

Statement of Qualifications
SCDOT Design Build Project
Interstate 77 Panther Interchange
Project ID P038652
York County



August 21, 2020

3.2 INTRODUCTION

3.2.1 **Contracting Entity:** Lynches River Contracting (Corporation)

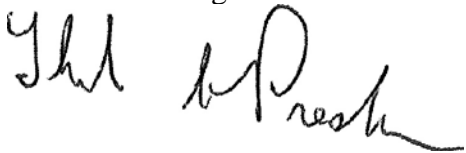
3.2.2 **Project Manager:** Thad Preslar, President (704) 634-0232
1104 W McGregor St. thad.preslar@lynchesrivercontracting.com
Pageland, SC 29728

Lead Designer: Derek Staton, President (980) 722-6065
Carolina TEA derek.staton@Carolina-TEA.com
3600 Arco Corporate Dr.
Suite 135
Charlotte, NC 28273

3.2.3 The **Lynches River Team** is comprised of **Lynches River Contracting (LRC)** as the Lead Contractor and **Carolina Transportation Engineers & Associates, PC (Carolina TEA)** as the Lead Designer. This Team is pleased to present our qualifications to complete the I-77 Panther Interchange Design Build Project, as described in the Request for Qualifications, Addendum #1 dated August 4, 2020. Thad Preslar has the authority to sign the contract for the Team.

3.2.4 LRC and Carolina TEA commit Thad Preslar, Derek Staton, Will Auret, Jeff Mulliken, Michael Fry, Charles Barrino, Daniel Atkinson, Marc Plotkin, Justin Cliatt, Tim Staton, Chris Treadaway, and Richard Chamberlain (collectively the Key Individuals) to this Project to the extent necessary to meet SCDOT's quality and schedule expectations. These Key Individuals are available to the Project for the duration of the Project. The LRC Team is comprised of Contractors and Designers local to the project site and committed to the successful delivery of this project and the economic benefits to our community. Our Team is focused solely on this design-build (DB) procurement. Thank you for your consideration of our Team for this project.

Commitment Signatures:



Thad Preslar, President
Lynches River Contracting

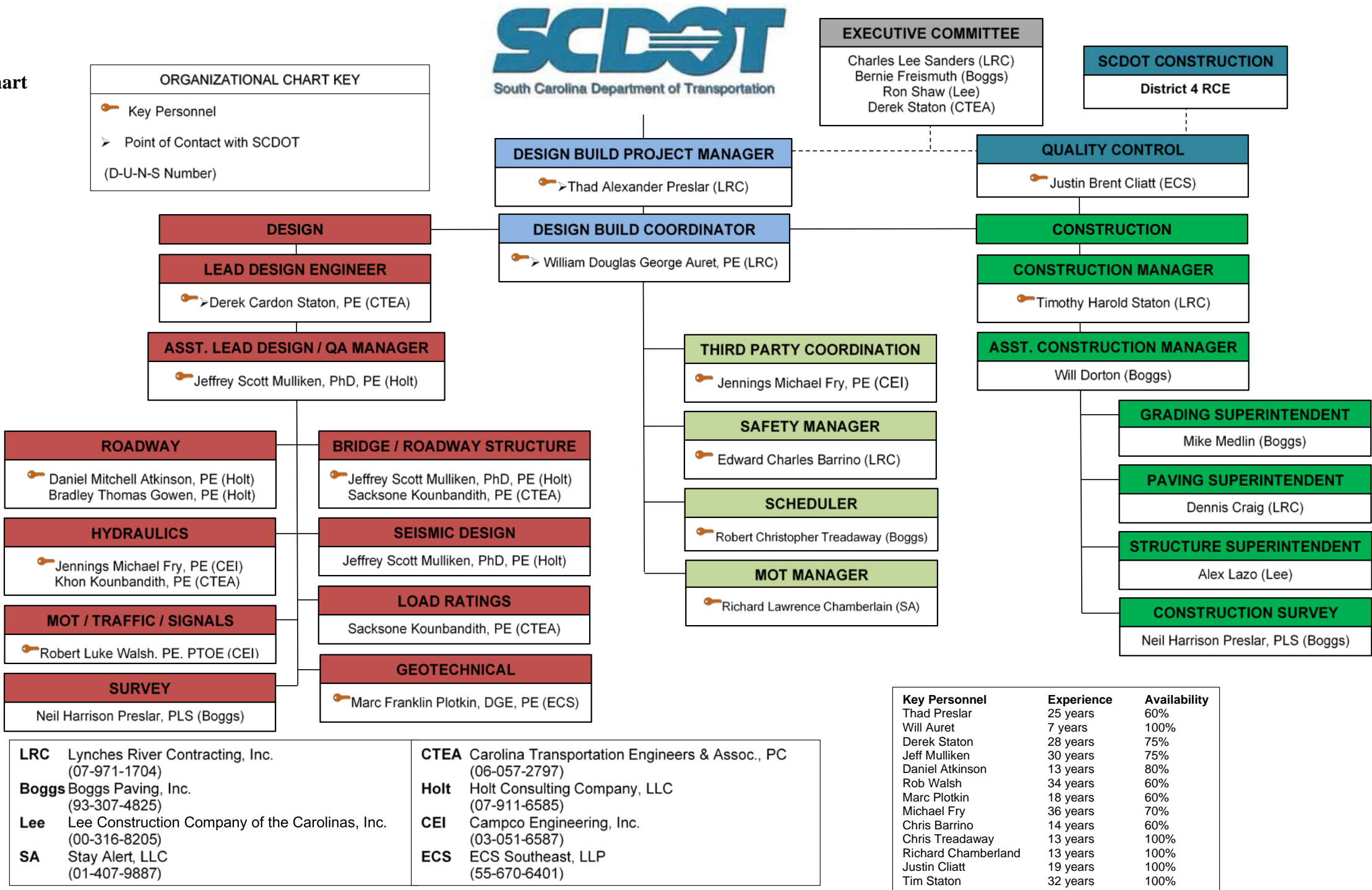


Derek Staton, President
Carolina Transportation Engineers & Assoc. PC

3.3 TEAM STRUCTURE AND PROJECT EXECUTION

The Design Build Project Manager and the Lead Design Engineer are the Presidents of their respective companies with the full authority to make all decisions. This unique situation allows design and construction decisions to be made immediately, with full authorization and support of the companies. Thad Preslar will lead the overall project as well as construction and will contract with SCDOT. Derek Staton will lead design and construction engineering. LRC will be supported by the full resources of Lee Construction Company of the Carolinas and Boggs Contracting. The presidents of these firms will join our Executive Management Team, providing SCDOT with the full authority of the entire team.

3.3.1 Organizational Chart



Functional Relationships: The organizational chart illustrates the functional structure and “chain of command” including reporting relationships, major functions, team member roles and responsibilities, and how the team will manage, design, and construct the Project as an integrated team. Resumes of Key Individuals are included in Appendix A. The LRC Team will partner with SCDOT and local third-party stakeholders to produce a quality, on-time project. Our team will be integrated. As an example, Tim Staton and the entire construction team will have direct access to Derek; this will accelerate responsiveness to field issues or the need for clarification of plans. AJ Bostic, SCDOT District 5 Resident Construction Engineer noted that Derek was very good to work with on EBP 2018-2A, stating that his involvement made construction faster than normal.

Previous Teaming History: The design and construction firms making up the LRC Team routinely work with each other on projects in both North and South Carolina. Lee Construction Company of the Carolinas, Inc. (Lee) and Boggs Contracting, Inc. (Boggs) first teamed together on the Lawyers Road over I-485 Project in 1997 (nearly 25 years ago). LRC and Boggs are affiliated companies and have provided construction support for each other since September 2017. Carolina TEA staff has worked with Lee for over 20 years, starting with the City of Charlotte Bridge Rehabilitation program in 2000. We have partnered on the same projects as well as the same teams to pursue projects together. As members of AGC, ACEC and various other organizations, our Key Individuals and team members have partnered on subcommittees to develop solutions for issues in the engineering and construction communities. As an example, Ron Shaw and Jeff Mulliken recently served on the ACEC-SC/AGC/SCDOT Design-Build Partnering Committee and worked together to help bring important topics and input to the design-build process in SC.

Project Name, Year and Contact	Lynches River	Lee Construction	Boggs Contracting	Stay Alert	Carolina TEA	Holt	CEI	ECS	Description
Emergency Bridge Package 2020-1 DB Ongoing / Michael Pitts, pittsme@scdot.org, 803-737-2566					X	X			Bridge Replacement, 2 bridges in 215 days. 70' cored slab bridge & 160' cored slab bridge.
Emergency Bridge Package 2018-2A DB 2018 / Kate Drafts, draftskr@scdot.org, 803-737-1231					X	X			Bridge Replacement, 3 bridges in 215 days. 50', 70' and 115' cored slab bridges.
SC72 over CSX Railroad Ongoing / C.T. York, PE, yorkct@scdot.org, 803-737-3122					X	X			Bridge replacement over CSX including multiple roadway structures.
Municipal Bridge Rehabilitation Program 2000 - 2004 / Jimmy Rhyne, jrhyn@ci.charlotte.nc.us, 704-336-3905	X				X				Repairs to 125 bridges owned by the City of Charlotte. Derek performed this work with a previous employer.
Division 13 Express DB Ongoing DB Pursuit - client contact N/A		X			X				Pursuit of 5 bridge replacements in Division 13. Includes hydro, roadway, bridge and geotechnical
US 401 S Darlington Hwy Bridge 2018-2019 / Will Fulton, fultonjw@scdot.org, 803-775-3501	X	X							Paving and MOT for the bridge over Scape Ore Swamp. SC File No 5188530
Monroe Bypass 2015 - Current / Rick Baucom, rwbaucom@ncdot.gov, 704-983-4400	X		X						Lynches River performed milling, patching, shoulder construction, and time and materials work.
Lancaster County Rural Roads 2019-2020 / Jeff Catoe, jcatoe@lancastercountysc.net, 803-416-9692	X		X						BCI performed grading and stone base, culverts and EC. LRC performed CMRB and Paving.

