order. Project included signalization, storm drain, flatwork, asphalt paving, pavement markings, and lighting. Marvin’s responsibilities included overall project supervision of roadway and bridge components, two self-perform crews, and assisting the project manager with means/methods, critical lifts, etc.

- 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.

Marvin Leatherwood is currently assigned Construction Manager of the SC CLRB 2020-1 D-B Project and will transition directly into the Construction Manager role for this project and will provide oversight of full-time on-site superintendents.



Appendix B

Work History and Quality Forms

(Section 3.5.1)





UNITED
INFRASTRUCTURE GROUP, INC.







REEVES
A COLAS COMPANY




WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor - Reeves Construction Company (Reeves)

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 Reeves 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 Reeves (in thousands)																																																																																					
Closed and Load Restricted Bridge Package 2020-1(D-B) Abbeville, Greenwood, Laurens, McCormick, Newberry & Saluda Cos. SC	Reeves Construction Company	Name of Owner: SCDOT Project Manager: Brad Reynolds Phone: 803.737.1440 Email: ReynoldsBS@scdot.org	Construction Complete: 03/2023 Design Complete: 02/2022	\$ 18,099	\$ 18,099																																																																																					
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<div></div>		<p>Reeves is the prime contractor responsible for the design-build replacement of 16 individual bridges located throughout SCDOT District Two. As Low Volume structures, the bridges lengths range from 60’ to 160’, with the vast majority being single span structures, utilizing cored slab and box beam superstructures. Two of the bridges utilize a CIP concrete overlay while the remainder have asphalt overlays. The contract includes replacing the existing bridges and the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. Reeves is self-performing the demolition, pile installation (concrete and steel h-pile), all concrete work, erection of cored slabs and box beams, grading, drainage, and asphalt paving. Reeves teamed with RK&K to perform the design work on the project. Reeves has utilized as many as 4 bridge crews and 2 grading crews to perform the work. 10 bridges have been completed, 4 are under construction with construction to begin on the remaining 2 this year. Overall project construction is scheduled for a completion by end of March 2023</p>		<div><p>Key Project Relevancies:</p><ul style="list-style-type: none">☑ Design-Build Delivery☑ Bridge Replacements☑ Cored Slab and Box Beam☑ Demolition☑ Detours☑ Roadway Design☑ Structure Design☑ Geotechnical☑ Drainage / E&SC☑ Traffic / MOT☑ Right of Way Acquisition☑ Utility Coordination☑ Environmental/Permitting☑ Public Involvement<p>Team Members Involved:</p><p>Reeves – Smitty Helms, Regional Mgr., Ron Barger, Project Manager -Marvin Leatherwood – Construction Manager</p><p>RK&K - Chris Jordan, David Peterson, Randall Mungo, Kelly Hawkins for the entire duration of the project.</p></div> <table><thead><tr><th></th><th>Bridge</th><th>Length</th><th>Spans</th><th>Type</th></tr></thead><tbody><tr><td>1</td><td>S-218 over Br. Penny Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>2</td><td>S-96 over Shanklin Creek</td><td>125'</td><td>30’-95’</td><td>Box Beam</td></tr><tr><td>3</td><td>S-95 over Camp Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>4</td><td>S-110 over North Lick Creek</td><td>60'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>5</td><td>S-34 over Millers Fork Creek</td><td>160'</td><td>30’-100’-30’</td><td>Box Beam</td></tr><tr><td>6</td><td>S-340 over Mountain Creek</td><td>80'</td><td>Single</td><td>Box Beam</td></tr><tr><td>7</td><td>S-34 over Rocky Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>8</td><td>S-52 over Rocky Creek</td><td>90'</td><td>Single</td><td>Box Beam</td></tr><tr><td>9</td><td>S-272 over Second Creek</td><td>120'</td><td>50’-70’</td><td>Cored Slab</td></tr><tr><td>10</td><td>S-272 Trib. to Second Ck.</td><td>90'</td><td>Single</td><td>Box Beam</td></tr><tr><td>11</td><td>S-277 over Branch of Big Beaver Dam Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>12</td><td>S-342 Big Beaver Dam Ck.</td><td>80'</td><td>Single</td><td>Box Beam</td></tr><tr><td>13</td><td>S-211 over Richland Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>14</td><td>S-281 over Trib./Lake Murray</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>15</td><td>S-37 over Rocky Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr><tr><td>16</td><td>S-78 over Persimmon Creek</td><td>70'</td><td>Single</td><td>Cored Slab</td></tr></tbody></table>			Bridge	Length	Spans	Type	1	S-218 over Br. Penny Creek	70'	Single	Cored Slab	2	S-96 over Shanklin Creek	125'	30’-95’	Box Beam	3	S-95 over Camp Creek	70'	Single	Cored Slab	4	S-110 over North Lick Creek	60'	Single	Cored Slab	5	S-34 over Millers Fork Creek	160'	30’-100’-30’	Box Beam	6	S-340 over Mountain Creek	80'	Single	Box Beam	7	S-34 over Rocky Creek	70'	Single	Cored Slab	8	S-52 over Rocky Creek	90'	Single	Box Beam	9	S-272 over Second Creek	120'	50’-70’	Cored Slab	10	S-272 Trib. to Second Ck.	90'	Single	Box Beam	11	S-277 over Branch of Big Beaver Dam Creek	70'	Single	Cored Slab	12	S-342 Big Beaver Dam Ck.	80'	Single	Box Beam	13	S-211 over Richland Creek	70'	Single	Cored Slab	14	S-281 over Trib./Lake Murray	70'	Single	Cored Slab	15	S-37 over Rocky Creek	70'	Single	Cored Slab	16	S-78 over Persimmon Creek	70'	Single	Cored Slab
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Project is currently on pace to be completed ahead of schedule. Reeves has utilized steps such as using daily lane closures to perform clearing and grub operations when possible especially when clearing is needed to move utilities. This minimizes the amount of time the road is totally closed to the local residents and allows flexibility in the schedule when dealing with utility relocations. Self-performing the bridge, grading and paving gives Reeves the ability and flexibility to schedule crews efficiently with having to coordinate with additional subcontractors.																																																																																										
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Reeves is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Crews began each shift with a safety and planning meeting to discuss the work plan and safety hazards for the day, followed by a stretch and flex exercise. The project team holds weekly progress meetings to review cost and schedules, plan upcoming work, and review the previous week’s near-misses or accidents from within the company or industry. Reeves uses crew schedules that forecast three weeks and are tied to the overall P6 project schedules to plan and monitor performance on all projects. In a weekly operations meeting between region management, project managers, and superintendents, schedules and issues are discussed by our entire team to tap into the experience of our management group and promptly identify problems and solutions. Reeves utilizes daily and weekly cost reporting to communicate activity performance to both crews and management and allow for adjustments as work progresses. In addition, Reeves plan projects to most effectively utilize the repetitive nature of similar design to maximize productivity and materials																																																																																										
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WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)

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Emergency Bridge Package 2018-2B Chesterfield County, SC	United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: Brad Reynolds-PM Greg Williams-RCE Phone: 803.737.1440 843-623-6988 Email: reynoldsbs@scdot.org williamsgf@scdot.org	Construction: 12/2019 Design: 08/2019	\$6,750	\$6,750
g. Narrative describing the work performed by United. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Project Description: This Design-Build project included accelerated removal and replacement of 4 bridges and approach roadways on secondary roads over waterways damaged by significant flooding caused by Hurricane Florence in September 2018.</p> <p>United, as the Contracting Entity/Lead Contractor, managed and self-performed all work except the roadway approach work. The work included 436 LF and 14,706 SF of bridge, demolition of existing bridges, and approximately 0.5 miles of roadway with grading/drainage work necessary to tie new approaches to existing roadways. Extra work was added to the Contract at the request of SCDOT. All work was completed safely with no quality issues, within budget, on time within the 216 days allowed, and without any disputes or claims. The work at each site included the following:</p> <ul style="list-style-type: none">• S-243 (Buchanan Bridge Road) Bridge over Adams Creek (Top Left) 120' three-span bridge (25'-70'-25') with reinforced concrete end bents on steel piles and an interior bent on two 3.5’ diameter drilled shafts supporting 3'-0" x 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface.• S-138 (Bo Melton Loop) Bridge over Little Black Creek (Top Right) 100' three-span bridge (20'-60'-20’) with reinforced concrete end bents on steel piles and an interior bent on two 3.5’ diameter drilled shafts supporting 3'-0" x 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface.• S-757 (Davis Rivers Road) Bridge over Jimmies Creek (Bottom Left) 110' three-span bridge (20'-70'-20’) with reinforced concrete end bents on steel piles and an interior bent on two 3.5’ diameter drilled shafts supporting 3'-0" x 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface.• S-34 (Wamble Hill Road) Bridge over Deep Creek (Bottom Right) 106' two-span bridge (45'-61') with reinforced concrete end bents steel piles and an interior bent on two 3.5’ diameter drilled shafts supporting 3'-0" x 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface.			<p>RELEVANCE:</p> <ul style="list-style-type: none">✓ Design-Build✓ Emergency Bridge Replacement✓ Bridge over Waterway✓ Utility Coordination✓ Work in Wetland Environmental✓ Accelerated Design and Construction	   	
h. Self-Assessment. The information provided in this section should be a self-assessment of United’s performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Some early construction work was advanced at risk prior to RFC plans. Four fully-equipped bridge crews were allocated along with at least four cranes. The crews worked 7-days per week at times when necessary. The roadway subcontractor was supplemented with additional resources to recover the schedule slippage. Project management closely coordinated with SCDOT to address and abate issues quickly. Project management closely coordinated suppliers and subcontractors to maintain schedule milestones. All work was completed without LDs, no quality issues, under-budget, and with no disputes or claims.					
i. Quality Initiatives. Discuss United’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 the items above, stone screenings were incorporated into portions of embankment at the Contractor’s cost to allow work to proceed during inclement weather so the schedule milestones could be achieved. SCDOT extended the project about 2 weeks and United completed some additional emergency repairs at a nearby creek crossing for no additional cost to the Department.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, United shall provide a detailed explanation below.					
None					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)

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US 15 Bridge Replacement over Indian Field Swamp Dorchester County, SC	United Infrastructure Group	Name of Owner: SCDOT Project Manager: Keith Green Phone: 843 746 3538 Email: Greenfk@scdot.org	Construction: 07/2020 Design: 07/2020	\$3,970	\$3,970																																				
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<p><u>Project Description:</u> United was the Lead Contractor for this emergency DB bridge replacement project on US 15 Bridge over Indian Field Swamp which was damaged during the previous year’s flooding and caused the bridge to be posted with a load restriction rating. The scope of work primarily included project design and permitting, removal of existing bridge, construction of new bridge, and the associated roadway work to tie the new approaches to the existing roadways. In addition to managing all aspects of this design-build project, United self-performed all structure work and subcontracted most of the roadway work to trusted local grading and paving subcontractors. The new three span 120’ long flat slab bridge with two 20’ approach slabs is supported by reinforced concrete end bents with six 20” concrete piles and reinforced concrete interior bents with seven 20” concrete piles and HP 10X57 pile points. To accelerate construction, the existing pavement was retained and built up with asphalt and the shoulder graded during the first six days of a 75 day road closure. This allowed for paved access to all of the weather sensitive work and use of exist bridge for access before bridge demolition. The project was designed and constructed on budget in approximately 5 months and opened to traffic on June 24 ,2020 16 days ahead of schedule.</p>			<table><thead><tr><th>Performance Criteria</th><th>Criteria Weight</th><th>Performance Score</th><th>Weighted Score</th></tr></thead><tbody><tr><td>1. Development/Management of Project Schedule</td><td>0</td><td>10</td><td>2</td></tr><tr><td>2. Quality of Work</td><td>0</td><td>6</td><td>1.2000000000</td></tr><tr><td>3. Management/Performance of Organizational Structure</td><td>0</td><td>7</td><td>0.7000000000</td></tr><tr><td>4. Cooperation within Team and with Owner</td><td>0</td><td>6</td><td>0.6000000000</td></tr><tr><td>5. Met Requirements of RFP</td><td>0</td><td>6</td><td>0.6000000000</td></tr><tr><td>6. Responsive/Cooperative to Conflict Resolution</td><td>0</td><td>6</td><td>0.6000000000</td></tr><tr><td>7. Overall Performance/SCDOT Satisfaction</td><td>0</td><td>9</td><td>1.8000000000</td></tr><tr><td>TOTAL WEIGHTED SCORE</td><td></td><td></td><td>7.5</td></tr></tbody></table>		Performance Criteria	Criteria Weight	Performance Score	Weighted Score	1. Development/Management of Project Schedule	0	10	2	2. Quality of Work	0	6	1.2000000000	3. Management/Performance of Organizational Structure	0	7	0.7000000000	4. Cooperation within Team and with Owner	0	6	0.6000000000	5. Met Requirements of RFP	0	6	0.6000000000	6. Responsive/Cooperative to Conflict Resolution	0	6	0.6000000000	7. Overall Performance/SCDOT Satisfaction	0	9	1.8000000000	TOTAL WEIGHTED SCORE			7.5	 <div><p>RELEVANCE:</p><ul style="list-style-type: none">✓ Design-Build✓ Bridge over Waterway✓ Emergency Bridge Replacement✓ Utility Coordination✓ Work in Wetland Environmental✓ Accelerated Design and Construction✓ 7.5 Perf Eval Score...Highest Ever</div>
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<p>The most successful aspects of this project were directly attributable to maintaining control of all site activities, assimilating highly experienced and committed resources, having excess resources available when needed, routine and effective communication and collaboration, and early identification and abatement of issues, and keeping the SCDOT constantly informed and involved with all aspects of the project via daily discussions, weekly work schedules, and immediate notification of any issues encountered during construction, all of which led to completion ahead of schedule and finishing all work on budget without any claims, dispute proceedings, litigation or arbitration. This project received a SCDOT Performance Evaluation Score of 7.5 which is the highest score ever awarded by the Department.</p>																																									
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<p>United issued NTP to its Lead Engineer prior to award and NTP from SCDOT, then pre-proposal design schedule was strictly followed. To facilitate quicker reviews/approvals, all design submittals went through an thorough QC and constructability reviews, which resulted in no RFI’s or plan revisions during construction. Likewise, all construction submittals were submitted/approved prior to construction to avoid any delays during construction. Since this site was very fast-tracked and resource intensive, early collaboration with critical vendors was performed, very detailed budgets and schedules were developed and routinely disseminated, and site conditions and work scopes were carefully monitored to quickly address any necessary changes to maintain progress.</p>																																									
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Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)