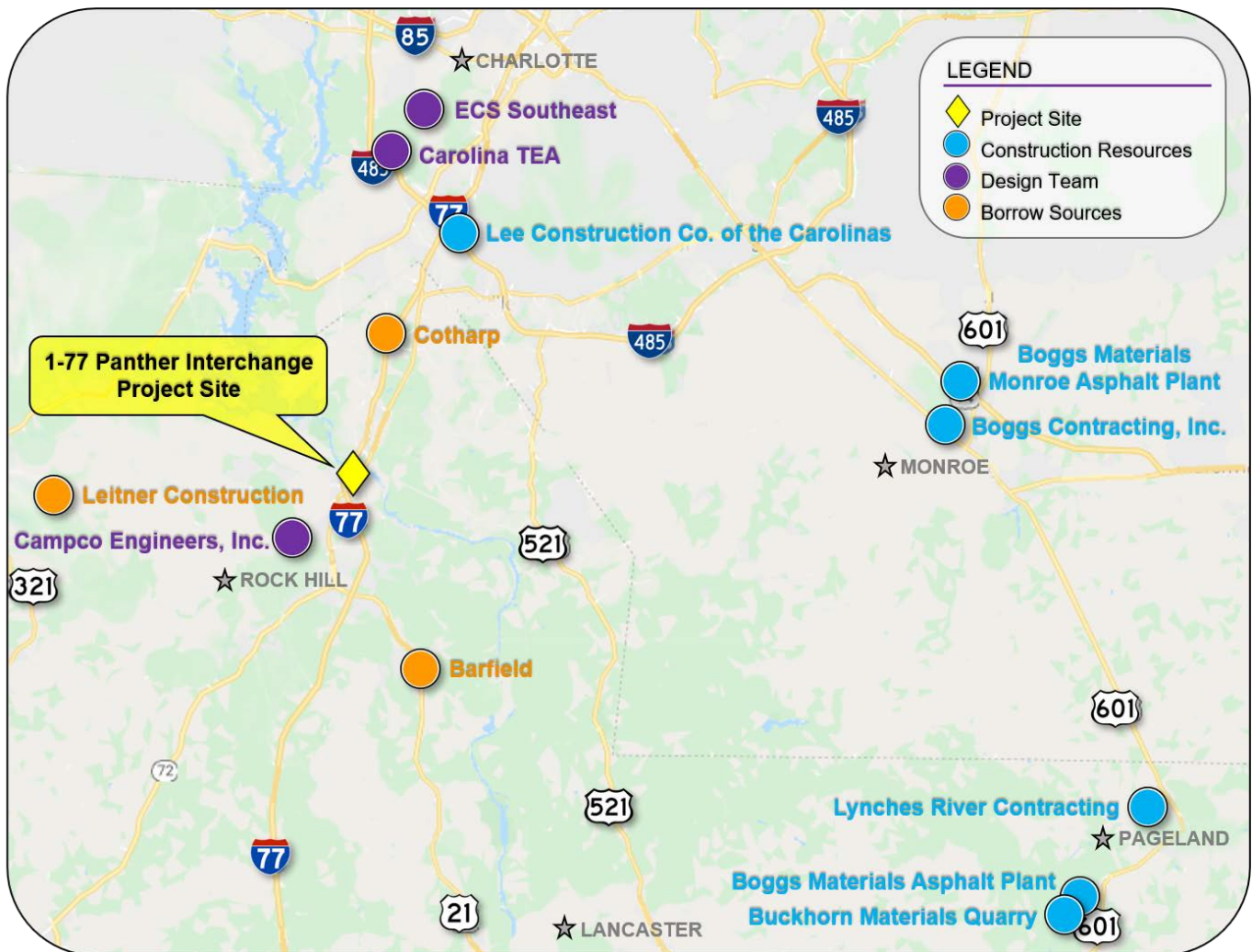
3.3.2 Critical Risks

The LRC Team will address each of the following identified critical risks at each weekly meeting throughout design and construction.

- **Schedule** – Our team is **local**, and we appreciate the opportunity this project presents for our community. We are committed to completing the project on time and have added key individuals including a scheduler to the team in pursuit of this goal. History is often the best indicator of future performance: in the last five years, LRC is on schedule or has completed 167 of 169 projects on time (see Section 3.5.2). Carolina TEA has **never** missed a deadline – including two design-build emergency bridge replacement packages completed in 215 days each. Our Team is very familiar with the project location and we bring long-standing relationships with many local subconsultants, including DBE subs. These relationships will prove invaluable in getting work performed on time. The I-77 Panther Interchange Project is the only DB Project our Team members are currently pursuing. We are committing all our resources to exceeding the proposed project schedule requirements.
- **Maintenance of Traffic** – Stay Alert is a dedicated and exclusive subcontractor on the LRC Team. Stay Alert is performing the MOT for the adjacent Gold Hill Road Interchange work and has provided MOT for thousands of lane miles of local interstate, highway, and other roadway projects. MOT designs will

be prepared by Campo Engineering (CEI). With an office only 3 miles west of the project, Robert Walsh is very familiar with the travel patterns in the area and will develop MOT plans that keep traffic moving while providing a safe work environment.

- **Third Party Coordination** – Michael Fry will lead this effort. Michael has spent most of his career working in the Rock Hill area and leads CEI, a preferred engineering provider for York County and the City of Rock Hill. For the duration of this contract, Mike will work with the SCDOT, adjacent project design and construction team, local landowners, and local politicians / county leaders to ensure our work is coordinated. We will partner with these affected parties in our design and construction services to achieve the goals of the project and the community.



Project Resource Map

3.3.3 Project Resources, Strategies, and Execution

The LRC Team is local to the project site. Most of our design team live / work within 15 miles of the project site, and each member of our construction team is headquartered within 25 miles. ECS is the largest Materials & Testing firm in the region, providing inspection and testing to ensure a quality product. LRC has 160 employees with over half (87) living in District 4. They maintain paving equipment including 10 sheepsfoot / PTR / steel drum rollers, 14 pavers / wideners, and 6 reclaimers / milling machines as well as all other equipment necessary to support paving operations. Boggs employs an additional 122 personnel in the area, and brings over 300 pieces of equipment including trucks, trailers, compactors, end loaders, backhoes, excavators, motor graders, dozers and all equipment necessary to perform grading and site preparation for this project. Boggs Transport, an affiliated company to LRC, and Boggs will provide the hauling of materials and transport of equipment to the site. Boggs Materials (BMI), another affiliated company, will supply asphalt for the Team project from two local sources or the soon to be opened Rock Hill location. Lee, headquartered just 10 miles north of the project, brings 73 personnel and over 100 pieces of equipment including cranes, trucks, bridge screeds, tampers, hammers, and everything necessary to build all bridges, MSE walls and other roadway structures. Lee also has access to the entire fleet of W.C. English, Inc. (its parent company) equipment to supplement their in-house capacities, if needed.

The LRC Team brings all the resources to perform the grading, paving, structures and design, inspection and testing necessary for the construction of the project and can control nearly every aspect of the design and construction. DBE participation is an integral part of our project resources and strategy to accomplish this work. Boggs is currently utilizing DBEs for 15% of the Goldhill Road Interchange construction (which had a goal of only 9%) and anticipate a minimum of 10% DBE participation for the Panther Interchange including a combination of the companies shown:

DBE Firms	Task Description
Mid-Atlantic	Drilling
DL Hauling and Grading	Trucking
Metal Decking	Rebar and Decking installation
Tricor	MSE Walls
Grant Electrical	Signals
Reynolds	Guardrail
MLS	Erosion Control
Florence Concrete	FIB Prestressed Beams

3.4 EXPERIENCE OF KEY INDIVIDUALS

3.4.1 All individuals and firms included in the LRC Team hold current and appropriate licenses to perform their work in South Carolina. All design reports, plans, and design calculations shall be signed by an unrestricted Professional Engineer registered in the state of South Carolina.

3.4.2 All Key Individuals exceed the minimum requirements for each position. Our Project Management Team has singular responsibilities as required in the RFQ.

3.4.3 See Appendix A for all Key Individual Resume Forms. Links are also provided from the Organizational Chart. *All Lynches River personnel, including the Executive Management Team, are available to SCDOT at any time, upon request.*

3.4.4 Project Management Team:

Project Manager - Thad Preslar shall be the primary person in charge of and responsible for delivery of the Project in accordance with the contract requirements. He has full authority to make final decisions on behalf of the Proposer and will communicate these decisions directly to SCDOT. Thad shall be the primary contact for communications with SCDOT. Thad brings over 25 years of progressive experience and expertise in the management of highway transportation projects of similar scope, magnitude, and complexity.

DB Coordinator – Will Auret shall be the person in charge of and responsible for daily coordination of the Project. After award of the Project, he will be the daily contact for communications with SCDOT, with primary project contact remaining the responsibility of the Project Manager. Will brings 7 years of progressive experience and expertise in highway transportation projects of similar scope, magnitude, and complexity. He will be dedicated solely to assisting in managing this Project, shall have no other assigned

Project responsibilities, and shall not be utilized on any other projects. Will shall be on-site during all construction activities and attend weekly status meetings during the design and construction phases.

3.4.5 Design Engineering Team

Lead Design Engineer - Derek Staton shall be in charge of and responsible for all aspects of the design of the Project, subject to oversight of the Project Manager. Derek brings 24 years of experience and expertise in managing the design of highway transportation projects of similar scope, magnitude, and complexity after acquiring a professional engineering registration (28 total). Derek will attend all routine project meetings in person and be primarily dedicated to design of the Project.

3.4.5 Construction Management Team

Construction Manager – Tim Staton shall be responsible for all aspects of the construction of the Project, subject to oversight of the Project Manager. Tim brings 32 years of progressive experience and expertise in the construction of highway transportation projects of similar scope, magnitude, and complexity. He will be dedicated solely to managing the construction of the Project, shall have no other assigned Project responsibilities, shall not be utilized on any other projects, and shall be on-site during all construction activities.

Quality Control Manager – Justin Cliatt shall be responsible for ensuring all workmanship and materials comply with the contract requirements. He will coordinate with the SCDOT Resident Construction Engineer (RCE) for all QA & IA testing. Justin brings 18 years of progressive experience and expertise in the QC of highway transportation projects of similar scope, magnitude, and complexity. For the duration of construction, Justin shall be dedicated solely to project quality control, shall have no other assigned Project responsibilities, shall not be utilized on any other projects, and shall be on-site during all construction activities for the Project.

3.5 PAST PERFORMANCE OF TEAM

3.5.1 Experience of Proposer's Team: LRC is a preferred paving contractor in District 4 and in York County. We have 169 active projects in the past five years. Of these 169 projects, 96 are for SCDOT (70 in District 4). Only two projects are more than 30 days late with LDs; both late projects are due to subcontractor performance (striping / painting). LRC is working with each subcontractor and SCDOT to have the LDs reduced.

Boggs Contracting is currently working on the Gold Hill Road Interchange on I-77, two exits north of this subject project, as the Prime Contractor. Lee is currently building four bridges for SCDOT in York County: SC 274 bridge over Lake Wylie, two bridges on Pole Branch Road as part of the Pennies for Progress work, and US 21 Bus (Old Nation Road) bridge over Steele Creek. Lee is also repairing the bridge deck on SC 9 bypass in Lancaster County, also for SCDOT.

Design Experience: Carolina TEA staff have exceptional experience and consistently demonstrate high quality and excellent responsiveness on our projects. These attributes are found in our recent example projects in Appendix B. The Emergency Bridge Replacement 2018-2A DB was completed on time and within budget. SCDOT scored Carolina TEA with above average marks on our performance appraisals, which was exceptional. **The project also won a 2020 Engineering Excellence Award from ACEC-SC, and the Small Firm Award.** Carolina TEA is most proud of the on-time delivery of this project: 215 days to complete three cored slab bridge replacements and reconstruct an intersection. The entire Team including SCDOT worked collectively and in a partnering environment to ensure the successful delivery of this project. We are currently ahead of schedule with our second emergency bridge package.

3.5.2 Quality of Past Performance:

	Yes	No
Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any project?		X
Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated?		X
Have any projects been delayed more than 30 days such that liquidated damages were assessed?	X	
Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?		X
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?		X
Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?		X
Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?		X

Work History forms are included in Appendix C for the two projects more than 30 days late. LRC Key Individuals for I-77 Panther Interchange project worked on these two projects, as well as most of the other projects that were completed on-time. LRC was disqualified for bidding for 30 days (8/10/17 to 9/10/17) due to a prequalification error. Boggs Contracting acknowledges significant lapses *that occurred more than 5 years ago*; they are, however, committed to re-establishing themselves by providing quality on-time performance for SCDOT and ensuring strict compliance with all contract requirements.

3.6 LEGAL AND FINANCIAL

3.6.1 Financial Capacity: A notarized statement declaring LRC has the financial capacity to complete this project is included in Appendix D.

3.6.2 Bonding Capacity: A bond letter is included in Appendix D.

3.6.3 Organizational Agreements: Not Applicable.

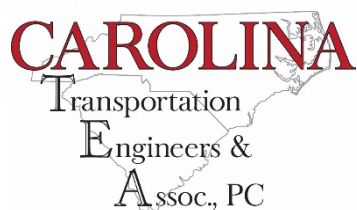
3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

The Disclosure of Potential Conflict of Interest Certification for the LRC Team is included in Appendix E.


3.8 PREQUALIFICATION REQUIREMENTS OF SHORT-LISTED PROPOSERS

LRC is prequalified with SCDOT. Vendor ID: 1LY003, Issued January 22, 2020. Our Prequalification Certificate will be included in the RFP response.

Appendix A – Key Individual Resume Form



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Thad A. Preslar President</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Lynch River Contracting, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>5.5</u>Years With Other Firms <u>20+</u>Years</p> <p>Lynch River Contracting, Inc.: President- Shareholder- Responsible for procuring work, obtaining necessary prequalifications, qualifier for General Contractor's License in NC and SC, secure Bonding and GL Insurance, oversee Project Management team, and other aspects associated with this position.</p> <p>Anderson Boggs Joint Venture: Construction Manager- I-26 Design Build Project. Served on estimating team for 76 MM Project, oversaw subcontractor buyout, oversaw project schedule, monitored budget, and ensured SCDOT requirements were met. 2013-2014</p> <p>Boggs Paving, Inc.: Estimator/Project Manager- Estimated and project managed projects, executed change orders, monitored job costs, and expedited project closeouts. 2008-2014</p> <p>Boggs Paving, Inc.: Director of HR & Safety - Implemented employee handbook, updated personnel policies, implemented new hire procedures, supervised Safety program, maintained OSHA logs, handled claims administration, and wrote articles for employee newsletter. 2006-2010.</p> <p>Rea Contracting, LLC: Commercial Superintendent II- Managed operations for Kannapolis, NC Division, oversaw paving, concrete, grading, and support crews, served as liaison between customer and employer, ensured proper quality control measures were met, project scheduling, ensured bid productions were met, and managed operations employees. 2000-2006.</p> <p>Boggs Paving, Inc.: Asphalt Project Manager- Managed all commercial and public paving operations, tracked daily trucking and labor costs as compared to bid, helped figure production rates for highway lettings, managed crews from Rock Hill, SC to Wilmington, NC, worked long hours to ensure production operations ran smooth, and obtained and maintained necessary certifications in NC and SC. 1995-2000.</p> <p>Boggs/Vaughn Contracting, Inc. Summer Intern- operated heavy equipment and performed general labor on grading crews during summers while in college. 1990-1994.</p>	
<p>e. Education: The University of North Carolina at Charlotte/Charlotte, NC, /Bachelor of Arts/ 1994/ Sociology/Minor- Public Relations.</p>	
<p>f. Active Registrations:</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>NCDOT Union County C204162</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Lynch River Contracting, Inc.</p> <p>Project/Assignment Duration: Project 2018-2019, Assigned 2018-2019</p> <p>Owner Contact Information: NCDOT, Brady McKenzie, bmckenzie@ncdot.gov, (704) 218-5125</p> <p>Design/Construction Value: \$10,025,672.3Million</p> <p>Project Description: This Project included 42.5 Miles of resurfacing in Union County, NC. It included 2 Sections of NC-75, 1 Section of NC-200, and 32 Sections of Roadway. Types of work included Milling, Full Depth Reclamation,</p>	

Resurfacing, and Shoulder Construction. I estimated the project, executed the contract, issued subcontracts, and scheduled the precon. wrote the project schedule, priced change orders, approved pay estimates, and oversaw project management.

SCDOT Bridge Package E Design Build Project SC File 5484220A etc.

Key Personnel Role: Project Manager
Experience with Current Firm: Lynches River Contracting, Inc.
Project/Assignment Duration: Project 2015-2017, Assigned 2015-2017
Owner Contact Information: SCDOT, Shane Parris, parrissl@dot.state.sc.us, (864) 489-5760
Design Construction Value: \$1,449,823.47 (LRC portion Only)

Project Description:

Lynches River Contracting served as a subcontractor to United Infrastructure Group on this design build project. We performed patching, milling, and paving on this project on 4 different bridge locations. I served as estimator and project manager on this project.

Interstate 26 Widening and Rehabilitation Design Build Project SC File 932.038170

Key Personnel Role: Construction Manager
Experience with Firm: Anderson Boggs Joint Venture
Project/Assignment Duration: Project 2013-?, Assigned 2013-2014
Owner Contact Information: SCDOT, Allen Thompson, thompsonja@scdot.org, (803) 315-7286
Design/Construction Value:- \$76 million

Project Description:

This project included widening and rehabilitation of I-26 from Milepost 115 to 136. It also included the rehabilitation of a CSX bridge. Other aspects of the project included Clearing, grading, culvert extensions, soil cement treated base and cement stabilized aggregate base, asphalt paving, cross-slope verification, MOT coordination, etc. I served as Construction Manager for this project. I assisted with estimating the project, helped with the original baseline CPM schedule, sub buyout, assisted the Engineer with plan development, submitted a successful ATC, priced change orders, secured borrow sources and staging areas, helped resolve project issues, drafted correspondence to the SCDOT as well as other related tasks.