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<div><div></div><div><p>RK&K is serving as the Lead Designer for Reeves Construction. RK&K is managing and providing the design services for the replacement of 16 individual bridges located throughout SCDOT District Two. As Low Volume structures, the bridges lengths range from 60’ to 160’, with the vast majority being single span structures, and utilizing cored slab and box beam superstructures. The contract includes replacing the existing bridges and the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. Our team has completed the design of all 16 bridges in this package. All design activities will be complete by February of 2022 and construction will be complete in March of 2023.</p><p>Scope of Services: Design services are being performed in our Columbia office with support from our Raleigh, NC office. Design services include roadway, bridge, load rating, seismic, hydraulics, geotechnical, utility coordination, right of way services, surveys, and permitting. In addition to the construction of new the bridges, construction services also include demolition, removal, and disposal of the existing bridge structures.</p><p>Structure Design: RK&K’s structural engineers prepared final structure plans for all bridges. By adhering to SCDOT's requirements, focusing on innovative design, and implementing inventive construction methods, the Team minimized the bridge lengths, superstructure depths, approach lengths, and typical section widths to minimize the required ROW.</p><p>Maintenance of Traffic & Detour Plans, Pavement Markings, & Signing Plans: RK&K is responsible for pavement marking plans and signing plans. All of the bridges are off-site detours. SCDOT provided detour plans for all but one bridge site.</p><p>Hydrology & Hydraulic Design Control / Erosion & Sediment Control: RK&K’s water resources engineers are responsible for erosion control plans, HEC-RAS modeling, bridge hydraulic design, scour analysis, and drainage design.</p></div><div><p>Key Project Relevancies:</p><ul style="list-style-type: none">☑ Design-Build Delivery☑ Bridge Replacements☑ Cored Slab and Box Beam☑ Demolition☑ Detours☑ Roadway Design☑ Structure Design☑ Geotechnical☑ Drainage / E&SC☑ Traffic / MOT☑ Right of Way Acquisition☑ Utility Coordination☑ Environmental/Permitting☑ Public Involvement<p>Team Members Involved:</p><p>RK&K - Chris Jordan, David Peterson, Randall Mungo, Kelly Hawkins for the entire duration of the project.</p><p>Reeves – Smitty Helms, Regional Mgr., Ron Barger, Project Manager -Marvin Leatherwood – CM</p></div><table><thead><tr><th></th><th>Bridge</th><th>Length</th><th>Spans</th><th>Type</th></tr></thead><tbody><tr><td>1</td><td>S-218 over Br. 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3	S-95 over Camp Creek	70'	Single	Cored Slab																																																																																						
4	S-110 over North Lick Creek	60'	Single	Cored Slab																																																																																						
5	S-34 over Millers Fork Creek	160'	30’-100’-30’	Box Beam																																																																																						
6	S-340 over Mountain Creek	80'	Single	Box Beam																																																																																						
7	S-34 over Rocky Creek	70'	Single	Cored Slab																																																																																						
8	S-52 over Rocky Creek	90'	Single	Box Beam																																																																																						
9	S-272 over Second Creek	120'	50’-70’	Cored Slab																																																																																						
10	S-272 Trib. to Second Ck.	90'	Single	Box Beam																																																																																						
11	S-277 over Branch of Big Beaver Dam Creek	70'	Single	Cored Slab																																																																																						
12	S-342 Big Beaver Dam Ck.	80'	Single	Box Beam																																																																																						
13	S-211 over Richland Creek	70'	Single	Cored Slab																																																																																						
14	S-281 over Trib./Lake Murray	70'	Single	Cored Slab																																																																																						
15	S-37 over Rocky Creek	70'	Single	Cored Slab																																																																																						
16	S-78 over Persimmon Creek	70'	Single	Cored Slab																																																																																						
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WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’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 RK&K (in thousands)																														
Div. 11B-YR7 Four Low Impact Express D-B Bridges Ashe, Caldwell, Surry, & Yadkin Cos., NC	Vannoy Construction Company	Name of Owner: NCDOT Project Manager: Michael Poe, PE Phone: 3336.667.9111 Email: mlpoe@ncdot.gov	Design/ Construction Complete: 10/2019 Design Start: 01/2018	\$4,046	\$634																														
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company of RK&K, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.																																			
<div><div></div><div><p>As part of RK&K’s resume of 70 low impact design-build bridges through 10 individual contracts, RK&K served as Lead Designer for the replacement of four low impact express design-build bridges. These bridges were part of one Express Design-Build Contract and include bridges designated as Regional and Sub Regional Tier.</p><p>Scope of Services: This assignment involved various design services, including structure design, roadway design, hydraulic design, FEMA/Stream modeling/BSR preparation, erosion control design, permitting, traffic control design, right-of-way services, survey, geotechnical investigation, utility design, and utility relocation coordination. Construction Engineering Inspection (CEI) also was included.</p><p>Structure Design: RK&K’s structural engineers prepared the final structure plans for all bridges. The bridges consisted of single-span and multi-span bridges up to two spans.</p><p>Maintenance of Traffic & Detour Plans, Pavement Markings, & Signing Plans: RK&K’s traffic engineers were responsible for preparing maintenance of traffic management plans, which included either local detour plans or on-site staged construction plans. RK&K also was responsible for pavement marking plans, signing plans, and temporary traffic signals. Most of the bridges were off-site detours, but several were stage constructed while maintaining one lane of traffic with a temporary signal on either side of the detour.</p><p>Hydrology & Hydraulic Design Control / Erosion & Sediment Control: RK&K’s water resources engineers were responsible for erosion control plans, MOA preparation, HEC-RAS modeling, bridge hydraulic design, scour analysis, drainage design, and environmental permit preparation for this NCDOT design-build contract. Several of the bridges were over streams that did not allow water to directly discharge in to them from deck drains. The spread was always checked on these bridges and extra cored slab units were added as necessary.</p></div><div><table><thead><tr><th></th><th>Bridge</th><th>Location</th><th>Length</th><th>Spans</th><th>Type</th></tr></thead><tbody><tr><td>1</td><td>#040177 on SR 1181</td><td>Ashe Co.</td><td>62’</td><td>Single</td><td>Cored Slab</td></tr><tr><td>2</td><td>#130115 on SR 1310</td><td>Caldwell Co.</td><td>72’</td><td>Single</td><td>Cored Slab</td></tr><tr><td>3</td><td>#850012 on SR 1122</td><td>Surry Co.</td><td>132’</td><td>91’-41’</td><td>Box Beam/Cored Slab</td></tr><tr><td>4</td><td>#980020 on SR 1152</td><td>Yadkin Co.</td><td>117’</td><td>66’-51’</td><td>Cored Slab</td></tr></tbody></table><div><p>Key Project Relevancies:</p><ul style="list-style-type: none">☑ Design-Build Delivery☑ Bridge Replacements☑ Cored Slab and Box Beam☑ Demolition☑ Detours☑ Roadway &☑ Structure Design☑ Geotechnical☑ Drainage / E&SC☑ Traffic / MOT☑ Right of Way Acquisition☑ Utility Coordination☑ Environmental/Permitting☑ Public Involvement</div></div></div>							Bridge	Location	Length	Spans	Type	1	#040177 on SR 1181	Ashe Co.	62’	Single	Cored Slab	2	#130115 on SR 1310	Caldwell Co.	72’	Single	Cored Slab	3	#850012 on SR 1122	Surry Co.	132’	91’-41’	Box Beam/Cored Slab	4	#980020 on SR 1152	Yadkin Co.	117’	66’-51’	Cored Slab
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Div. 11C&D-YR6 Nine Low Impact Express D-B Bridges Ashe, Alleghany, Avery, Caldwell, Surry, & Watauga Counties, NC	Vannoy Construction Company	Name of Owner: NCDOT Project Manager: Michael Poe, PE Phone: 3336.667.9111 Email: mlpoe@ncdot.gov	Design/ Construction Complete: 05/2020 Design Start: 05/2017	\$6,821	\$1,327																																																																								
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Appendix C

Work History and Quality Forms

(Section 3.5.2)



UNITED
INFRASTRUCTURE GROUP, INC.



REEVES

A COLAS COMPANY





Quality of Past Performance (Section 3.5.2)

Number	Question	United	Reeves	RK&K
3.5.2 (a)	Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?	No	No	N/A
3.5.2 (b)	Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.	No	No	N/A
3.5.2 (c)	Have any projects been delayed more than 30 days such that liquidated damages were assessed?	Yes	Yes	No
3.5.2 (d)	Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	Yes	No	N/A
3.5.2 (e)	Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?	No	No	N/A
3.5.2 (f)	Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	No	No	Yes
3.5.2 (g)	Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	No	No	No

United (In response to **3.5.2 (c)** above) | Of United's 100+ projects in the past five years, only five projects were finished behind schedule where LDs were assessed as listed below. The root cause in most instances was unknown conditions beyond the control of the design-build team. The primary strategy to mitigate such events on future projects is to perform extensive site evaluations during the pre-bid and design phases to discover and abate issues with intelligent design and construction approaches. When new issues are discovered during construction, our design-build team and the client are immediately alerted and engaged to mutually determine the best path forward to minimize schedule and cost impacts. When unavoidable schedule impacts occur, we typically mitigate these by increasing the level of effort of our existing resources and allocating additional resources to recover lost time and recover the schedule.

Project Information	Details
SCDOT Emergency Bridge Replacements "Package 4" – Several Counties, SC (2017)	Minor interim LDs were assessed on a few sites, but the entire package of 7 bridges and the entire contract was completed on time without any LDs, disputes, or claims.
SCDOT Bridge Replacements "Package E" - Several Counties, SC (2019)	Minor interim LDs were assessed on 7 of 12 sites, and significant LDs of 475 days occurred on one site due to major design and unknown subsurface issues. The entire package of 12 sites with 13 bridges and the entire contract was completed only 83 days behind the contract schedule, and despite the issues, there were no disputes or claims.
GDOT FY 17 Bridge Batch 1 – Various Counties, GA (2020)	Minor interim LDs were assessed on a few sites, but the entire batch of 7 bridges and the entire contract was completed on time without any LDs, disputes, or claims.
GDOT FY 17 Bridge Replacements Batch 2 – Various Counties, GA (2020)	Minor interim LDs were assessed for a few sites, but the entire batch of 6 bridges and the entire contract was completed on time without any LDs, disputes, or claims.
SC Hwy 378 over Lynches River - Scranton, South Carolina	OSHA Inspection No 1264639.015 on 9/7/2017, 5 initial violations resulting in 1 serious citation due to employee not using fall protection equipment, even though company provided equipment. Monetary Penalty reduced via Informal Settlement Agreement Cased closed on 6/12/2018.



Reeves (In response to **3.5.2 (c)** above) | Over the past five years, Reeves Construction has performed work on 1,238 projects, with a value of work in place in excess of \$1.5 Billion. Of the 1,238 projects, 31 projects have been assessed LD's in excess of 30 days. 25 of those 31 projects were asphalt resurfacing projects, most of which in Georgia. Of the remaining 6 projects, only 2 were attributable to Reeves' Bridge Division. To note recent and relevant projects, the Act 98 District 3 Package 2 (5 bridges) project was completed on time and the District 2 design build project has currently completed all road closures (10 sites) to date on time and the current schedule shows completing the overall project ahead of schedule.

Project Information	Type of Work	Days Late	Completed	Source of Delay
GDOT SR11 Resurfacing Ben Hill County Fitzgerald, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	124	06/2018	Striping subcontractor delays along with quarry/rail shipment delays caused late completion.
GDOT SR 112 Resurfacing Turner County Ashburn, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	125	07/2018	Striping subcontractor delays along with quarry/rail shipment delays caused late completion.
GDOT SR 37 Resurfacing Mitchell County Camilla, Georgia	Milling, resurfacing, and shoulder rehabilitation	46	08/2017	Project was delayed by striping subcontractor not completing project within allotted time.
GDOT SR 520 Resurfacing Worth County Sylvester, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	153	01/2018	Striping Subcontractor delays along with aggregate material delivery delays caused late completion.
GDOT SR 37 Resurfacing Mitchell County Camilla, Georgia	Milling, resurfacing, and shoulder rehabilitation	110	08/2017	Project was delayed by striping subcontractor not completing project within allotted time.
GDOT SR 520 Resurfacing Lee County Leesburg, Georgia	Milling, resurfacing, and shoulder rehabilitation	210	01/2018	Striping subcontractor delays along with quarry/rail shipment delays caused late completion.
GDOT SR 195 Resurfacing Lee County Leesburg, Georgia	Milling, resurfacing, and shoulder rehabilitation	176	08/2017	Striping subcontractor delays along with quarry/rail shipment delays caused late completion.
GDOT SR 91 Resurfacing Baker Dougherty County Albany, Georgia	Milling, resurfacing, and shoulder rehabilitation	206	05/2018	Striping Subcontractor delays and weather delays caused late completion.
GDOT SR 32 Resurfacing Lee & Worth Counties Leesburg, Georgia	Milling, resurfacing, and shoulder rehabilitation	37	03/2019	Striping Subcontractor delays and weather delays caused late completion.
GDOT SR 30 Resurfacing Crisp & Wilcox Counties Cordele, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	52	03/2019	Striping Subcontractor delays and weather delays caused late completion.
GDOT SR 520 US 82 Resurfacing Dougherty County Albany, Georgia	Milling and resurfacing	137	03/2021	Weather delays caused late completion
GDOT SR 37 Resurfacing Colquitt County Moultrie, Georgia	Milling and resurfacing	71	10/2017	Project was delayed by striping subcontractor not completing project within allotted time along with aggregate/rail shipment delays.
SC File #4648800 Asphalt Preservation York County York, South Carolina	Patching, surface treatment, and pavement markings	61	2019	Striping subcontractor delays caused late completion



Project Information	Type of Work	Days Late	Completed	Source of Delay
GDOT SR 104 Resurfacing M005171 Liberty and Long Counties, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	52	2018	Pay items for this project were completed within the specified contract time. Time extensions for several delays of weather and approvals beyond contractors control were not granted. Project close out process was extended by the generation of multiple punch lists where many of the items were not directly related to project work.
NCDOT Contract # C204064 US 601 Clear Creek Union County, North Carolina	Grading, drainage, paving, and structure	40	07/2021	Weather impacts that pushed grading into winter caused late completion.
GDOT SR 104 Resurfacing M005596 Columbia County, Georgia	Milling, inlay, resurfacing, and paving	69	2019	Project was delayed by striping subcontractor not completing project within allotted time.
GDOT US 80 SR 32 Resurfacing Laurens and Wilkinson Counties Dublin, Georgia	Milling, resurfacing, and shoulder rehabilitation	142	05/2021	Weather delays caused late completion.
GDOT M005890 SR 121 Jenkins Counties, Georgia	Milling, resurfacing, and shoulder rehabilitation	57	2020	Liquidated Damages applied due to weather delays, conflict in operations schedule due to COVID-19, and striping subcontractor not completing within allotted time.
GDOT SR 49 Resurfacing Sumter County Americus, Georgia	Milling, resurfacing, and shoulder rehabilitation	127	05/2021	Weather delays caused late completion.
GDOT SR 19 Resurfacing Bibb County Macon, Georgia	Milling, resurfacing, and shoulder rehabilitation	46	09/2021	Weather delays caused late completion.
GDOT SR 22 Resurfacing Baldwin County Milledgeville, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	66	01/2018	Scheduling conflicts and project closeout caused late completion.
GDOT SR 49 Resurfacing Baldwin County Milledgeville, Georgia	Milling, resurfacing, paving, and shoulder rehabilitation	90	08/2017	Striping Subcontractor delays and project close out process caused late completion.
GDOT SR 27 Resurfacing Dooly County Vienna, Georgia	Milling, inlay, and resurfacing	62	01/2021	Project was delayed by striping subcontractor not completing project within allotted time and weather delays.
GDOT SR 257 Resurfacing Dooly County Cordele, Georgia	Milling, inlay, resurfacing, treatment, and shoulder rehabilitation	62	03/2018	Project was delayed by striping subcontractor not completing project within allotted time and weather delays.
GDOT Call 034 Bulloch SR 67 M004599 Bulloch County, Georgia	Milling and resurfacing	113	2018	Project was delayed by striping subcontractor who was overcommitted on GDOT resurfacing projects.
GDOT Call 010 Effingham SR26 Roundabout 0009872 Effingham County, Georgia	Construction of a roundabout	61	2020	Utility relocations delayed work at the beginning of the project.
SC File #2315180 Asphalt Preservation Greenville County Greenville, South Carolina	Shoulder widening, patching, milling, and resurfacing	49	2020	Striping Subcontractor delays caused late completion.



Project Information	Type of Work	Days Late	Completed	Source of Delay
GDOT West Bay Street 0002923 Chatham County, Georgia	Widening, reconstruction, and installation of VDS	33	2021	This was an urban widening project that included issues related to utility relocations, weather delays and several significant design changes. Supplemental Agreement #1 was issued for corrections to the utility plans on the project and included a negotiation on cost and time. GDOT only agreed to 50 of the 138 day time extension request which ultimately was not sufficient to cover the delay to the project for this issue. Supplemental Agreement #7 was issued to demolish and replace a box culvert on the project that was originally designed to be rehabilitated and remain in place. After a lengthy negotiation, GDOT used 60 of the 180 days of additional time to approve a subcontractor, an activity that normally takes 14 days or less. These delays, along with uncompensated weather delays along with subsequent delays association with subcontractor remobilizations resulted in the project delivered behind schedule.
I-20 Resurfacing SCDOT File 0205560 Aiken County, South Carolina	Interstate Preservation Program	74	2018	Liquidated Damages applied due to striping subcontractor not completing within allotted time.
SC File #0287540 Bridge Rehab on Bettis Academy Road over I-20 Aiken County, South Carolina	Interchange improvements, bridge rehabilitation, widening, paving, signing	196	05/2020	Sloan began the project later than desired as a result of other schedule conflicts. Subsequently, challenges arose during the project, including overruns of anchor bolt and bearing replacements. Some of these materials had long lead times and their need resulted from unknown conditions. Though we received direct time for these overruns, the schedule pushed the latex overlay later than planned and changed the latex supplier's schedule. Once committed to other projects, our supplier was not able to meet the revised schedule. These delays compounded scheduling issues with other subcontractors. Later a subcontractor experienced difficulties staffing the project to complete the remaining signal work.
SC File #5125690 Asphalt Preservation Garners Ferry Contract Lexington & Richland Counties, South Carolina	Patching, milling, and resurfacing	36	2020	Striping Subcontractor delays caused late completion.

RK&K (In response to 3.5.2 (f) above) | RK&K offers the following response to the question and as requested within the RFQ.

Project Information	Details
RK&K, Delaware River & Bay Authority (DRBA), Bridge 6	The owner and RK&K have engaged in the dispute resolution process of the contract regarding the alleged design errors and omissions. The parties have participated in mediation but were unable to resolve the matter. The Owner has sent its notice to proceed with arbitration, but there is currently no timeline for if or when arbitration will occur. RK&K and the owner are working to schedule a second mediation to hopefully resolve the dispute.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)

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 United’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 United (in thousands)
Emergency Bridge Package 4 Kershaw, Richland and Williamsburg Counties, SC	Infrastructure Consulting & Engineering, PLLC	Name of Owner: SCDOT Project Manager: Tyke Redfearn, PE Phone: 803-737-1430 Email: redfearnwt@scdot.org	11/2017 2016 (Design)	\$11,700	\$11,700
g. Narrative describing the work performed by United. If submitting work completed by an affiliated or subsidiary company of United, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>This project includes the removal and replacement of 4 bridges and approach roadways on secondary roads over waterways in that were damaged by significant flooding. United managed and self-performed all the work except as noted herein. The work included 654 LF of bridge, 25909 SF of deck, 11 spans, bridge demolitions, and 1 mile of roadway with grading/drainage work necessary to tie new approaches to existing roadways. The work at each site included the following:</p> <ul style="list-style-type: none">- S-28-36 (Pine Grove Road) over Twenty-Five Mile Creek in Kershaw County – 260’-4” Type III Girder Bridge on end bents w/steel piles and interior bents w/drilled shafts plus extended roadway approaches damaged in the flood,- S-40-69 (Congress Road) over Jumping Run Creek in Richland County – 114’ Cored Slab Bridge on end bents w/steel piles and interior bents w/concrete piles plus the roadway approaches,- S-40-827 (Rockbridge Road) over Spring Lake in Richland County – 120’ Flat Slab Bridge on end bents w/steel piles and interior bents w/concrete piles plus the roadway approaches, and- S-45-51 (Battery Park Road) over Black Mingo Creek in Williamsburg County – 164’ Cored Slab Bridge on end bents w/steel piles and interior bents w/concrete piles plus extended roadway approaches damaged in the flood. <p>The S-28-36 and S-45-51 sites were subcontracted to other bridge contractors. The roadway approaches on all sites were subcontracted to other road contractors. S-40-69 (self-performed by United) was completed 24 days early to achieve the \$60k incentive. All work was completed safely with no significant quality issues, within budget, and with minor LDs on some sites per below.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of United’s performance on the project to identify Lead Contractors/Major Subcontractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors/Major Subcontractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss United’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, United shall provide a detailed explanation below.					
<p>United was charged liquidated damages on each of the project sites for this project. S-28-36 (101 days), S-40-69 (43 days), S-40-827 (6 days), and S-45-51 (60 days).</p> <p>LDs on S-28-36 were due to lack of performance by a bridge subcontractor we utilized/trusted for this site.</p> <p>LDs on S-40-69 were due to timing in the replacement of existing functioning sign (The road was safely opened before the contract completion date).</p> <p>LDs on S-40-827 were due to unforeseen difficulty in removal of existing bridge components buried by the flood sediment without further environmental damage, and differing subsurface conditions which complicated foundation installation.</p> <p>LDs on S-45-51 were due to lack of performance by a bridge subcontractor we utilized/trusted for this site.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)

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Federal Aid Bridge Replacement Project Package E Cherokee, Chester, Fairfield, Lancaster, and York Counties, SC	United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: Shane Parris Phone: 864-489-5760 Email: parrissl@scdot.org	2019 - Construction 2015 - Design	\$53,080	\$53,080												
g. Narrative describing the work performed by United. If submitting work completed by an affiliated or subsidiary company of United, identify the full legal name of the affiliate or subsidiary and their role on the Project.																	
United managed and performed all aspects of this design-build bridge replacement project consisting of 12 sites with 13 bridges in 5 counties totaling 4048 LF of bridge, 184,704 SF of deck, 39 spans, 4 miles of roadway, and the bridge demolitions, as well as steel pile, concrete pile, and drilled shaft foundations, reinforced concrete substructures, and flat slab, cored slab, and concrete and steel beam superstructures. United managed and self-performed all work described below except as noted herein:																	
<table><tr><td>• S-12-77 (Hightower Road) over Fishing Creek - 405’-2” Type III and 65” Modified BT Girder Bridge</td><td>• S-46-64 (Lincoln Rd) and S-46-732 (Boyd Rd) over Allison Creek and Calabash Branch - 220’ and 140’ Cored Slab Bridges</td></tr><tr><td>• S-12-141 (Brooklyn Road) over Rocky Creek - 331’ 54” Bulb Tee Girder Bridge</td><td>• S-46-347 (Gordon Rd) over Stoney Fork Creek - 90’ Type III Girder Bridge</td></tr><tr><td>• SC 200 (Great Falls Hwy) over Wateree Creek - 325’ 54” Bulb Tee Girder Bridge</td><td>• I-85 Overpass over NSRR - 156’ Steel Girder Bridge</td></tr><tr><td>• SC 9 (Chester and Lancaster Hwy) over Catawba River - 1,424’-6” 54” MBT and Florida 78” BT Girder Bridge</td><td>• S-46-103 (Oak Park Rd) over Fishing Creek - 400’ Type III Girder Bridge</td></tr><tr><td>• SC 200 (Monroe Hwy) over Cane Creek - 180’ Type III Girder Bridge</td><td>• S-11-41 (Beech St) over Peoples Creek - 44’-6” Flat Slab Bridge</td></tr><tr><td colspan="2">• S-46-22 (Pleasant Rd) over Steele Creek - 330’ 54” Bulb Tee Girder Bridge</td></tr></table>						• S-12-77 (Hightower Road) over Fishing Creek - 405’-2” Type III and 65” Modified BT Girder Bridge	• S-46-64 (Lincoln Rd) and S-46-732 (Boyd Rd) over Allison Creek and Calabash Branch - 220’ and 140’ Cored Slab Bridges	• S-12-141 (Brooklyn Road) over Rocky Creek - 331’ 54” Bulb Tee Girder Bridge	• S-46-347 (Gordon Rd) over Stoney Fork Creek - 90’ Type III Girder Bridge	• SC 200 (Great Falls Hwy) over Wateree Creek - 325’ 54” Bulb Tee Girder Bridge	• I-85 Overpass over NSRR - 156’ Steel Girder Bridge	• SC 9 (Chester and Lancaster Hwy) over Catawba River - 1,424’-6” 54” MBT and Florida 78” BT Girder Bridge	• S-46-103 (Oak Park Rd) over Fishing Creek - 400’ Type III Girder Bridge	• SC 200 (Monroe Hwy) over Cane Creek - 180’ Type III Girder Bridge	• S-11-41 (Beech St) over Peoples Creek - 44’-6” Flat Slab Bridge	• S-46-22 (Pleasant Rd) over Steele Creek - 330’ 54” Bulb Tee Girder Bridge	
• S-12-77 (Hightower Road) over Fishing Creek - 405’-2” Type III and 65” Modified BT Girder Bridge	• S-46-64 (Lincoln Rd) and S-46-732 (Boyd Rd) over Allison Creek and Calabash Branch - 220’ and 140’ Cored Slab Bridges																
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• S-46-22 (Pleasant Rd) over Steele Creek - 330’ 54” Bulb Tee Girder Bridge																	
Sites S-46-22, S-46-347, S-46-732, and S-46-103 were subcontracted to another bridge subcontractor. All roadway work on all sites was subcontracted to other road contractors. All other work as self-performed other than specialty work. All work was completed safely with no significant quality issues, on budget, and on time with exception of the sites noted below.																	
h. Self-Assessment. The information provided in this section should be a self-assessment of United’s performance on the project to identify Lead Contractors/Major Subcontractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors/Major Subcontractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																	
The most successful aspects of this project were directly attributable to maintaining control of as many site activities as possible, assimilating highly experienced and committed resources, having excess resources available when needed, routine and effective communication and collaboration, and early identification and abatement of issues. When these measures were not implemented, project delivery was adversely impacted. Likewise, United learned that utilizing subcontractors that do not share our same culture/commitment and/or with whom there is no established long-term working relationship led to some poor results from a schedule and cooperation perspective. Nonetheless, despite United’s shortcomings and lessons learned on this project and several other adversities, all sites were successfully completed in a quality manner without any claims, dispute proceedings, litigation and arbitration, and with no additional cost to SCDOT.																	
i. Quality Initiatives. Discuss United’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.																	
Claims avoidance became very important and initiatives were implemented to resolve all matters openly and honestly with SCDOT. On the most successful of the sites, collaboration with all team members proved extremely valuable, along with very detailed budgets and schedules that were routinely disseminated. To ensure the work is done right the first time, United’s QC firm (ICE) remained integrally involved at all times during construction, and any quality issues discovered during construction were documented/vetted with SCDOT quickly. Due to the abnormal LDs incurred, UIG replaced and re-organized staff in the home office Construction Operations Department and at the project level.																	
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, United shall provide a detailed explanation below.																	
United was assessed the following LDs: S-12-141 (7 days, \$17,500) for delays encountered in the relocation of an existing sewer line, SC 200 (83 days, \$124,500) for improper ready mix concrete supplied to site which required removal/replacement plus there were excessive rain days and a flood, S-46-22 (108 days, \$162,000), S-46-64 (10 days, \$25,000) and S-46-347 (70 days, \$245,000) for delays related to a major turnkey subcontractor failing to meet contractual deadlines, S-46-732 (86 days, \$129,000), I-85 (475 days, \$1,662,500) for time to resolve a beam deflection issue between the owner and EOR and time associated with extensive remediation of poor subsurface soils in the existing interstate embankments and excessive weather delays, S-46-103 (99 days, \$148,500) for delays related to grading and paving subcontractors failing to complete work per contractual deadlines, and for the overall project (83 days, \$149,400) resulting from the delays mentioned above.																	