Interstate 77 Chester & Fairfield Counties SC File 1220.039419

Key Personnel Role: Project Manager
Experience with Firm: Boggs Paving Inc.
Project/Assignment Duration: Project 2010-2012, Assigned 2010-2012
Owner Contact Information: SCDOT, Kenneth Wilson, Wilsonka@scdot.org, (803) 286-4607
Design/Construction Value- \$15,589,713.67


Project Description:

This project consisted of cross-slope correction and applying 2 lifts of HMA, including OGFC from Exit 48 to 65 both Northbound and Southbound for a distance of 16.52 Miles. Other scopes of work included survey layout, surface planning, concrete repairs, guardrail, and pavement markings. The ADT on this section was 34600. I served as project manager on this project from inception to completion. We offered and were granted a Cost Savings proposal to the SCDOT to utilize Ground Tire Rubber in our liquid asphalt in lieu of traditional SBS polymer additives for a portion of this project. The SCDOT also requested that we experiment with trackless tack on this project for a portion of this project making this section of roadway somewhat of an SCDOT test track. We met the cross-slope correction requirement and our final average IRI was a 49.3.

- 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.

Thad is not required to be on site full time during construction since the team is utilizing a DB Coordinator. Thad is available to SCDOT anytime upon request.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: William Douglas George Auret, P.E. Chief Estimator and Project Manager</p>	
<p>b. Role of Key Individual for this Project: Design Build Coordinator</p>	
<p>c. Name of Firm with which you are now associated: Lynches River Contracting, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>2</u>Years With Other Firms <u>5</u>Years</p> <p>Lynches River Contracting, Inc. – Chief Estimator/Project Manager – Responsible for estimating assigned projects, reviewing all bids submitted, and managing assigned projects, 2018 – 2020</p> <p>Boggs Paving, Inc. – Project Engineer – Responsible for overseeing field operations on assigned projects, 2013 – 2018</p>	
<p>e. Education: North Carolina State University / Raleigh, NC / Bachelor of Science / 2013 / Biological and Agricultural Engineering</p>	
<p>f. Active Registrations: 2018 / NC / Civil / 047360</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <div style="margin-top: 20px;"> <p><u>York County SC File 4647571</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Lynches River Contracting, Inc.</p> <p>Project/Assignment Duration: Project 2018-2020, Assigned 2018-2020</p> <p>Owner Contact Information: SCDOT, Jared Bragg, BraggJK@SCDOT.org , (803) 324-3545</p> <p>Design/Construction Value: \$6,720,580</p> <p>Project Description: This project includes 10.5 miles of reconstruction (Clearing & Grubbing, Site Excavation/Station Grading, CMRB, Paving, etc.) in York County, S.C. Will's specific responsibilities included coordination with SCDOT, maintaining a CPM schedule, priced change orders, approved pay estimates, and oversaw project management.</p> <p><u>Monroe Expressway Design-Build</u></p> <p>Key Personnel Role: Project Engineer</p> <p>Experience with Current Firm: Boggs Paving, Inc.</p> <p>Project/Assignment Duration: Project 2015-Current, Assigned 2015-2018</p> <p>Owner Contact Information: NCDOT, Rick Baucom, rwbauscom@ncdot.gov , (704) 983-4400</p> <p>Design/Construction Value: \$450 Million</p> <p>Project Description: This project includes 20 miles of new construction and 28 bridges in Union and Mecklenburg Counties, N.C. Will's specific responsibilities included overseeing the construction of the pavement structure from soil stabilization through the final surface of asphalt and assuring it was being constructed in compliance with all engineered drawings and state specifications. Also responsible for subcontractor coordination/scheduling, weekly coordination meetings, and cost to complete analysis.</p> </div>	

I-26 Widening & Rehabilitation Design-Build

Key Personnel Role: Erosion Control Manager & Pavement Construction Engineer
Experience with Current Firm: Boggs Paving, Inc.
Project/Assignment Duration: Project 2013-2016, Assigned 2013-2015
Owner Contact Information: SCDOT, Allen Thompson, thompsonja@SCDOT.org , (803) 315-7286
Design/Construction Value: \$76 Million


Project Description:

This project included widening and rehabilitation of I-26 from Milepost 115 to 136. It also included the replacement of a bridge over a CSX railroad, bridge jacking of Old Wire Rd Bridge and rehabilitation to various other bridges throughout the project. Will's specific responsibilities as Erosion Control Manager were to oversee the installation and function of erosion control measures throughout the project and ensure they were in compliance with the plans and specifications, conduct weekly site inspections, mapping staging/stockpiling sites, and securing environmental permits. As the pavement construction engineer Will's responsibilities included grade verification, field layout of superelevations/transitions prior to cross slope corrections and computing cross slopes and submitting to SCDOT.

- 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.

Will Aurret is currently managing several bid-build resurfacing projects in South Carolina. All current responsibilities on these projects will be reassigned to another Project Manager. Will will be dedicated full time to the I-77 Panther Interchange Design-Build Project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Derek Cardon Staton, PE, President</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: Carolina Transportation Engineers & Associates, PC (Carolina TEA)</p>	
<p>d. Years of Experience: With this Firm <u>4</u> Years With Other Firms <u>28</u> Years</p> <ul style="list-style-type: none"> Carolina TEA: President and Founder – Responsible for all marketing activities, engineering design, project management, quality management, accounting, legal and all other facets of running an engineering firm. 2016-2020 TranSystems: Vice President, National Design Build Lead, National Bridge Lead – Responsible for the development of DB teams, pursuit of projects and execution / delivery of design build projects. Tasked with implementing new strategies to develop and expand the national bridge practice with emphasis on recruiting senior bridge designers and encouraging interoffice support throughout the company. 2014-2016 HDR Engineering: Vice-President, Carolinas Bridge Lead – Responsible for the growth and development of the Carolina bridge team from 3 to over 30 personnel. Senior Engineer and Project Manager for DB Projects up to \$2 billion as well as traditional bridge design projects up to \$430 million. Led the development of the HDR bridge inspection practice. Performed on national quality review teams. 2004-2014 HDR Engineering: Senior Structural Engineer – Performed bridge design and management for bridge projects in VA, NC, SC, GA and FL. Developed engineering design skills for timber, CIP concrete, prestressed concrete girder and steel girder design, as well as segmental bridges and all types of foundations for bridges. 1995-2004 WVDOT-DOH: Asst. Maintenance Engineer – Field review of Contractor Projects, Development of encroachment permits, Assistance with the planning and execution of Snow Removal and Ice Control, Planning for maintenance activities. 1992-1995 	
<p>e. Education: West Virginia University / Morgantown, WV / Master of Science / 1995 / Civil Engineering Virginia Tech / Blacksburg, VA / Bachelor of Science / 1992 / Civil Engineering</p>	
<p>f. Active Registrations: 1997 / VA / PE – Civil / 030699; 2001 / NC / PE – Civil / 027292; 2003 / SC / PE - Civil / 22961; 2007 / OR / PE - Civil / 79488PE; 2012 / GA / PE – Civil / 037412; 2013 / MN / PE – Civil / 50888; 2014 / FL / PE – Civil / 78180</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Emergency Bridge Package 2018 DB</u></p> <p>Key Personnel Role: Project Manager, Senior Bridge Engineer</p> <p>Experience with Current Firm: Carolina TEA</p> <p>Project/Assignment Duration: Project 1998-1999, Assigned 1998-1999</p> <p>Owner Contact Information: SCDOT, Kate Drafts, Draftskr@scdot.org, (803) 737-1231</p> <p>Construction Value: \$5 Million</p> <p>Project Description: Lead Design Engineer performing project management and bridge design services for the emergency replacement of three bridges. The replacement bridges consist of single-span structures at S-51 and S-400, and a 3-span structure at S-33. Engineering services for the project include: project management, roadway design, bridge design, hydraulic modelling, roadway hydraulics, geotechnical exploration and design, hazmat studies, permitting, utility location and coordination, SUE, ROW acquisition, surveying, and development of as-builts. The project was delivered on an aggressive schedule on time.</p>	

I-85 Rehabilitation MM 77 to MM 84 with CSX Bridge Replacement, Cowpens, SC

Key Personnel Role: Project Manager, Senior Bridge Engineer
Experience with Current Firm: Carolina TEA & TranSystems
Project/Assignment Duration: Project 2014-2020, Assigned 2014-2020
Owner Contact Information: SCDOT, Brad Reynolds, reynoldsbs@scdot.org , (803) 737-1440
Construction Value: \$40 Million

Project Description:

Design Manager for the final design of the DB integration package for 3 miles of interstate I-85 including the 377-foot CSX double track through girder bridge over I-85. Girders for the 142-foot main spans consist of 13'-6" steel through girders designed for Cooper E90 loading. Project includes 2000-foot of rail replacement through an industrial yard facility, MOT concept development on I-85 and some of the most hazardous materials in SC – which can only be disposed of outside the United States. This \$40 million project was delivered on an aggressive schedule with final plans incorporated into the larger I-85 Phase I and II DB interstate reconstruction project.