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)



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FY 17 Bridge Replacement Project (Batch 1) Districts 2, 3, and 6 in Georgia	Infrastructure Consulting & Engineering, PLLC	Name of Owner: GDOT Project Manager: Andrew Hoenig, PE Phone: 8404-985-4377 Email: ahoenig@dot.ga.gov	Construction: 09/2018 Design: 10/2020	\$7,789	\$7,789
g. Narrative describing the work performed by United. If submitting work completed by an affiliated or subsidiary company of United, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>This Design-Build project includes the accelerated removal and replacement of 7 bridges and approach roadways on secondary roads over waterways. United, as the Contracting Entity and Lead Contractor, managed and self-performed all the work except some of the roadway approach work. The work included 650 LF and 22,905 SF of bridge, demolition of existing bridges, and approximately 0.5 miles of approach roadway as necessary to tie new approaches to existing roadways. All work was completed with no lost time incidents, no significant quality issues, under the Owner’s budget, within the overall 1095 days allowed, and without any disputes or claims. The work included reinforced concrete end bents on steel piles and shafts, reinforced concrete interior bents on concrete piles and drilled shafts, prestressed concrete slabs with asphalt overlays, cast-in-place flat slabs, and prestressed concrete beams with cast-in-place decks. Extensive coordination with the Owner, as well as with third parties and utilities, was critical maintain the accelerated delivery schedules. Road closure durations ranged from 90 to 180 days which often required work to proceed 7 days of week with multiple crews. The sites in this batch included:</p> <p>Lincoln County - Jones Martin Road over Dozier Branch 65’ 1-span bridge with end bents on steel piles supporting Cored Slab with an Asphalt Overlay Road Closure: 90/90 Days (actual/contract)</p> <p>Burke County - Quaker Road over Walnut Branch 80’ 1-span bridge with end bents on steel piles supporting Box Beams with an Asphalt Overlay Road Closure: 133/90 Days (actual/contract)</p> <p>Spalding County – Vaughn Road over Heads Creek 180’ 5-span bridge with end bents on steel piles and 3 interior bents on H-Piles with Encasements supporting a Flat Slab Deck Road Closure: 217/180 Days (actual/contract)</p> <p>Chattooga County - Green Road over Chattooga River Tributary 50’ 1-span bridge with end bents on steel piles supporting a Cored Slab with an Asphalt Overlay Road Closure: 162/90 Days (actual/contract)*</p> <p>Carroll County – Tyus-Veal Road over Becks Creek 80’ 1-span bridge with end bents on steel piles supporting Box Beams with an Asphalt Overlay Road Closure: 120/120 Days (actual/contract)*</p> <p>Warren County - Ansley Road over Long Creek 115’ 1-span bridge with end bents on steel piles supporting Box Beams with an Asphalt Overlay Road Closure: 120/120 Days (actual/contract)</p> <p>Baldwin County - Roberts Road over Fishing Creek 80’ 1-span bridge with end bents on steel piles supporting Box Beams with an Asphalt Overlay Road Closure: 107/120 Days (actual/contract)</p> <p>*Subcontracted to others</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of United’s performance on the project to identify Lead Contractors/Major Subcontractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors/Major Subcontractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Some early construction work was advanced at risk prior to RFC plans. Multiple crews and cranes worked on each site to meet schedule deadlines, and crews worked 7 days per week at critical times. Project management closely coordinated with GDOT to address and abate issues quickly, and with suppliers and subcontractors to ensure long lead-time items were well planned in order to maintain schedule milestones. Severe inclement weather and other issues beyond control delayed completion of a 3 sites and extra resources were allocated to minimize delays.					
i. Quality Initiatives. Discuss United’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 the items above, stone screenings were utilized for portions of the embankment to allow work to proceed during inclement weather.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, United shall provide a detailed explanation below.					
Even though some liquidated damages were assessed for a few individual sites, the entire batch of bridges and contract was complete on time without liquidated damages. The site liquidated damages were: Burke County-40 Days x \$713, Spalding County-37 Days x \$713, Chattooga County - 72 Days x \$713*					

RELEVANCE

- ✓ Design-Build Delivery
- ✓ Accelerated design and construction
- ✓ ROW and Utility Coordination
- ✓ Working near/over environmentally sensitive areas



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)

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FY 17 Bridge Replacement Project (Batch 2) Districts 2, 3, and 4 in Georgia	Infrastructure Consulting & Engineering, PLLC	Name of Owner: GDOT Project Manager: Andrew Hoenig, PE Phone: 8404-985-4377 Email: ahoenig@dot.ga.gov	Construction: 09/2018 Design: 10/2020	\$9,126	\$9,126
g. Narrative describing the work performed by United. If submitting work completed by an affiliated or subsidiary company of United, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<div><p>This Design-Build project includes the accelerated removal and replacement of 6 bridges and approach roadways on secondary roads over waterways. United, as the Contracting Entity and Lead Contractor, managed and self-performed all the work except some of the roadway approach work. The work included 978 LF and 33,898 SF of bridge, demolition of existing bridges, and approximately 0.35 miles of approach roadway as necessary to tie new approaches to existing roadways. All work was completed with no lost time incidents, no significant quality issues, under the Owner’s budget, within the overall 1095 days allowed, and without any disputes or claims. The work included reinforced concrete end bents on steel piles and shafts, reinforced concrete interior bents on concrete piles and drilled shafts, prestressed concrete slabs with asphalt overlays, cast-in-place flat slabs, and prestressed concrete beams with cast-in-place decks. Extensive coordination with the Owner, as well as with third parties and utilities, was critical maintain the accelerated delivery schedules. Road closure durations ranged from 75 to 180 days which often required work to proceed 7 days of week with multiple crews. The sites in this batch included:</p><p>Dodge County – Milan-Chauncey Rd/Sugar Creek 155’ 3-span bridge with end bents on steel piles and 2 interior bents on concrete piles supporting cored slabs with asphalt overlay Road Closure: 150/150 Days (actual/contract)</p><p>Dooly County - Weeks Rd/Lilly Branch 133’ 3-span bridge with end bents on steel piles and 2 interior bents on concrete piles supporting Type 1 mod beams with a concrete deck Road Closure: 143/120 Days (actual/contract)</p><p>Colquitt County – Doerun Norman Park Rd/Okapilco Creek 180’ 5-span bridge with end bents on steel piles and 4 interior bents on steel piles supporting a flat slab deck Road Closure: 245/180 Days (actual/contract)</p><p>Quitman County – Lower Lumpkin Rd/Hodchodkee Creek 220’ 4-span bridge with end bents on steel piles and 3 interior bents on concrete piles supporting cored slabs with asphalt overlay Road Closure: 157/180 Days (actual/contract)*</p><p>Echols County – Toms Creek Rd/Toms Creek 160’ 4-span bridge with end bents on steel piles and 3 interior bents on H-Piles supporting a flat slab deck Road Closure: 214/180 Days (actual/contract)</p><p>Thomas County - Reichertville Rd/McKeever Slough Crk 130’ 3-span bridge with end bents on steel piles and 2 interior bents on concrete piles supporting cored slabs with asphalt overlay Road Closure: 74/75 Days (actual/contract)*</p><p><small>*Subcontracted to others</small></p></div> <div><p>RELEVANCE</p><ul style="list-style-type: none">✓ Design-Build Delivery✓ Accelerated design and construction✓ ROW and Utility Coordination✓ Working near/over environmentally sensitive areas</div> <div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of United’s performance on the project to identify Lead Contractors/Major Subcontractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors/Major Subcontractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Some early construction work was advanced at risk prior to RFC plans. Multiple crews and cranes worked on each site to meet schedule deadlines, and crews worked 7 days per week at critical times. Project management closely coordinated with GDOT to address and abate issues quickly, and with suppliers and subcontractors to ensure long lead-time items were well planned in order to maintain schedule milestones. Severe inclement weather and other issues beyond control delayed completion of a 3 sites and extra resources were allocated to minimize delays.					
i. Quality Initiatives. Discuss United’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 the items above, stone screenings were utilized for portions of the embankment to allow work to proceed during inclement weather.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, United shall provide a detailed explanation below.					
Even though some liquidated damages were assessed for a few individual sites, the entire batch of bridges and contract was complete on time without liquidated damages. The site liquidated damages were: Dooly-23 Days x \$713, Colquitt-65 Days x \$713, Echols-34 Days x \$713.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
United Infrastructure Group (United)

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 United’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 United (in thousands)
SC Hwy 378 over Lynches River Scranton, SC	United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: James E. Poston, RCE Phone: 843-307-4072 Email: postonje@scdot.org	11/2017	\$40,311	\$13,063
g. Narrative describing the work performed by United. If submitting work completed by an affiliated or subsidiary company of United, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
United self-performed the removal and replacement of 3 bridges over waterways as part of this 8.9-mile long project, which included 1,470 LF and 118,320 SF of bridge, culvert and bridge demolitions, and approach slabs. The work at each site included: <ul style="list-style-type: none">- US 378 over High Hill Creek – 90’ bridge with 30’ flat slab spans on reinforced concrete end bents and interior bents w/20” concrete piles,- US 378 over Lynches River Swamp – 180’ bridge with 60’ Type II concrete beam spans on reinforced concrete end bents w/14” steel piles and interior bents w/66” drilled shafts,- US 378 over Lynches River – 1200’ bridge with 120’ BT 72” concrete beam spans on reinforced concrete end bents w/14” steel piles and interior bents w/78” drilled shafts, All work was completed safely with no significant quality issues, within budget, and on time.					
h. Self-Assessment. The information provided in this section should be a self-assessment of United’s performance on the project to identify Lead Contractors/Major Subcontractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors/Major Subcontractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss United’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, United shall provide a detailed explanation below.					
OSHA Inspection No 1264639.015 on 9/7/2017, 5 initial violations resulting in 1 serious citation due to employee not using fall protection equipment, even though company provided equipment. Monetary Penalty reduced from \$35,250 to \$7,000 via Informal Settlement Agreement, Optional Report No.0581-15 w/ SCOSHA (Karl Maddox). Closing Conference on 3/2/2018 via Telephone, Cased closed on 6/12/2018.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR11 Resurfacing Ben Hill Co. Fitzgerald, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Douglas – Area 2 Project Manager: Brad Dockery Phone: 912-389-5130 Email: bdockery@dot.ga.gov	Construction: 2018	\$ 1,736	\$ 1,618
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
8.212 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 11 beginning north of Bush Avenue and extending north of Bowen Road. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 124 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 112 Resurfacing Turner Co. Ashburn, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Douglas – Area 2 Project Manager: Brad Dockery Phone: 912-389-5130 Email: bdockery@dot.ga.gov	Construction: 2018	\$ 1,687	\$ 1,575
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
8.200 Miles of milling, inlay, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 112 beginning at SR 107 and extending to SR 90. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 125 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 37 Resurfacing Mitchell Co. Camilla, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 1,443	\$ 1,303
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
4.240 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 37 beginning Northwest of Pinecliff Road and extending East of Bailey Road. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time. 46 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 520 Resurfacing Worth Co. Sylvester, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 2,136	\$ 2,064
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
1.909 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 520 beginning at Silver Lake Circle (CR319) and extending to Haley St. (CS 702) *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays along with aggregate material delivery delays caused late completion. 153 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 37 Resurfacing Mitchell Co. Camilla, Georgia	Contractor: Reeves Construction Company Design: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 08/2017	\$ 1,183	\$ 1,183
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
6.769 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 37 beginning at the Baker County line and extending West of Pinecliff Road and on SR 37 conn beginning west of SR 37 and extending to SR 112. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time. 110 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 520 Resurfacing Lee Co. Leesburg, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 3,240	\$ 2,980
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
5.342 Miles of milling, inlay, plant mix resurfacing, and shoulder rehabilitation on SR 520 beginning at the Terrell County line and extending east of Dawson Rd. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 210 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 195 Resurfacing Lee County Leesburg, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2018	\$ 1,935	\$ 1,775
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
14.340 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on SR 195 beginning North of SR 32 and extending to the Sumter County line.					
*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays along with quarry/rail shipment delays caused late completion. 176 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 91 Resurfacing Baker Dougherty Co. Albany, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 5/25/2018	\$ 3,325	\$ 2,861
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
16.596 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on SR 91 beginning at SR 97 and extending south of SR 62. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays and weather delays caused late completion. 206 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 32 Resurfacing Lee Worth Counties Leesburg, Georgia	Contractor: Reeves Construction Company Designer GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2019	\$ 2,297	\$ 2,083
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
11.020 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on SR 32 beginning at last railroad track in Lee County and extending to SR 300 (E).					
*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays and weather delays caused late completion. 37 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 30 Resurfacing Crisp Wilcox Counties Cordele, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 2019	\$ 2,847	\$ 2,609
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
12.610 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 30 beginning east of SR 90 (Midway Rd) *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays and weather delays caused late completion. 52 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 520 US 82 Resurfacing Dougherty County Albany, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 5 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 3/22/2021	\$ 4,258	\$ 4,258
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
7.920 Miles of milling and plant mix resurfacing on US 82 / SR 520 beginning east Dawson Road and extending north of SR 520 (Clark Ave.). *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Weather delays caused late completion. 137 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 37 Resurfacing Colquitt Co. Moultrie, Georgia	Contractor: Reeves Construction Company Design: GDOT	GDOT Albany – Area 4 Project Manager: Brian Donley Phone: 229-430-4198 Email: bdonley@dot.ga.gov	Construction: 10/17/2017	\$ 958	\$ 841
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
2.554 Miles of milling and plant mix resurfacing on SR 37 beginning east of Ochlocknee River and extending west of US 319 / SR 35. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time along with aggregate/rail shipment delays. 71 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
SC File #4648800 Asphalt Preservation York County York, South Carolina	Contractor: Reeves Construction Company Designer: SCDOT	SCDOT Project Manager: Jared Bragg, RCE Phone: 803-324-3545 Email: braggjk@scdot.org	Construction: 2019	\$ 2,357	\$ 2,357
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>Full-depth patching, preventative maintenance surface treatment and pavement markings – four roads, 12.54 Miles.</p> <p>*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
i. Quality Initiatives. Discuss Reeves’ 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.					
Striping Subcontractor delays caused late completion. 61 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Reeves’ 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 Reeves (in thousands)
GDOT SR 144 Resurfacing M005171 Liberty and Long Counties, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Project Manager: Brad Saxon, PE Phone: 912-427-5711 Email: bsaxon@dot.ga.gov	Construction: Fall 2017	\$ 3,267	\$ 2,245
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
15.955 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 144 beginning at the Tattnall County line and extending to SR 119. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Pay items for this project were completed within the specified contract time. Time extensions for several delays of weather and approvals beyond contractors control were not granted. Project close out process was extended by the generation of multiple punch lists where many of the items were not directly related to project work. 52 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
NCDOT Contract # C204064 US 601 Clear Creek Union County, NC	Contractor: Sloan Construction, A Division of Reeves Construction Company Designer: NCDOT	NCDOT Boyd Tharrington, State Construction Engineer Phone: 919-707-2400 Email: Btharrington@NCDOT.gov	Construction: 07/29/2021	\$ 2,527	\$ 2,527
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>Bid build project consisted of , grading, drainage, paving and structure #71 over Clear Creek on US 601.</p> <p>*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Weather impacts that pushed grading into winter caused late completion. 40 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 104 Resurfacing M005596 Columbia Co., Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Project Manager: Caleb Lord Phone: 478-533-3340 Email: clord@dot.ga.gov	Construction: April 2019	\$ 3,600	\$ 3,600
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
5.273 Miles of milling, inlay, plant mix resurfacing and single surface treatment paving on SR 104 beginning at the Richmond County line and extending north of Gibbs Road. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time. 69 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT US 80SR 32 Resurfacing Laurens and Wilkinson Counties Dublin, Georgia	Contractor: Reeves Construction Company Designer GDOT	GDOT Dublin – District 2 Area 2 Project Manager: Daniel Smith Phone: 478-275-6596 Email: dasmith@dot.ga.gov	Construction: 5/6/2021	\$ 3,490	\$ 3,490
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
15.440 Miles of milling, plant mix resurfacing, and shoulder rehabilitation on US 80/SR 19 west of Old Macon Road and extending to Twiggs County line. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Weather delays caused late completion. 142 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT M005890 SR 121 Jenkins County, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Project Manager: Chris Jordan Phone: 478-625-3681 Email: hjordan@dot.ga.gov	Construction: August 2020	\$ 3,483	\$ 3,483
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
7.323 Miles of Milling, Plant Mix Resurfacing and Shoulder Rehabilitation on US 25/SR 121, beginning at Little Buckhead Creek and extending to the Burke County line. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Liquidated Damages applied due to weather delays, conflict in operations schedule due to COVID-19, and striping subcontractor not completing within allotted time. 57 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 49 Resurfacing Sumter County Americus, GA	Contractor: Reeves Construction Company Designer: GDOT	GDOT Albany – Area 3 Project Manager: Jemarquis Baker Phone: 478-988-7151 Email: jebaker@dot.ga.gov	Construction: 5/7/2021	\$ 2,174	\$ 2,174
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
9.900 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 49 beginning north of SR 27 West and extending to the Macon County line.					
*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Weather delays caused late completion. 127 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 19 Resurfacing Bibb County Macon, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Macon – Area 4 Project Manager: Jonathan Galvin Phone: 478-757-2601 Email: jgalvin@dot.ga.gov	Construction: 5/7/2021	\$ 3,112	\$ 2,112
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
8.96600 Miles of milling, plant mix resurfacing and shoulder rehabilitation on SR 19 beginning at the Twiggs County line and extending to SR 11 (Coliseum Drive).					
*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Weather delays caused late completion. 46 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 22 Resurfacing Baldwin County Milledgeville, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Milledgeville – District 2 Area 1 Project Manager: Justin Lockhart Phone: 478-445-5130 Email: jlockhart@dot.ga.gov	Construction: 2018	\$ 1,503	\$ 1,377
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
7.080 Miles of milling, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 22 beginning at the Jones Co. line and extending east of Little Fishing Creek Bridge. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Scheduling conflicts and project closeout caused late completion. 66 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 49 Resurfacing Baldwin County Milledgeville, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Milledgeville – District 2 Area 1 Project Manager: Justin Lockhart Phone: 478-445-5130 Email: jlockhart@dot.ga.gov	Construction: 2018	\$ 3,085	\$ 2,789
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
11.142 Miles of milling, inlay, plant mix resurfacing, single surface treatment paving and shoulder rehabilitation on SR 49 beginning at the Jones County line and extending west of SR 122 (Elbert St.) *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays and project close out process caused late completion. 90 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT SR 257 Resurfacing Dooly County Cordele, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Perry – Area 3 Project Manager: Kevin Jackson Phone: 478-988-7151 Email: kevjackson@dot.ga.gov	Construction: 2018	\$ 892	\$ 846
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
3.619 Miles of milling, inlay, plant mix resurfacing, single surface treatment and shoulder rehabilitation on SR 257 beginning at the Crisp Co. line and extending to SR 215. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Project was delayed by striping subcontractor not completing project within allotted time and weather delays. 62 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT Call 034 Bulloch SR 67 M004599 Bulloch County, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Project Manager: Kevin Weitman, Asst Area Manager Phone: 912-424-9324 Email: kweitman@dot.ga.gov	Construction: End 2017	\$ 2,740	\$ 1,930
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
4.2 Miles of milling, plant mix resurfacing on SR 67 beginning at SR 280 and extending to the Bulloch County line. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Project was delayed by striping subcontractor who was overcommitted on GDOT resurfacing projects. 113 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT Call 010 Effingham SR26 Roundabout 0009872 Effingham County, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Project Manager: Kevin Weitman, Asst Area Manager Phone: 912-424-9324 Email: kweitman@dot.ga.gov	Construction: Spring 2020	\$ 1,851	\$ 1,224
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
Construction of a roundabout on SR 275 at Rincon-Stillwell Road / Ling Bridge Road (CR307) *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Utility relocations delayed work at the beginning of the project. 61 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
SC File #2315180 Asphalt Preservation Greenville County Greenville, SC	Contractor: Reeves Construction Company Designer: SCDOT	South Carolina Department of Transportation Project Manager: Ari Leinoen, RCE Phone: 864-241-1030 Email: LeinonenAW@scdot.org	Construction: 01/2020	\$ 9,943	\$ 8,079
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>Bid build project consisted of shoulder widening, Full-depth patching, milling and resurfacing five roads throughout Greenville County, 11.43 Miles.</p> <p>*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays caused late completion. 49 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
GDOT West Bay Street 0002923 Chatham County, Georgia	Contractor: Reeves Construction Company Designer: GDOT	GDOT Project Manager: Randy Rhodes, Area Manager Phone: 912-651-2144 Email: rrhodes@dot.ga.gov	Construction: Spring 2021	\$ 14,976	\$ 7,967
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
1.291miles of widening and reconstruction on SR 25 Conn (West Bay Street) beginning at I-516/SR 421 and extending to the Bay Street Viaduct; also includes installation of intersection video detection systems (VDS). *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
This was an urban widening project that included issues related to utility relocations, weather delays and several significant design changes. Supplemental Agreement #1 was issued for corrections to the utility plans on the project and included a negotiation on cost and time. GDOT only agreed to 50 of the 138 day time extension request which ultimately was not sufficient to cover the delay to the project for this issue. Supplemental Agreement #7 was issued to demolish and replace a box culvert on the project that was originally designed to be rehabilitated and remain in place. After a lengthy negotiation, GDOT used 60 of the 180 days of additional time to approve a subcontractor, an activity that normally takes 14 days or less. These delays, along with uncompensated weather delays along with subsequent delays association with subcontractor remobilizations resulted in the project delivered behind schedule. 33 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
I-20 Resurfacing SCDOT File 0205560 Aiken County, South Carolina	Contractor: Reeves Construction Company Designer: SCDOT	SCDOT Project Manager: Bobby Usry, PE Phone: 803-641-7660 Email: UsryBM@scdot.org	Construction: February 2018	\$ 18,027	\$ 18,027
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
2016 Interstate Preservation Program – I-20 in Aiken Co. Mill and inlay surface on I-20. *No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Liquidated Damages applied due to striping subcontractor not completing within allotted time. 74 days of LD’s were assessed.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR

Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
SC File #0287540 Bridge Rehab on Bettis Academy Road over I-20 Aiken County, SC	Contractor: Reeves Construction Company Designer: SCDOT	SCDOT Project Manager: Bobby Usry Phone: 803-507-5260 Email: usrybm@scdot.org	Construction: 05/2020	\$ 3,241	\$ 3,241
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>This bid build project consisted of interchange improvements and bridge rehabilitation including bridge jacking, bearing replacement, latex overlay, substructure repairs, bridge painting, widening, paving, signing and signalizations. Bearing replacements overran by 1280% and beam set replacements overran by 100%. Sloan performed a change order for a latex overlay of a section of concrete pavement damaged by truck fire in District 7 as a part of this contract.</p> <p>*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
<p>Sloan Construction was assessed Liquidated Damages on this project for 196 days. Sloan began the project later than desired as a result of other schedule conflicts. Subsequently, challenges arose during the project, including overruns of anchor bolt and bearing replacements. Some of these materials had long lead times and their need resulted from unknown conditions. Though we received direct time for these overruns, the schedule pushed the latex overlay later than planned and changed the latex supplier’s schedule. Once committed to other projects, our supplier was not able to meet the revised schedule. These delays compounded scheduling issues with other subcontractors. Later a subcontractor experienced difficulties staffing the project to complete the remaining signal work.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Reeves Construction Company (Reeves)

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 Reeves’ 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 Reeves (in thousands)
SC File #5125690 Asphalt Preservation Garners Ferry Contract Lexington & Richland Counties, SC	Contractor: Reeves Construction Company Designer: SCDOT	SCDOT Project Manager: Jeremy Yuhas, RCE Phone: 803-796-9540 Email: yuhasjd@scdot.org	Construction: 07/2020	\$ 7,153	\$ 5,557
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Firm Role: Sloan Construction, A Division of Reeves Construction Company was the lead contractor on this project.</p> <p>Bid build project consisted of , full-depth patching, milling and resurfacing eleven roads throughout Lexington and Richland Counties, 15.82 Miles.</p> <p>*No Key Individuals identified for Bridge Package 14 Contract ID 1162220 were involved with this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
Striping Subcontractor delays caused late completion. 36 days of LD’s were assessed.					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’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 RK&K (in thousands)
DRBA Bridge 6 New Castle County, DE	Delaware River & Bay Authority	Name of Owner: Delaware River & Bay Authority Project Manager: David Hoppenjans Phone: 302-571-6300 Email: david.hoppenjans@drba.net	Construction: 02/2020 Professional Services: 12/2019	\$35,000	\$2,600
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company of RK&K, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
RK&K was the Lead Designer. The overall project intent was to add another lane to SB I-295. The design of Bridge 6 was a replacement and widening of the steel superstructure and concrete deck of the bridge with strengthening and widening of the existing concrete piers. The design was performed in RK&K’s Baltimore office. No proposed Key Individuals for Bridge Package #14 were involved in this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.					
3.5.2 (f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions? The Owner and RK&K have engaged in the dispute resolution process of the contract regarding the alleged design errors and omissions. The parties have participated in mediation but were unable to resolve the matter. The Owner has sent its notice to proceed with arbitration, but there is currently no timeline for if or when arbitration will occur. RK&K is hopeful that additional settlement discussions will occur between the parties in advance of any formal proceedings.					