I-3803B: I-85 Reconstruction DB, Cabarrus County, NC

Key Personnel Role: Structures Manager
Experience with Current Firm: HDR Engineering
Project/Assignment Duration: Project 2010-2014, Assigned 2010-2014
Owner Contact Information: NCDOT, Roger Rochelle, rdchelle@ncdot.gov, (919) 707-2710
Construction Value: \$125 Million

Project Description:

7 miles of pavement reconstruction and widening of I-85. All bridges utilized prestressed concrete girder superstructures on reinforced concrete substructures. Grade separation bridges at Poplar Tent Road and NC 73 consisted of 2-span structures with integral end bents behind MSE walls. Bridges on I-85 over Coddle Creek and Rocky River Road used 3-span structures with traditional bents. Derek designed a construction access bridge for a construction roadway directly from the quarry to the project site, allowing for consistent delivery of materials without impacting existing interstate traffic, significantly reducing the construction schedule. This bridge provided access to the median and each outside shoulder of the construction zone and the concept won National Traffic Safety Awards.

R-2554BB & C: Goldsboro Bypass DB, Wayne and Lenoir County, NC

Key Personnel Role: Structures Manager
Experience with Current Firm: HDR Engineering
Project/Assignment Duration: Project 2012-2016, Assigned 2012-2016
Owner Contact Information: NCDOT, Roger Rochelle, rdchelle@ncdot.gov, (919) 707-2710
Construction Value: \$105 Million

Project Description:

Structures Manager for the 12-mile, \$104 million new location bypass including 11 bridges: 8 roadway grade separations, a dual roadway/railroad grade separation, 2 sets of dual stream crossing bridges and a dozen reinforced concrete box culverts.

I-2808A: I-77 Reconstruction DB, Yadkin County, NC

Key Personnel Role: Structures Manager
Experience with Current Firm: HDR Engineering
Project/Assignment Duration: Project 2006-2009, Assigned 2006-2009
Owner Contact Information: NCDOT, Roger Rochelle, rdchelle@ncdot.gov, (919) 707-2710
Construction Value: \$60 Million

Project Description:

Structures Manager for \$60 million DB interstate reconstruction project, including the design of dual mainline bridges jacked to meet a new highway profile - eliminating risk and accelerating the project schedule. Raising the existing bridges increased the clearance of the highway below and allowed for innovative MOT concepts for the interchange reconstruction.

- 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.

Derek Staton is not required to be on-site full time during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Jeffrey Scott Mulliken, Ph.D., P.E., Senior Structural Engineer
b.	Role of Key Individual for this Project: Assistant Project Manager, Senior Structural Engineer
c.	Name of Firm with which you are now associated: Holt Consulting Company, LLC
d.	<p>Years of Experience: With this Firm <u>≥2</u> Years With Other Firms <u>30</u> Years</p> <ul style="list-style-type: none"> • Holt Consulting Company, LLC: Senior Structural Engineer – Responsible for management of bridge replacement and transportation-related projects focused on client satisfaction, quality products, and sound financial performance. Responsible for the development of the firm-wide bridge practice through expertise in seismic engineering, soil-structure interaction, and structural dynamics. 2018 - Present • STV Incorporated: Senior Structural Engineer – Responsible for management of bridge replacement and transportation-related projects focused on client satisfaction, quality products, and sound financial performance. Also support firm-wide bridge practice through expertise in seismic engineering, soil-structure interaction, and structural dynamics. 2016 - 2018 • Kimley-Horn and Associates: Senior Engineer and Project Manager – Responsible for performance of the office. Practice areas supported in this office included: Program and project management, structural design, roadway design, bridge design, environmental, planning, parking structure design, and traffic engineering. 2013 - 2016 • LPA Group Inc./Michael Baker Jr, Inc.: South Carolina Operations Manager/Senior Engineer – Responsible for planning, design, and design management for structural-related projects and for overall performance of three offices. Metrics for performance including financial operations and soundness, business development and marketing success, planning, employee development, and client management. Multi-disciplined practice areas supported in these offices include: Environmental, Planning, Program Management, Aviation, Architecture, Roadway Design, Bridge Design, Water Resources, Right-of-Way Services, and Electrical Engineering. 1997 - 2013 • Westinghouse Savannah River Company: Senior Engineer – Responsible for the structural and seismic qualification of reinforced concrete and steel structures, design reviews, and the establishment of structural design criteria. Also responsible for performing soil-structure interaction analyses, leading seismic retrofit design efforts, and technical direction of research efforts. 1989 - 1997
e.	<p>Education:</p> <p>University of South Carolina / Columbia, SC / Doctor of Philosophy / 2011 / Civil Engineering</p> <p>University of South Carolina / Columbia, SC / Master of Science / 1994 / Civil Engineering</p> <p>University of South Carolina / Columbia, SC / Bachelor of Science / 1989 / Civil Engineering</p>
f.	<p>Active Registrations:</p> <p>1995 / SC / PE-Civil / 16939; 2008 / NC / PE-Civil / 034610; 2014 / FL / PE-Civil / 78319; 2008 / GA / PE-Civil / 032817; 2015 / MN / PE-Civil / 52456; 2006 / WV / PE-Civil / 016998</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Cooper River Bridge Replacement Design-Build</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: The LPA Group Inc.</p> <p>Project/Assignment Duration: Project 1999-2005, Assigned 1999-2005</p> <p>Owner Contact Information: SCDOT, Tim Henderson, HendersoTR@SCDOT.org, (843) 740-1665</p> <p>Design/Construction Value: \$640 Million</p> <p>Project Description:</p> <p>Oversaw the design of seven bridge structures for the Charleston Interchange, a new box culvert at New Market Creek, and several mechanically stabilized earth (MSE) wall systems in various roadway applications in Charleston, SC, for SCDOT. The new bridge structures included widening of existing structures and independent ramp designs. This project involved interfacing with multiple design firms, contractors, subconsultant review teams, and a seismic resource panel. Dr. Mulliken was involved in a presentation on seismic design philosophy for the low-level structures on the project.</p> <p><u>SCDOT Emergency Bridge Package 2A</u></p> <p>Key Personnel Role: Senior Structural Engineer</p> <p>Experience with Current Firm: Holt Consulting</p> <p>Project/Assignment Duration: Project 2018-2019, Assigned 2018-2019</p> <p>Owner Contact Information: SCDOT, Kate Drafts, draftskr@scdot.org, (803) 737-1231</p>

Design/Construction Value: \$5 Million

Project Description:

Responsible for quality control reviews and seismic evaluations for the replacement of one existing bridge along E. Academy St. (S-51) over an unnamed stream in Dillon County, one existing bridge along David's Pond Rd. (S-33) over Naked Creek in Marlboro County and one existing bridge along Level Green Church Rd. (S-400) over Herndon Branch in Marlboro County due to heavy rains caused by Hurricane Florence. The bridges were completed on-time and on-budget with S-51 being replaced with a 70' cored slab structure, S-400 with a 50' cored slab structure, and S-33 with a 115' cored slab structure.

SCDOT US 78/I-26 and US 78/US 52 Interchanges

Key Personnel Role: Bridge Project Manager

Experience with Current Firm: LPA Group Inc.

Project/Assignment Duration: Project 2000- 2008, Assigned 2000-2008

Owner Contact Information: SCDOT, Doug McClure, mcclurede@scdot.org, (803) 737-1401

Design/Construction Value: \$35 Million

Project Description:

Produced final construction plans for the widening of US Route 78 and US Route 52. This project involved replacing the US 78/I-26 interchange bridge and the bridge over Goose Creek. The construction of a new bridge on US 78 over US 52 was part of a new partial clover interchange, and other new bridges in the US 78/US 52 included two new curved ramp structures. Due to the project's proximity to the Summerville area, seismic analysis and design was a critical component of the overall design process for these structures and it dictated foundations utilized. Response spectrum and pushover analyses were performed as part of this work.

SCDOT I-73 over I-95 Bridge 4B

Key Personnel Role: Bridge Project Manager

Experience with Current Firm: Michael Baker

Project/Assignment Duration: Project 2010- 2013, Assigned 2010-2013

Owner Contact Information: SCDOT, Mike Barbee, barbeemw@scdot.org, (803) 737-1402

Design/Construction Value: \$10 Million

Project Description:

Responsible for leading the time history analysis and seismic design activities to conform with the requirements of the seismic design specifications for Bridge 4B. This bridge is part of the future I-95/I-73 Interchange near the west end of the I-73 project. The project specific seismic design criteria was required for this project because the span lengths for Bridges 4B are longer than 300 feet which is a limitation of the SCDOT Seismic Design Manual. This work involved analysis to evaluate overall performance, develop design details, and assess impacts due to variability of site specific ground motions.

SCDOT US 17 Ashepoo/Combahee/Edisto Basin Design-Build

Key Personnel Role: Project Manager

Experience with Current Firm: The LPA Group Inc./Michael Baker Jr, Inc.