Appendix D Legal and Financial



UNITED
INFRASTRUCTURE GROUP, INC.



REEVES

A COLAS COMPANY





3.6.1 Financial Capacity

3.6.2 Bonding Capability


3.6.3 Organization Agreements



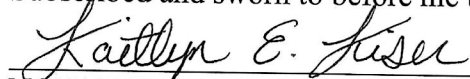
Letter of Financial Capacity

The undersigned, be duly sworn, deposes and says that he is D. Michael Grey, Chief Business Officer for United Infrastructure Group, Inc. He further states that United Infrastructure Group, Inc. has the financial capacity and resources necessary to complete the Bridge Bundle 14 Project as proposed in the Request for Qualifications issued by South Carolina Department of Transportation.

Signed this 19th day of July, 2022


D. Michael Grey, CBO
United Infrastructure Group, Inc.

Subscribed and sworn to before me this 19th day of July, 2022


NOTARY PUBLIC FOR SOUTH CAROLINA
My Commission Expires: February 8, 2032

seal





A COLAS COMPANY

July 15, 2022

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

RE: Bridge Package 14
Contract ID 1162220 Cherokee County, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company (the "Company"), and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued June 29, 2022 by the South Carolina Department of Transportation ("SCDOT") to construct the Bridge Package 14 Design-Build Project ("the Project") in Cherokee County, South Carolina.

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

Respectfully Submitted,

C. Robert Loar
Vice President

State of **South Carolina**
County of **Greenville**

Sworn to and subscribed before me this 15th day of July, 2022, by

Paul Edwards
(Print name of person signing Affidavit)

Notary Public

May 5th, 2026
Commission Expires

Personally Known ☒ Or Produced Identification ☐



A COLAS COMPANY

July 15, 2022

Carmen Wright
Office of Project Delivery
South Carolina Department of Transportation
955 Park Street, Room 101
Columbia, South Carolina 29201

RE: Bridge Package 14
Contract ID 1162220 Cherokee County, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company, affirm that the Key Individuals represented in our Project Organization Chart in our SOQ for the referenced project shall be available to construct the Bridge Package 14 Design-Build Project, barring any unforeseen circumstances, as required in the RFP at the earliest of the times and durations identified in the RFQ and RFP, until expiration of the Warranty Period, or such earlier date as the Contract is terminated.

Respectfully Submitted,

C. Robert Loar
Vice President

State of **South Carolina**
County of **Greenville**

Sworn to and subscribed before me this 15th day of July, 2022, by

Paul Edwards
(Print name of person signing Affidavit)

Notary Public

May 5, 2026
Commission Expires

Personally Known ☒ Or Produced Identification ☐



Marsh McLennan Agency
Mid-Atlantic Region
5605 Carnegie Blvd. | Suite 300
Charlotte | NC 28209
T +1 704 365 6213
www.MarshMMA.com

July 6, 2022

South Carolina Department of Transportation

Re: United-Reeves Joint Venture
Project: SCDOT Design-Build Project, Contract ID 1162220, Bridge Package 14, Cherokee County, SC

To Whom It May Concern:

This is to advise you that our office provides bid, performance, and payment bonds on behalf of United-Reeves Joint Venture. United-Reeves Joint Venture is between United Infrastructure Group, Inc. and Reeves Construction Company. The surety for United Infrastructure Group is Arch Insurance Company, which carries an A.M. Best Rating of "A+" and Argonaut Insurance Company, which carries an A.M. Best Rating of "A-". The surety for Reeves Construction Company is Liberty Mutual Insurance Company which carries an A.M. Best Rating of "A". Each of these surety companies is licensed in the State of South Carolina and on the current Department of the Treasury's Listing of Approved Sureties {Dept. Circular 570}.

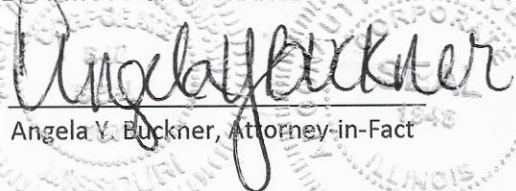
Should the captioned project be awarded to and accepted by United-Reeves Joint Venture, we are prepared to consider providing the required bonds on their behalf. Based upon normal and standard underwriting criteria at the time of the request, Arch Insurance Company, Argonaut Insurance Company and Liberty Mutual Insurance Company should be in a position to provide United-Reeves Joint Venture Performance and Payment Bonds for single projects in the amount of \$200,000,000.00 and aggregate support in excess of \$500,000,000.00. Our support is conditioned upon completion of the underwriting process, including satisfactory review of contract documents, confirmation of financing and our ongoing review of the operational and financial capacity of United-Reeves Joint Venture. Please understand that any arrangement for bonds is strictly a matter between United-Reeves Joint Venture and each of the above named sureties. We assume no liability to third parties or you if for any reason we do not execute said bonds.

It is a distinct pleasure to provide United-Reeves Joint Venture with their bonding needs, and we highly recommend their construction services to you.

Sincerely,

ARCH INSURANCE COMPANY
ARGONAUT INSURANCE COMPANY
LIBERTY MUTUAL INSURANCE COMPANY

By:


Angela V. Buckner, Attorney-in-Fact

A business of Marsh McLennan
Marsh & McLennan Agency LLC

Your future is limitless.™

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated. Not valid for Note, Loan, Letter of Credit, Currency Rate, Interest Rate or Residential Value Guarantees.

POWER OF ATTORNEY

Know All Persons By These Presents:

That the Arch Insurance Company, a corporation organized and existing under the laws of the State of Missouri, having its principal administrative office in Jersey City, New Jersey (hereinafter referred to as the "Company") does hereby appoint:

Angela Y. Buckner, Bradford W. Gibson, Debra S. Ritter, H. Thomas Dawkins, Jenny Snell, Martin D. Pallazza, Raymond J. Garruto, Robert C. Tresher and Wendy E. Lahm of Charlotte, NC (EACH)

its true and lawful Attorney(s) in-Fact, to make, execute, seal, and deliver from the date of issuance of this power for and on its behalf as surety, and as its act and deed: Any and all bonds, undertakings, recognizances and other surety obligations, in the penal sum not exceeding Ninety Million Dollars (\$90,000,000.00). This authority does not permit the same obligation to be split into two or more bonds in order to bring each such bond within the dollar limit of authority as set forth herein.

The execution of such bonds, undertakings, recognizances and other surety obligations in pursuance of these presents shall be as binding upon the said Company as fully and amply to all intents and purposes, as if the same had been duly executed and acknowledged by its regularly elected officers at its principal administrative office in Jersey City, New Jersey.

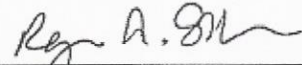
This Power of Attorney is executed by authority of resolutions adopted by unanimous consent of the Board of Directors of the Company on December 10, 2020, true and accurate copies of which are hereinafter set forth and are hereby certified to by the undersigned Secretary as being in full force and effect:

"**VOTED**, That the Chairman of the Board, the President, or the Executive Vice President, or any Senior Vice President, of the Surety Business Division, or their appointees designated in writing and filed with the Secretary, or the Secretary shall have the power and authority to appoint agents and attorneys-in-fact, and to authorize them subject to the limitations set forth in their respective powers of attorney, to execute on behalf of the Company, and attach the seal of the Company thereto, bonds, undertakings, recognizances and other surety obligations obligatory in the nature thereof, and any such officers of the Company may appoint agents for acceptance of process."

This Power of Attorney is signed, sealed and certified by facsimile under and by authority of the following resolution adopted by the unanimous consent of the Board of Directors of the Company on December 10, 2020:

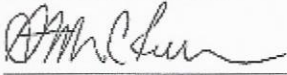
VOTED, That the signature of the Chairman of the Board, the President, or the Executive Vice President, or any Senior Vice President, of the Surety Business Division, or their appointees designated in writing and filed with the Secretary, and the signature of the Secretary, the seal of the Company, and certifications by the Secretary, may be affixed by facsimile on any power of attorney or bond executed pursuant to the resolution adopted by the Board of Directors on December 10, 2020, and any such power so executed, sealed and certified with respect to any bond or undertaking to which it is attached, shall continue to be valid and binding upon the Company. **In Testimony Whereof**, the Company has caused this instrument to be signed and its corporate seal to be affixed by their authorized officers, this 1st day of December, 2021.

Attested and Certified


Regan A. Shulman, Secretary

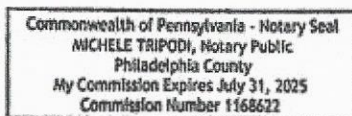


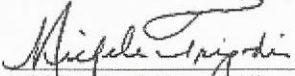
Arch Insurance Company


Stephen C. Ruschak, Executive Vice President

STATE OF PENNSYLVANIA SS COUNTY OF PHILADELPHIA SS

I, **Michele Tripodi**, a Notary Public, do hereby certify that Regan A. Shulman and Stephen C. Ruschak personally known to me to be the same persons whose names are respectively as Secretary and Executive Vice President of the Arch Insurance Company, a Corporation organized and existing under the laws of the State of Missouri, subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that they being thereunto duly authorized signed, sealed with the corporate seal and delivered the said instrument as the free and voluntary act of said corporation and as their own free and voluntary acts for the uses and purposes therein set forth.

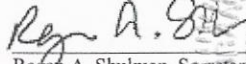



Michele Tripodi, Notary Public
My commission expires 07/31/2025

CERTIFICATION

I, **Regan A. Shulman**, Secretary of the Arch Insurance Company, do hereby certify that the attached **Power of Attorney dated December 1, 2021** on behalf of the person(s) as listed above is a true and correct copy and that the same has been in full force and effect since the date thereof and is in full force and effect on the date of this certificate; and I do further certify that the said Stephen C. Ruschak, who executed the Power of Attorney as Executive Vice President, was on the date of execution of the attached Power of Attorney the duly elected Executive Vice President of the Arch Insurance Company.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seal of the Arch Insurance Company on this 6th day of July, 2022.


Regan A. Shulman, Secretary

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

PLEASE SEND ALL CLAIM INQUIRIES RELATING TO THIS BOND TO THE FOLLOWING ADDRESS:

Arch Insurance – Surety Division
3 Parkway, Suite 1500
Philadelphia, PA 19102



**To verify the authenticity of this Power of Attorney, please contact Arch Insurance Company at SuretyAuthentic@archinsurance.com
Please refer to the above named Attorney-in-Fact and the details of the bond to which the power is attached.**

Argonaut Insurance Company
Deliveries Only: 225 W. Washington, 24th Floor
Chicago, IL 60606

United States Postal Service: P.O. Box 469011, San Antonio, TX 78246

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the Argonaut Insurance Company, a Corporation duly organized and existing under the laws of the State of Illinois and having its principal office in the County of Cook, Illinois does hereby nominate, constitute and appoint:

Brad W. Gibson, Debra S. Ritter, Martin D. Pallazza, Angela Y. Buckner, Wendy E. Lahm, Robert C. Tresher, H. Thomas Dawkins, Jennifer Underhill,
Anne Baker, James P. Lowrey, Leah E Farnsworth

Their true and lawful agent(s) and attorney(s)-in-fact, each in their separate capacity if more than one is named above, to make, execute, seal and deliver for and on its behalf as surety, and as its act and deed any and all bonds, contracts, agreements of indemnity and other undertakings in suretyship provided, however, that the penal sum of any one such instrument executed hereunder shall not exceed the sum of:

\$97,550,000.00

This Power of Attorney is granted and is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of Argonaut Insurance Company:

"RESOLVED, That the President, Senior Vice President, Vice President, Assistant Vice President, Secretary, Treasurer and each of them hereby is authorized to execute powers of attorney, and such authority can be executed by use of facsimile signature, which may be attested or acknowledged by any officer or attorney, of the Company, qualifying the attorney or attorneys named in the given power of attorney, to execute in behalf of, and acknowledge as the act and deed of the Argonaut Insurance Company, all bond undertakings and contracts of suretyship, and to affix the corporate seal thereto."

IN WITNESS WHEREOF, Argonaut Insurance Company has caused its official seal to be hereunto affixed and these presents to be signed by its duly authorized officer on the 19th day of November, 2021.

Argonaut Insurance Company



by: _____

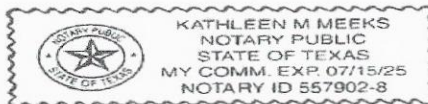
Gary E. Grose, President

STATE OF TEXAS

COUNTY OF HARRIS SS:

On this 19th day of November, 2021 A.D., before me, a Notary Public of the State of Texas, in and for the County of Harris, duly commissioned and qualified, came THE ABOVE OFFICER OF THE COMPANY, to me personally known to be the individual and officer described in, and who executed the preceding instrument, and he acknowledged the execution of same, and being by me duly sworn, deposed and said that he is the officer of the said Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and the said Corporate Seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said corporation, and that Resolution adopted by the Board of Directors of said Company, referred to in the preceding instrument is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand, and affixed my Official Seal at the County of Harris, the day and year first above written.