Project/Assignment Duration: Project 2010-2014, Assigned 2010-2013

Owner Contact Information: SCDOT, Tim Henderson, HendersoTR@SCDOT.org, (843) 740-1665

Design/Construction Value: \$75 Million



Project Description:

Responsible for oversight of bridge design, seismic design, and plan production for three bridge structures in Colleton County, SC. This design-build project will improve safety on the segment of US 17 from south of Wiggins Road to SC 64 in Jacksonboro, while preserving community resources and protecting the natural and scenic environment of the Ashepoo, Combahee, and Edisto (ACE) Basin. The proposed project involves a 4-lane divided primary facility with three bridges: a 130-foot-long single span prestressed concrete beam structure with mechanically stabilized earth (MSE) walls over CSXT rail lines, a 90-foot-long flat slab bridge over Tupelo Swamp, and a 420-foot-long AASHTO Type II girder structure over the Ashepoo River.

- 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.

Dr. Mulliken is not required to be on-site full-time for the duration of construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Jennings Michael Fry, PE, President</p>	
<p>b. Role of Key Individual for this Project: Third Party Coordination and Hydraulics</p>	
<p>c. Name of Firm with which you are now associated: Campco Engineering, Inc. (CEI)</p>	
<p>d. Years of Experience: With this Firm <u>33</u> Years With Other Firms <u>3</u> Years</p> <ul style="list-style-type: none"> Campco Engineering, Inc., Rock Hill, SC: President/Managing Principal, responsible for project management, quality control, and the firm's business management. 1987-Current The Kroger, dba Kroger Sav-on, Charlotte, NC: Facility Engineer responsible for site selection/investigations, new store designs/construction, and store remodeling program in the Carolinas region. 1985-1987 DeLeuw Cather and Company, Dallas, TX: Project Design Engineer responsible for highway design geometrics on state highway improvement projects. 1984-1985 	
<p>e. Education: West Virginia Institute of Technology/Beckley, West Virginia/Bachelor of Science/1984/Civil Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 1989 / SC / PE-Civil / 12879 1989 / NC / PE-Civil / 15994</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <div style="margin-top: 10px;"> <p><u>North Cherry Road Improvements, Rock Hill, SC</u> Key Personnel Role: Project Manager/Project Liaison Experience with Current Firm: Campco Engineering, Inc. Project/Assignment Duration: Project 2000-2005, Assigned 2000-2005 Owner Contact Information: City of Rock Hill, Jimmy Bagley, jbagley@cityofrockhill.com, 803-329-5518 Construction Value: \$13,000,000 Project Description: Project Manager for 2.5-mile corridor of urban roadway and infrastructure upgrade project. The scope included roadway improvements, traffic studies, traffic signal replacements, overhead to underground utility conversions, storm drainage system improvements, water system upgrades, and sanitary sewer replacement. Project Liaison for the City of Rock Hill with the SCDOT, York County, all utility companies, all City of Rock Hill Departments, the contractor, and the public information office for communications with the community.</p> </div> <div style="margin-top: 20px;"> <p><u>SC Highway 160 Intersections, York County, SC</u> Key Personnel Role: Project Manager Experience with Current Firm: Campco Engineering, Inc. Project/Assignment Duration: Project 2011-2015, Assigned 2011-2015 Owner Contact Information: SCDOT, Julie Barker, barkerjp@scdot.org, 803-737-1365 Construction Value: \$6,000,000 Project Description: Project Manager on combined intersection improvement projects at SC 160/Gold Hill Road and SC 160/Zoar Road. Project management included geometric designs, closed storm drainage systems designs and traffic signals.</p> </div>	

White Street/Constitution Blvd. Roundabout, Rock Hill, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Campco Engineering, Inc.

Project/Assignment Duration: Project 2013-2017, Assigned 2013-2017

Owner Contact Information: York County, Patrick Hamilton, patrick.hamilton@yorkcountygov.com, 803-818-5763

Construction Value: \$4,000,000

Project Description:

Project Manager for planning, design, and construction coordination of new urban roundabout in the Knowledge Park redevelopment area in the City of Rock Hill. The project was implemented by the City of Rock Hill through the York County Pennies for Progress Program. Mr. Fry served as a **Project Liaison** to coordinate the project for the City of Rock Hill with York County, SCDOT, and the local community.

- 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.

J. Michael Fry is not required to be on-site full time during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Daniel Atkinson, P.E., Project Manager
b.	Role of Key Individual for this Project: Roadway Engineer
c.	Name of Firm with which you are now associated: Holt Consulting Company, LLC
d.	Years of Experience: With this Firm <u>4.5</u> Years With Other Firms <u>9</u> Years <ul style="list-style-type: none"> Holt Consulting Company, LLC: Project Manager and Roadway Engineer – Responsible for managing and designing roadway projects in South Carolina, 2016-Current Michael Baker International: Project Manager and Roadway Engineer– Responsible for all aspects of roadway design which include horizontal, vertical, superelevation, site-distance, clear-zone, complex traffic control, and pavement marking and signing. Also responsible for plan development on all projects assigned, 2013 – 2016 The LPA Group: Design Engineer - Design Engineer – Responsible for roadway design which included horizontal, vertical, superelevation, site-distance, clear-zone, traffic control, and pavement marking and signing. Also responsible for plan development, 2007 – 2013
e.	Education: The Citadel / Charleston, South Carolina / Bachelor of Science in Civil Engineering / 2007 / Civil Engineering
f.	Active Registrations: 2012 / SC / Civil / 29957 2016 / NCEES / Civil / 67854 2016 / GA / Civil / 41064
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <p><u>Nexton Parkway/I-26 Interchange and I-26 Widening in Berkeley County</u></p> <p>Key Personnel Role: Roadway Design Lead</p> <p>Experience with Current Firm: No - Michael Baker International</p> <p>Project/Assignment Duration: Project 2013-2015, Assigned 2013-2015</p> <p>Owner Contact Information: Berkeley County, Frank Carson, frank.carson@berkeleycountysc.gov (843)-719-4127</p> <p>Design/Construction Value: \$3 Million \$79 Million Construction</p> <p>Project Description: The Project included the widening of Interstate 26 from MM197 to MM199 from a four-lane segment to a six and eight lane segment, construction of the new five-lane Nexton Parkway and 113' wide bridge over I-26, 2.3 miles of ramps and loops, and 3.4 miles of frontage roads. The project involved development of final right-of-way and construction plans, hydraulic design and construction phase services, an environmental assessment, and permitting. Responsibilities included: alternatives analysis, development of final right-of-way and construction plans, horizontal and vertical alignments, site-distance, quantities, clear-zone and traffic control development.</p> <p><u>S-365 (Rainbow Drive) over I-26 in Lexington County</u></p> <p>Key Personnel Role: Lead Project Engineer</p> <p>Experience with Current Firm: No - Michael Baker International</p> <p>Project/Assignment Duration: Project 2011-2015, Assigned 2013-2015</p> <p>Owner Contact Information: SCDOT, Jennifer Necker, NeckerJL@scdot.org 803-737-7829</p> <p>Design/Construction Value: \$496,858 \$7 Million (Est.)</p> <p>Project Description: The Project involved the replacement of the existing bridge over I-26 due to insufficient vertical clearance. The existing grade was raised over 5.5' and existing frontage roads also relocated. Also included were</p>

the development of final right-of-way and construction plans, hydraulic design, for the on-alignment replacement of with a new 258 LF structure, MSE walls, Double 6.7' x 6.7' box culvert and CLOMR. Responsibilities included: Development of final right-of-way and construction plans, horizontal and vertical alignments, site-distance, clear-zone, quantity calculations and traffic control development.

I-26 Rehabilitation/Widening Design-Build in Lexington and Calhoun Counties

Key Personnel Role: Roadway Design
Experience with Current Firm: No - Michael Baker International
Project/Assignment Duration: Project 2013-2017, Assigned 2013-2014
Owner Contact Information: SCDOT, John Burns, BurnsJM@scdot.org | 803-243-1562
Design/Construction Value: \$2,734,371 | \$93 Million

Project Description:

The project involved providing design and engineering services for a design-build project to widen and rehabilitate 20 miles of Interstate 26 from milepost (MP) 115 to MP 136. The existing four-lane facility was widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post 125 to 136. As part of the interstate widening, the existing dual bridges over the CSX Railroad were replaced, and the existing bridge along Old Wire Road jacked to provide sufficient vertical clearance. The purpose is to improve safety and increase capacity on this segment of Interstate 26.

Responsibilities included: construction plan development, horizontal and vertical alignments, site-distance, clear-zone, and traffic control development.

I-73 TIGER Project US 301/US 501 in Dillon County

Key Personnel Role: Roadway Design
Experience with Current Firm: No - Michael Baker International
Project/Assignment Duration: Project 2011-2012, Assigned 2011-2012
Owner Contact Information: SCDOT, Michael Barbee, BarbeeMW@scdot.org | 803-737-1402
Design/Construction Value: \$621,454

Project Description:

The project involved bridge replacement and road widening plans for this project, considered the first phase of construction associated with Interstate 73. Approximately 1.9 miles of US Routes 301 and 501 were widened from 2-lanes to 3-lanes as part of this project. In addition to road widening, safety improvements were designed for the existing US 301 / US 501 intersection. The existing four span bridge along Catfish Church Road was replaced on-alignment with a longer two-span structural steel bridge over I-95 that provides sufficient clearances for the future I-73 Interchange with I-95. The new structure was designed for rigorous seismic demands and constructed using MSE wall abutments. The design of the project was completed in an aggressive four-month schedule for the project to qualify to be constructed using TIGER grant funding.

Responsibilities included: Development of final construction plans, horizontal and vertical alignments, site-distance, quantity calculations, clear-zone, traffic control development and plan development.

I-73 Southern Section Right-of-Way of Plans in Dillon and Marion Counties

Key Personnel Role: Roadway Design
Experience with Current Firm: No - Michael Baker International
Project/Assignment Duration: Project 2011-2015, Assigned 2008-2015
Owner Contact Information: SCDOT, Michael Barbee, BarbeeMW@scdot.org | 803-737-1402
Design/Construction Value: \$1 Billion (construction estimated)

Project Description:


The project involved development of right-of-way plans for the southern portion of Interstate 73 in South Carolina. The southern section of I-73 is 43-miles long and would connect Interstate 95 to SC Route 22 in the Myrtle Beach Region. Mr. Atkinson was directly responsible for design of Sections A-3 and A-4 which included 1-interchange with SC 41A and 6 overpass structures

Responsibilities included: Development of final right-of-way plans, horizontal and vertical alignments, site-distance, clear-zone, interchange design, preliminary traffic control.

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

Mr. Atkinson is currently assigned as the lead roadway engineer on the US 76 bridge replacement over US 601, US 601 bridge replacement over Colonels Creek and the SC 72 bridge replacement over CSX Railroad. He is also the lead roadway engineer for the S-195 over Camp Creek bridge replacement; however, the contract has not been signed. He would be available for the duration of this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Robert Luke Walsh, PE, PTOE, Vice President</p>	
<p>b. Role of Key Individual for this Project: MOT/Traffic Analysis/Signals</p>	<p><small>Campco Engineering, Inc. Consulting Engineers since 1974</small></p>
<p>c. Name of Firm with which you are now associated: Campco Engineering, Inc. (CEI)</p>	
<p>d. Years of Experience: With this Firm <u>27</u> Years With Other Firms <u>7</u> Years</p> <ul style="list-style-type: none"> Campco Engineering, Inc., Rock Hill, SC: Vice President/Design Manager, responsible for traffic operations and transportation engineering services. 1998 – Current; 1988-1993 (Project Design Engineer) Parsons Brinckerhoff, Herndon, VA: Project Engineer, responsible for coordinating with travel forecast team on roadway improvement projects. 1997-1998 Florence & Hutcheson, Inc., Columbia, SC: Transportation Planner and Traffic Engineer for state highway improvement projects. 1993-1997 	
<p>e. Education: West Virginia Institute of Technology/Beckley, West Virginia/Bachelor of Science/1986/Civil Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 1991 / SC / PE-Civil / 14254 2008 / NC / PE-Civil / 034074 2018 / Nationally /Professional Traffic Operations Engineer / 4442</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>I-85 Improvements, Greenville & Spartanburg Counties, SC</u> Key Personnel Role: Project Engineer – Traffic Operations Experience with Current Firm: Campco Engineering, Inc. Project/Assignment Duration: Project 1999-2002, Assigned 1999-2002 Owner Contact Information: SCDOT, Tommy Elrod, elrodjt@scdot.org, 803-239-6098 Construction Value: \$15,000,000 Project Description: Project Engineer – Traffic Operations, prepared long range travel forecasts for 6-lane and 8-lane widening in Greenville and Spartanburg Counties. Developed US 29 interchange DHV estimates and interchange traffic capacity analyses.</p> <p><u>North Cherry Road Improvements, Rock Hill, SC</u> Key Personnel Role: Project Design Engineer Experience with Current Firm: Campco Engineering, Inc. Project/Assignment Duration: Project 2000-2005, Assigned 2000-2005 Owner Contact Information: City of Rock Hill, Jimmy Bagley, jbagley@cityofrockhill.com, 803-329-5518 Construction Value: \$13,000,000 Project Description: Project Design Engineer for 2.5-mile urban corridor improvement project. Developed traffic analysis, traffic signal system analysis, and traffic signal designs and plans for 10 signalized intersections along the congested project corridor. Also developed plans for signal installations at the I-77/Cherry Road interchange, Exit 82-A.</p>	

SC Highway 160 Intersections, York County, SC

Key Personnel Role: Lead Design Engineer

Experience with Current Firm: Campco Engineering, Inc.

Project/Assignment Duration: Project 2011-2015, Assigned 2011-2015

Owner Contact Information: SCDOT, Julie Barker, barkerjp@scdot.org, 803-737-1365

Construction Value: \$6,000,000

Project Description:

Lead Design Engineer for SC 160/Gold Hill Road and SC 160/Zoar Road intersection improvements. Project included roadway geometric improvements, storm drainage systems, traffic signals, and maintenance of traffic coordination.

- 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.

Robert Walsh is not required to be on-site full time during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Marc Plotkin, PE, D.GE Principal Engineer
b.	Role of Key Individual for this Project: Principal Geotechnical Engineer
c.	Name of Firm with which you are now associated: ECS Southeast, LLP
d.	Years of Experience: With this Firm <u>7</u> Years With Other Firms <u>11.5</u> Years Please list chronologically (most recent experience first) your employment history, including company name, position, duration of employment, and general responsibilities. This section shall show the required years of progressive experience. Project specific experience shall be included in Section g below: Soil and Materials Engineers, Inc: Responsible field verification and testing of soil and foundations, preparation of Subsurface Exploration and Geotechnical Engineering Reports, 2001 – 2007 STS AECOM: Geotechnical Engineer – Responsibilities included the design of earth retention systems, slope stability analysis, and foundation design analysis for Highways, Bridges, commercial, industrial and medical projects, 2007 – 2010 Geopier Foundation Company: R&D Engineer – Responsibilities included the identification and development of new ground improvement methods and techniques, 2010 – 2013
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): BS/2001/Civil Engineering/Michigan Technological University MS/2006/Civil Engineering/University of Missouri-Rolla
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: Professional Engineer: MI/2006/6201053072; NC/2012/039550; SC/2013/30565; GA/2015/PE039905; VA/2015/040205896; LA/2015/39820; TN/2015/00118224; OH/2018/83501; NY/2017/098352; DC/2017/PE909137; PA/2017/PE9086193; MD/2017/50987; WV/2015/21347; AL/2017/36797-E; IN/2018/PE11800405; MO/2018/PE-2018019602; WI/2018/E-46367; AR/2019/19175; IL/2018/062-070603; IA/2017/PE11800405; KS/2019/PE 27194; KY/2019/35080; MN/2019/57554; NE/2019/E-17826; TX/2019/135639 ASCE: Diplomate, Geotechnical Engineering
g.	Document the extent and depth of your experience and qualifications relevant to the Project. I-26 & US-21 Interchange Improvements Key Personnel Role: Principal Engineer Experience with Current Firm: Yes Project/Assignment Duration: 2015 to Current Owner Contact Information: David Taylor, Stantec Consulting Services, Inc., 803.748.7843 Design/Construction Value: Geotechnical Design Fees - \$563,000 Project Description: The project consists of improvements to the I-26 & US21 Interchange in Lexington & Calhoun Counties, South Carolina. Planned improvements consist of the replacement of the existing bridge on US21 over I-26 and associated bridge abutment walls, roadway widening linear improvements along approximately 7,200 linear feet of I-26 (eastbound and westbound lanes), approximately 5,300 linear feet of improvements along US21, approximately 4,700 linear feet of improvement along interchange side streets, and approximately 4,500 linear feet of improvement/new construction for entrance and exit ramps at the interchange. Four new earth retaining structures consisting of Mechanically Stabilized Earth (MSE) walls and a Soil Nail wall are planned along the project corridor. ECS completed the subsurface exploration and Geotechnical Engineering for the project. Mr. Plotkin is the Geotechnical Engineer of Record.

I-85/I-385 Interchange, Greenville, South Carolina**Key Personnel Role:** Principal Engineer**Experience with Current Firm:** Yes**Project/Assignment Duration:** 2014-2020**Owner Contact Information:** Maher Almassri, CECS, Inc., almassrim@cecsinc.com**Design/Construction Value:** \$240,000,000

Project Description: ECS is serving as Geotechnical Engineer of Record for the I-85/385 Interchange Improvements Design Build Project in Greenville, SC. This project is the second largest contract undertaken by SCDOT in history. 13 bridges and 30+ lane miles of roadway are involved. MSE walls in excess of 60 feet support the many ramps and bridge approaches planned to increase traffic capacity. ECS was awarded an ACEC Engineering Excellence award for underpinning of the existing Woodruff Road Bridge.

SCDOT Emergency Bridge Replacement 2016-1A, Dillon, Florence, Horry, and Marion Counties, SC**Key Personnel Role:** Principal Engineer**Experience with Current Firm:** Principal Engineer**Project/Assignment Duration:** 2017**Owner Contact Information:** Johnson, Mirmiran & Thompson, Inc., James K. O'Conner, PE, 843.779.3700**Design/Construction Value:** \$9,200,000

Project Description: The project consisted of the replacement of four bridges (S-21-461 over Tributary to Lynches River, S-21-13 over Long Branch, S-26-19 over Bug Branch, SC 41 over Maiden Swamp) damaged during the 2015 floods in South Carolina. ECS served as the Subsurface exploration firm and provided Geotechnical Baseline Reports for each bridge in accordance with the SCDOT GDM. In addition, Mr. Plotkin served as a technical consultant to the Geotechnical Engineer of Record.