Kathleen M. Meeks

(Notary Public)

I, the undersigned Officer of the Argonaut Insurance Company, Illinois Corporation, do hereby certify that the original POWER OF ATTORNEY of which the foregoing is a full, true and correct copy is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand, and affixed the Seal of said Company, on the 6th day of July 2022



Austin W. King

Austin W. King, Secretary



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

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

Certificate No: 8206896-018028

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Angela Y. Buckner; Bradford W. Gibson; Debra S. Ritter; H. Thomas Dawkins; Jenny Snell; Martin D. Pallazza; Raymond J. Garruto; Robert C. Tresher; Wendy E. Lahm

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 8th day of December, 2021.



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

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

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 8th day of December, 2021 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.

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

ARTICLE XIII – Execution of Contracts: Section 5. Surety Bonds and Undertakings.

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 6th day of July, 2022



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

JOINT VENTURE TEAMING AGREEMENT

This Teaming Agreement (Agreement) is entered into this 6th day of July, 2022 by and between **United Infrastructure Group, Inc.**, with offices at 5562 Pendergrass Boulevard, Great Falls, SC 29055 (hereinafter "Team Leader") and **Reeves Construction Company**, with offices at 250 Plemmons Road, Duncan, SC 29334 (hereinafter "Team Member") individually referred to as "Party" and collectively referred to as the "Parties" or the "Team".

The Parties agree to the following facts:

- a) **South Carolina Department of Transportation (SCDOT)** (the "Owner") is currently considering solicitations for **Bridge Package 14, located in Cherokee County and Bridge Package 15, located in Anderson, Chester, Chesterfield, Lancaster, and Richland counties** (the "Project(s)") and it is understood that the Project(s) will be procured by the Owner.
- b) After carefully considering their unique skills and capabilities with respect to the pursuit of such project(s), the Parties believe that a team effort will enhance the likelihood of their mutual success in obtaining contract(s) from the Owner (the "Prime Contract(s)") and performing the work included in the Project(s).
- c) The Parties agree to act in cooperation with each other to jointly pursue the Project(s) and create the Team structure as a joint venture.
- d) If the Owner decides to award the Prime Contract(s) to the Parties' joint venture, the Parties agree their interests in the joint venture will be **50%** for the Team Leader and **50%** for the Team Member.
- e) The bridge construction work necessary to complete the project will be performed by the Parties, acting as subcontractors to the Team, on a per-site basis. Determination of the Party to perform bridge construction work at each site will be made based upon the final proposed cost of the respective work, at time of bid. Notwithstanding, no Party shall perform bridge work on less than two (2) sites per Project. In the event a Party presents the lowest cost for less than two (2) sites per Project, that Party will be selected to perform bridge work on the two (2) sites with the lowest corresponding cost differential between the Parties.

Accordingly, this Agreement is entered into to establish the rights, interests, and obligations of the Parties in pursuing the award of a contract(s) from the Owner for the Project(s) as a Team as follows:

ARTICLE 1: PROPOSAL EFFORT

During the term of this Agreement, the Team Leader will be responsible for preparing and submitting statements and proposals in furtherance of the Parties' joint pursuit of the Project(s). The Parties anticipate that the process for procurement will be a Request for Qualifications ("RFQ") inviting Statements of Qualifications ("SOQ") from interested teams, followed by a Request for Proposal ("RFP") phase inviting technical and price proposals (the "Proposal") from shortlisted teams.

Both Parties will provide qualified personnel to assist in preparing the SOQ and, in the event the Team is shortlisted, the Parties will develop and furnish cost, rate, pricing, and technical information for the Proposal. Unless otherwise mutually agreed by the Parties,

the Proposal will be submitted by Team Leader as Managing Party. After submission of the Proposal, the Parties will cooperate with each other in furnishing any additional information and data reasonably required to assist the Owner in its evaluation of the Proposal and shall participate as reasonably required in any negotiations, presentations, additional submittals, or other such activities. Each Party will be solely responsible for the accuracy of the information it provides that is included in the Proposal.

ARTICLE 2: AGREEMENT NEGOTIATION

The Parties agree to negotiate in good faith to reach agreement on the terms of a commercially reasonable mutually agreeable joint venture agreement with all Project bonds to be provided by the Parties in proportion to their respective joint venture interests prior to submitting a proposal to the Owner.

ARTICLE 3: EXCLUSIVE DEALING AND CONFLICTS OF INTEREST

The Parties agree to collaborate with each other on an exclusive basis with respect to the Project(s) and not to submit directly or indirectly any other tender or proposal relating to the Project(s) independently or in collaboration with a third party for the duration of the Term of this Agreement in accordance with Article 9 of this Agreement.

ARTICLE 4: COSTS AND EXPENSES

Except as provided herein to the contrary, each of the parties hereto shall assume its own expenses incurred in preparing and submitting a Proposal in response to the RFQ and RFP and in participating in presentation(s).

ARTICLE 5: AGREEMENT LIMITATIONS

This Agreement is not intended to create or otherwise recognize an agency, partnership, a joint venture, or formal business organization of any kind, other than a team arrangement as set forth in this Agreement. No Party has the authority or right, nor will any Party hold itself out as having the authority or right, to assume, create or undertake any obligation of any kind whatsoever, express or implied, on behalf of or in the name of any other Party without the express prior written consent of the other Party.

ARTICLE 6: CONFIDENTIALITY

Each Party shall treat as confidential all information or documents (hereinafter referred to as the "Confidential Information") relating to the Project(s) or to the related business and financial affairs of the other Party, including but not limited to, information or documents relating to sales, trade secrets, customers, industrial and intellectual property, financial and accounting details, employees, and arrangements with suppliers. Proprietary information received by one Party from another will be kept and maintained by the receiving Party in a secure location and under the control of an employee with an obligation and responsibility to maintain its secrecy and who will restrict disclosure of and access to such information to persons with a need to know.

Neither Party may use Confidential Information for any other purpose than for the Project(s) or this Agreement, nor may it disclose Confidential Information without the prior agreement in writing of the other Party during the period of this Agreement and for two (2) years after the termination of this Agreement, unless:

- a) The Confidential Information is in the public domain at the time of the disclosure other than as a result of any breach of this Agreement by the recipient Party; or,
- b) The recipient Party establishes that it had the Confidential Information prior to receipt of such information from the other Party; or,
- c) The Confidential Information was received from a third party not bound by a confidential obligation related to it; or
- d) The Confidential Information is required by law to be disclosed.

The Parties acknowledge that damages may be inadequate compensation for breach of this Article 6. If a Party shows a breach of this Article 6, that Party may restrain, by injunction or similar remedy, any conduct or threatened conduct which is or will be a breach of this Article 6.

Either Party may only make public announcements or statements relating to the Project(s) and the other Party at any time in the form and on the terms previously agreed by the Parties in writing and, where applicable, by the Owner.

ARTICLE 7: INTELLECTUAL PROPERTY

For this Agreement, "Intellectual Property" means all present and future rights conferred by statute, common law or in equity in any country of the world in or in relation to copyrights (including usage rights), trademarks (registered and unregistered), designs (registered, including applications, and unregistered), patents (including applications), circuit layouts, plant varieties, business and domain names, inventions, trade secrets and other results of intellectual property.

Each Party acknowledges that:

- a) Any Intellectual Property in the other Party's Confidential Information is and remains at all times the exclusive property of the other Party at and from the time of its creation;
- b) It has no right, title, or interest in the other Party's Confidential Information; and
- c) Any Intellectual Property that is created by the Parties in the preparation of the Proposal(s) will be jointly owned by the Parties.

ARTICLE 8: LIMITATION OF LIABILITY

No Party will be liable to any other Party for any indirect, special, incidental, or consequential damages, such as loss of revenue, cost of capital, loss of business reputation or opportunity, or loss of anticipated profits due to any Party's acts or omissions in performing this Agreement.

ARTICLE 9: AGREEMENT TERM

Except for the survival provisions hereof, this Agreement shall automatically terminate upon the following events, whichever occurs first, (a) cancellation of the Project(s) by the Owner; (b) award

of the Project(s) to another team; (c) Team Leader and Team Member enter into a joint venture agreement; (d) the Parties are unable to agree upon joint venture agreement terms within a reasonable period of time as outlined in Article 2; (e) notice from Owner that a Party is unacceptable; (f) a Party's filing or failing to discharge an involuntary petition in bankruptcy or reorganization, making a general assignment to creditors, or becoming insolvent; (g) acquisition by or merger with an entity having a conflict of interest with the Team's pursuit or prosecution of the Project(s); (h) mutual agreement of the Parties; (i) elapse on **June 30, 2023**; or (k) either Party reasonably determines not to pursue either or both of the Project(s) based on a significant Project matter such as: the Project financing, the procurement process, or the terms of the Prime Contract and/or proposal are unacceptable. If termination occurs for any of the reasons set forth above in (a), (b), (c), (h), (i), or (k), neither Party may compete for the Project(s) or otherwise participate in the Project(s) unless otherwise agreed in writing by the other Party.

ARTICLE 10: DISPUTE RESOLUTION

Any and all disputes that arise for items contemplated under this Agreement (whether arising in contract, tort, or otherwise, and whether arising at law or in equity, each a "Dispute") shall be resolved in accordance with the following procedures:

- a) First, the project managers of each Party shall promptly meet (whether by phone, virtual, or in person) in a good faith attempt to resolve the Dispute within ten (10) business days of the project managers' initial meeting;
- b) Second, if the Dispute is still unresolved after commencement of the negotiations described in Article 10(a) above, then the Dispute shall be referred to senior management of each of the Parties, who shall endeavor in good faith to reach an amicable resolution of the Dispute within ten (10) business days of the referral to them, and then immediately implement any such resolution;
- c) Third, if the senior management of the Parties described in clause 10(b) are unable to resolve the Dispute within the ten (10) business day period, the Parties shall immediately proceed to binding arbitration in accordance with the Construction Industry Arbitration Rules of American Arbitration Association then in effect.

ARTICLE 11: MISCELLANEOUS

The Parties agree that **David Michael Grey** and C Robert Loar have the authority to execute the Prime Contract(s) on behalf of the contemplated joint venture.

This Agreement constitutes the entire agreement between the Parties and supersedes any previous oral or written understandings, commitments, or agreements. No changes may be made in this Agreement without the written agreement of duly authorized representatives of each of the Parties.

Each Party agrees that it shall not pay, promise, offer or authorize payment of anything of value (in any form) to any person or organization either directly or indirectly (through an agent, representative, subcontractor or other third party) to obtain or retain business without notifying the other Parties in writing; and, in no event whenever such payment, promise, offer or authorization is contrary to applicable law. Each Party agrees to comply with all applicable laws and regulations.

The agreement of each of the Parties to work together on the Project(s) includes each of their

subsidiaries, related or affiliated entities. Subject to the terms of this Agreement, the Parties shall work exclusively together until the receipt of a notice from the Owner that the Statement of Qualification or Proposal for the last Bridge Package for which such notice is received, that the Parties have mutually agreed to pursue is not successful, or upon mutual agreement in writing between the Parties to waive the exclusivity provisions of this Agreement.

Any publicity or advertising in connection with the Project(s) as a result of this Agreement shall not be released by any Party if such release mentions the name of any other Party without the prior written consent of such Party. No Party shall unreasonably withhold such consent.

The Parties agree that Owner may require disclosure of this Agreement.

Each Party shall keep the other Party fully and promptly informed of all events and matters affecting or relating to this Agreement and shall promptly give all relevant information and cooperation properly requested by the other Party.

The failure of any Party to enforce or to require performance by the other Party of any of the provisions of this Agreement will not be construed to be a waiver of such provision, affect the validity of this Agreement or any of its parts, or jeopardize the right of any Party thereafter to enforce each and every provision of this Agreement.

This Agreement is not assignable by any Party.

This Agreement shall be governed by and construed under the laws of the State in which the Project will be built.

The Parties have, through their duly authorized representatives, executed this Agreement effective as of the day and year indicated in the first paragraph.

Team Leader:

United Infrastructure Group, Inc.



By: D. Michael Grey

Title: VP & Chief Business Officer

Team Member:

Reeves Construction Company, Inc.



By: C Robert Lonn

Title: Vice President

Appendix E Organizational Conflicts of Interest



UNITED
INFRASTRUCTURE GROUP, INC.



REEVES
A COLAS COMPANY

RK&K

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):

D. Michael Grey
Signature

7/18/22
Date

D. Michael Grey
Print Name

United Infrastructure Group, Inc.
Company

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

Name

Phone

Company

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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


Signature

Brian K. Skinner, PE

Print Name

Rummel, Klepper, & Kahl, LLP

Company

July 11, 2022

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

Appendix F

Confidential or Proprietary Information Summary List



UNITED
INFRASTRUCTURE GROUP, INC.



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Appendix F - Confidential or Proprietary Information Summary List

United Infrastructure Group-Reeves Construction Company-Joint Venture (United-Reeves JV) (Contractor) and Rummel, Klepper & Kahl, LLP (RK&K) (Lead Designer) do not hold any of the information in this submittal as confidential or proprietary.



Appendix G Addendum Receipt Forms



UNITED
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South Carolina
Department of Transportation

NOTICE OF RECEIPT
Bridge Package 14
Design-Build – Contract ID 1162220
Cherokee 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.

D. Michael Grey
PROPOSER's Signature

7/20/22
Date

D. Michael Grey
Printed Name

For: United-Reeves Joint Venture
Design-Build Team Name



Appendix H

Key Individual and Contractor/Designer Reference Forms



UNITED
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Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
References from Key Individual Resume Forms						
hodesjt@scdot.org	Jeremy	Hodges	Ronald-Christopher Warren Barger	SCDOT Closed and Load Restricted Bridge Design-Build Package 2020-1	Project Manager	Reeves/RK&K
randy.wise@ice-eng.com	Randy	Wise	Ronald-Christopher Warren Barger	Fayetteville Outer Loop from NC 24 to NC 87/210, U2519X/X-000 2B	Project Manager	Reeves
hope.grumbles@fluor.com	Hope	Grumbles	Ronald-Christopher Warren Barger	I-585/US 176 Improvements Project	Project Manager, Structures	Reeves
ehunter@ncdot.gov	Eric	Hunter	Ronald-Christopher Warren Barger	NC 16 (Providence Rd) Widening, U-2510A	Project Manager	Reeves
johnstoncj@scdot.org	Jason	Johnston	Ronald-Christopher Warren Barger	SC 72 over Broad River	Project Manager	Reeves
ronelson@dot.ga.gov	Ron	Nelson	Baxter Sherwood McLean IV	SR 307 (Dean Forest Rd) over I-16 DDI Design-Build Project	Project Manager, Structures	Reeves
jssmith8@ncdot.gov	Jeb	Smith	Baxter Sherwood McLean IV	US 29 over Norfolk Southern RR, Bridge Replacement, B-5136	Project Manager	Reeves
thompson.jason@horrycounty.org	Jason	Thompson	Baxter Sherwood McLean IV	I-95 SBL Bridge Rehabilitation over Great Pee Dee River	Project Engineer	Reeves
adstewart2@ncdot.gov	Alex	Stewart	Baxter Sherwood McLean IV	US 17 (Future I-140 - Wilmington Bypass), R-2633BA	Project Engineer	Reeves
bljordan@ncdot.gov	Blythe	Jordan	Baxter Sherwood McLean IV	NC 11 over Cape Fear River and Overflows, B-4028	Project Engineer	Reeves
pittsme@scdot.org	Michael	Pitts	Christopher Eric Jordan	SCDOT Closed and Load Restricted Bridge Design-Build Package 2021-1	Design Manager	Reeves/RK&K
reynoldsbs@scdot.org	Brad	Reynolds	Christopher Eric Jordan	SCDOT Closed and Load Restricted Bridge Design-Build Package 2020-1	Assistant Design Manager	Reeves/RK&K
barkerjp@scdot.org	Julie	Barker	Christopher Eric Jordan	SCDOT US 378 Bridge Replacement over Little River	Program Manager	SCDOT
barkerjp@scdot.org	Julie	Barker	Christopher Eric Jordan	Berkeley Drive Pedestrian Bridge over US 123	Program Manager	SCDOT
caverja@scdot.org	Jon	Caver	Christopher Eric Jordan	S-88 Bridge over Stevens Creek	Program Manager	SCDOT
hodesjt@scdot.org	Jeremy	Hodges	Marvin Fletcher Leatherwood	SCDOT Closed and Load Restricted Bridge Design-Build Package 2020-1	Project Manager	Reeves/RK&K
ehunter@ncdot.gov	Eric	Hunter	Marvin Fletcher Leatherwood	I-77 High Occupancy Toll Lanes (PPP)	Bridge Superintendent	Blythe Development Co.
spencerjw@scdot.org	Wes	Spencer	Marvin Fletcher Leatherwood	Road S-83 (Blacksburg Highway) over Buffalo Creek	Bridge Superintendent	Blythe Development Co.
warcher@ncdot.gov	Wright	Archer III	Marvin Fletcher Leatherwood	SR 2601 (Macy Grove Rd) from South of SR 4319 (Industrial Park Dr) to North of SR 1005 (E Mountain Rd)	Bridge Superintendent	Blythe Development Co.
cjiles@charlotte.gov	Christopher	Jiles	Marvin Fletcher Leatherwood	Baxter Street Extension/Pearl Park Way	Project Superintendent	Reeves



Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1 - Not shown in Work History					
heapebw@scdot.org	Brian	Heape	SCDOT	Emergency Bridge Package 2018-1, Dillon & Orangeburg	United/Reeves
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	United/RK&K
mathismw@scdot.org	Mark	Mathis	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	United/RK&K
References from 3.5.1 - Not shown in Work History					
rob.cousins@summitde.net	Rob	Cousins	Summit	Monroe Bypass D-B	United/Reeves/RK&K
mcwatson@ncdot.gov	Malcolm	Watson	NCDOT	Monroe Bypass D-B	United/Reeves/RK&K
heapebw@scdot.org	Brian	Heape	SCDOT	Emergency Bridge Package 2018-1, Dillon & Orangeburg	United/Reeves
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	United/RK&K
greenfk@scdot.org	Keith	Green	SCDOT	Bridge Replacement Package D, Coleton, Charleston, Jasper	United
redfearnwt@scdot.org	William	Redfearn III	SCDOT	Bridge Replacement Package 4 - Kershaw, Richland and Williamsburg Counties	United
heapebw@scdot.org	Brian	Heape	SCDOT	Emergency Bridge Package 2018-1, Dillon & Orangeburg	United
dgwaugh1@ncdot.gov	Daniel	Waugh	NCDOT	NC 133 over ICWW, Brunswick Co., NC	Reeves
tbruton@ncdot.gov	Teresa	Bruton	NCDOT	26 NCDOT D-B Projects (\$2.4B), including 70 Low Volume bridges	RK&K
tbruton@ncdot.gov	Teresa	Bruton	NCDOT	>50 NCDOT DBB bridge replacements	RK&K
References from Work History Forms and 3.5.1					
reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	SCDOT Closed & Restricted Bridge Package 2020-1 D-B	Reeves/RK&K
hodesjt@scdot.org	Jeremy	Hodges	SCDOT	SCDOT Closed & Restricted Bridge Package 2020-1 D-B	Reeves/RK&K
References from 3.5.2 (c) - Appendix C					
Liquidated Damages - UIG					
redfearnwt@scdot.org	Tyke	Redfearn	SCDOT	Emergency Bridge Package 4	ICE / United
parissl@scdot.org	Shane	Parris	SCDOT	Federal Aid Bridge Replacement Package E	United
ahoenig@dot.ga.gov	Andrew	Hoenig	SCDOT	FY 17 Bridge Replacement Project (Batch 1)	ICE / United
ahoenig@dot.ga.gov	Andrew	Hoenig	SCDOT	FY 17 Bridge Replacement Project (Batch 2)	ICE / United
postonje@scdot.org	James	Poston	SCDOT	SC Hwy 378 over Lynches River	United
Liquidated Damages - Reeves					
bdockery@dot.ga.gov	Brad	Dockery	GDOT	GDOT SR 11 Resurfacing	Reeves West
bdockery@dot.ga.gov	Brad	Dockery	GDOT	GDOT SR 112 Resurfacing	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 37 Resurfacing - Mitchell County 46 Days	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 520 Resurfacing - Worth County	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 37 Resurfacing - Mitchell County 110 Days	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 520 Resurfacing - Lee County	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 195 Resurfacing	Reeves West



Email	First Name	Last Name	Company Name	Project Name	Team
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 91 Resurfacing	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 32 Resurfacing	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 30 Resurfacing	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 520 US 82 Resurfacing	Reeves West
bdonley@dot.ga.gov	Brian	Donley	GDOT	GDOT SR 37 Resurfacing - Colquitt County	Reeves West
braggjk@scdot.org	Jared	Bragg	SCDOT	SC File #4648800 Asphalt Preservation	Reeves Metro
bsaxon@dot.ga.gov	Brad	Saxon	GDOT	GDOT SR 144 Resurfacing	Reeves Coastal
btharrington@ncdot.gov	Boyd	Tharrington	NCDOT	NCDOT Contract #C204064	Reeves Structures
clord@dot.ga.gov	Caleb	Lord	GDOT	GDOT SR 104 Resurfacing	Reeves East
dasmith@dot.ga.gov	Daniel	Smith	GDOT	GDOT US 80 SR 32 Resurfacing	Reeves West
hJordan@dot.ga.gov	Chris	Jordan	GDOT	GDOT M005890 SR 121	Reeves East
jebaker@dot.ga.gov	Jemarquis	Baker	GDOT	GDOT SR 49 Resurfacing	Reeves West
jgalvin@dot.ga.gov	Jonathan	Galvin	GDOT	GDOT SR 19 Resurfacing	Reeves West
jlockhart@dot.ga.gov	Justin	Lockhart	GDOT	GDOT SR 22 Resurfacing	Reeves West
jlockhart@dot.ga.gov	Justin	Lockhart	GDOT	GDOT SR 49 Resurfacing	Reeves West
kevjackson@dot.ga.gov	Kevin	Jackson	GDOT	GDOT 27 Resurfacing	Reeves West
kevjackson@dot.ga.gov	Kevin	Jackson	GDOT	GDOT 257 Resurfacing	Reeves West
kweitman@dot.ga.gov	Kevin	Weitman	GDOT	GDOT Call 034 Bullock SR 67 M004599	Reeves Coastal
kweitman@dot.ga.gov	Kevin	Weitman	GDOT	GDOT Call 010 Effingham SR 26 Roundabout 0009872	Reeves Coastal
leinonenaw@scdot.org	Ari	Leinonen	SCDOT	SC File #2315180 Asphalt Preservation	Reeves Piedmont
rrhodes@dot.ga.gov	Randy	Rhodes	GDOT	GDOT West Bay Street 0002923	Reeves Coastal
usrybm@scdot.org	Bobby	Usry	SCDOT	I-20 Resurfacing SCDOT File 0205560	Reeves East
usrybm@scdot.org	Bobby	Usry	SCDOT	SC File #0287540 Bridge Rehab on Bettis Academy Road over I-20	Reeves Structures
yuhasjd@scdot.org	Jeremy	Yuhas	SCDOT	SC File #5125690 Asphalt Preservation	Reeves Piedmont
Liquidated Damages - RK&K					
david.hoppenjans@drba.net	David	Hoppenjans	Delaware River & Bay	DRBA Bridge 6	RK&K



Appendix I

Unique Entity ID Documentation



UNITED
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< Entity Workspace



Get Started

Show Workspace For
Non-Federal Entities

Non-Federal Entities

Filter By

Search by Keyword



Search By Entity



Search By Status



Expiration Date



Search by FSD Number



Address Update



Reset

< 1 of 1 >

Results per page

25

Sort by

Expiration Date Ascending

Property Acquisitions & Negotiations, Inc.

Pending ID Assignment

Draft Registration



Unique Entity ID:
(blank)

FSD Number: INC-GSAFSD6541800

Physical Address:
5179 Sunset Boulevard
Lexington, SC 29072 USA

FSD Incidents



These three pages serve as documentation that Property Acquisitions & Negotiations, Inc. (PAN) has applied for a Unique Entity ID.

Reply all Delete Junk Block ...

General Services Administration Federal - Incident INC-GSAFSD6541800 has been opened on your behalf

General Services Administration Federal <gditshared@servicenow.com> ...
To: Julie Hunt Thu 7/14/2022 10:04 AM

This is an official message sent on behalf of the U.S. General Services Administration's Federal Service Desk (FSD) which provides free help for SAM.gov, FPDS.gov, eSRS.gov, and FSRS.gov

INC-GSAFSD6541800 - Entity needs update - address Reference Number: 1e529656-149f- 4415-911b-59348c1fc1d1

An incident has been opened on your behalf.

You can view all the details of the incident by following the link below:

[Take me to the Incident](#)

You will be required to log into FSD.gov to view the status of your tickets.

Thank you.

NOTE: Please do not attach documents containing Personally Identifying Information (PII), Controlled Unclassified Information (CUI), or other sensitive, unsolicited information to your FSD Tickets or reply to this email attachments containing such data. All Entity Validation Data must be submitted via SAM.gov.

Ref:MSGPROD23398383_b8VaOVmszmoSu7G

Reply

Forward



Planned Login.gov Maintenance [Show Details](#)

Jul 15, 2022

Entity Validation Delays [Hide Details](#)

Jul 5, 2022

Due to high demand, entity legal business name and address validation tickets are taking longer than expected to process.

We are working on tickets in the order received. You can find resources related to this process [here](#). Please do not create multiple incidents for the same request.



[Home](#) [Search](#) [Data Bank](#) [Data Services](#) [Help](#)

[Workspace](#) **Notifications**

Notifications

Subscriptions

Search Notifications

Find Notifications

[Clear Filters](#)

WORKSPACE

Notifications

Showing 0-0 of 0 results

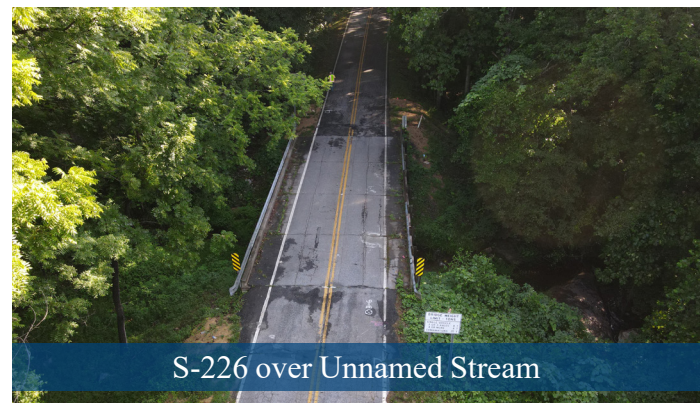
No Notifications



S-56 over Horse Creek



S-138 over Goucher Creek



S-226 over Unnamed Stream



S-106 over Suck Creek



S-86 over King Creek

 5562 Pendergrass Boulevard
Great Falls, SC 29055

 803.581.6000  www.uig.net