- 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.

Currently working on I-26/US-21 Interchange Improvements Project, I-26 MM85 to 100 Improvements, and US-1 over Shaws Creek Bridge Replacement. My role is as the Principal Engineer, and each project is anticipated to last more than one year. My role is anticipated to account for less than 5% of my time commitment for the duration of the projects.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Justin Cliatt, Assistant Staff Project Manager
b.	Role of Key Individual for this Project: Quality Control Manager
c.	Name of Firm with which you are now associated: ECS Southeast, LLP
d.	<p>Years of Experience: With this Firm 1 Year With Other Firms <u>18</u> Years</p> <p>ECS Southeast: Asst. Staff Project Coordinator Responsible for overseeing Quality Control testing and construction materials testing for commercial and transportation projects. Worked with other professional staff to ensure that all required testing was properly conducted, tracked and reported.</p> <p>South Carolina Department of Transportation (SCDOT): Chief Geodetic Technician Served in a dual capacity as both a Field Manager and Project Manager. Responsibilities included the oversight and management of major highway construction projects. Trained and supervised a varying staff of inspectors, performed utility coordination, made field engineering adjustments as needed, acted as point of contact between inspectors, contractors, SCDOT, utilities, and other involved agencies. Ensured proper use, care, and maintenance of testing and lab equipment. Maintained daily, weekly, and monthly progress records. Created monthly estimates and contract change orders as necessary. Ensured that all projects were constructed according to plans, specs, grade, and contract obligations.</p>
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):</p> <p>Spartanburg Technical College, Spartanburg, SC Associates Degree in Civil Engineering Technology (2001)</p>
f.	<p>Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:</p> <p>SCDOT Asphalt Roadway Technician SCDOT Earthwork and Base Course Technician SCDOT Level 1 & 2 Concrete Field Technician ACI Field Testing Tech Grade 1 SCDOT Foundations Technician SCDOT Pavement Level 1 Asphalt Seal Coats, Concrete Pavement, Micro/Slurry Seals CEPSCI Erosion Control Inspector Nuclear Gauge Hazmat Cert.</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>I-85 Phase 1 (Spartanburg) – New Construction Key Personnel Role: Field Manager Experience with Current Firm: No Project/Assignment Duration: 2017-2019 Project Contact Information: Archer Western - Jeff Harris (770) 685-4998 Design/Construction Value: \$72 million Project Description: Served as Field Manager for the replacement of I-85 NB & SB from mm 69 to mm 77. Supervised all field inspectors, performed weekly erosion control inspections, addressed changes in plans, ensured compliance to plans and specifications, tracked quantities, and generated monthly estimates.</p> <p>Archer Bridge Rd. (Spartanburg) – New Construction Key Personnel Role: SCDOT Project Manager Experience with Current Firm: No Project/Assignment Duration: 2016 Project Contact Information: Young & McQueen - Carl Washburn (828) 284-3059</p>

Design/Construction Value: \$1.1million

Project Description: Served as SCDOT Project Manager for the removal and replacement of bridge over Lawson's Fork Creek. Supervised all field personnel, generated all applicable reports and estimates, ensured compliance with plans and specifications, and acted as point of contact with SCDOT field office and SCDOT Bridge Office in Columbia.

Hwy 25 & 11 (Greenville Co) – New Construction

Key Personnel Role: SCDOT Project Manager

Experience with Current Firm: No

Project/Assignment Duration: 2015

Project Contact Information: Eagle: Mike Hayes (803) 960-1825; Herbie Waites (803) 920-3957


Design/Construction Value: \$3.4 million

Project Description: Served as SCDOT Project Manager for the construction of the new ramp and bridge from Hwy 11 to Hwy 25 SB. Supervised all field personnel, generated all applicable reports and estimates, ensured compliance with plans, specifications, and grades, and acted as point of contact between the prime contractor and SCDOT.

- 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.

Justin Cliatt is not currently assigned to any full time projects and is immediately available for this assignment.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Timothy Harold Staton Area Manager</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Lynches River Contracting, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>5.5</u>Years With Other Firms <u>26</u>Years</p> <p>Lynches River Contracting, Inc.: Area Manager – Responsible for all field operations in various geographic areas of District 4 including York County, 2015 – Current Boggs Paving, Inc.: Area Manager – Began as Stone Base Foreman, promoted to Superintendent, and eventually assuming the role as Area Manager. Responsible for all field operations in various geographic areas of District 4 including York County , 1997 – 2015 Crowder Construction, Inc.: Labor/Operator/Foreman – Began as a Laborer, promoted to Equipment Operator, and eventually assuming the role as Foreman, 1989 – 1997</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Indian Land HS / Indian Land, SC / 1986</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Lancaster County SC File 2948070</u></p> <p>Key Personnel Role: Area Manager Experience with Current Firm: Lynches River Contracting, Inc. Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020 Owner Contact Information: SCDOT, Ken Wilson, WilsonKA@SCDOT.org , (803) 286-4607 Design/Construction Value: \$8.8 Million Project Description: This project was safety improvements of US 521 including 11.3 miles of widening, patching, milling and resurfacing with 2 bridge repairs in Lancaster County, S.C. Tim's specific responsibilities included coordination with SCDOT and subcontractors, scheduling, and cost control.</p> <p><u>York County SC File 4692080</u></p> <p>Key Personnel Role: Area Manager Experience with Current Firm: Lynches River Contracting, Inc. Project/Assignment Duration: Project 2016-2017, Assigned 2016-2017 Owner Contact Information: SCDOT, Jared Bragg, BraggJK@SCDOT.org , (803) 324-3545 Design/Construction Value: \$6,259,000 Project Description: This Federal Aid Project included 10.5 miles of grading, CMRB, shoulder widening, patching, milling and resurfacing in York County, S.C. The average ADT for this project was 10,000 so MOT was especially important. Tim's specific responsibilities included coordination with SCDOT and subcontractors, scheduling, and cost control.</p> <p><u>York County Hwy 5 SC</u></p> <p>Key Personnel Role: Superintendent Experience with Current Firm: Boggs Paving, Inc. Project/Assignment Duration: Project 2001-2002, Assigned 2001-2002 Owner Contact Information: SCDOT, John Huskins, John.Huskins@KCI.com , (803) 810-3048 Design/Construction Value: \$200 Million Project Description:</p>	

This project includes 2 miles of clearing, grading, storm drain, concrete flatwork, widening, and resurfacing in York County, S.C. This project was Tim's first project as a project superintendent. Tim's specific responsibilities included coordination with subcontractors, scheduling, and supervision of construction operations.

Mecklenburg County I-485 NC

Key Personnel Role: Fine Grade Foreman

Experience with Current Firm: Boggs Paving, Inc.

Project/Assignment Duration: Project 1998-2000, Assigned 1998-2000

Owner Contact Information: NCDOT, Dennis Cloud, denniscloud680@yahoo.com, (704) 219-8373

Design/Construction Value: \$10 Million

Project Description:

This project includes approximately 5 miles of new construction of I-485 from Idlewild Rd to Lawyers Rd with 1 new bridge in Mecklenburg County, N.C. Tim brought stone base experience from previous sections of I-485 he had worked on with another firm. Tim's specific responsibilities on this project were managing the stone base placement and fine grading operations.

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

Tim Staton is currently managing several bid-build resurfacing projects in South Carolina. All current responsibilities on these projects will be reassigned to another Area Manager. Tim will be dedicated full time to the I-77 Panther Interchange Design-Build Project.


KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Edward Charles Barrino Safety/Compliance Manager</p>	
<p>b. Role of Key Individual for this Project: Safety Manager</p>	
<p>c. Name of Firm with which you are now associated: Lynches River Contracting, Inc.</p>	
<p>d. Years of Experience: With this Firm <u>5</u> Years With Other Firms <u>9</u> Years</p> <p>Lynches River Contracting, Inc.: Safety/Compliance Manager – Responsible for DOT compliance and developing/implementing a safety program for the company, 2015 – Current U.S. Army: E5/Sgt. – Responsible for safety of my soldiers, 2000 – 2009</p>	
<p>e. Education: Devry University / Charlotte, NC / Bachelor of Science / 2010 / Technical Management</p>	
<p>f. Active Registrations:</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>All Active Jobs</u></p> <p>Key Personnel Role: Safety/Compliance Manager Experience with Current Firm: Lynches River Contracting, Inc. Project/Assignment Duration: Project 2015-Current, Assigned 2015-Current Owner Contact Information: SCDOT, Jared Bragg, BraggJK@SCDOT.org , (803) 324-3545 Design/Construction Value: \$60 Million</p> <p>Project Description: Projects include resurfacing contracts throughout North and South Carolina. Charles's specific responsibilities as DOT compliance manager include ensuring that all state and federal motor vehicle regulatory requirements are met by the company. Major tasks include developing and maintaining a driver qualification program to ensure drivers are fully trained and comply with all regulations. Specific responsibilities as Safety Manager include conducting safety meetings, audits and inspections to ensure compliance, evaluate performance, identify corrective action and implement follow up assessments.</p>	
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <p>Charles is the corporate safety manager for all of Lynches River Contracting's active jobs. Charles is not required to be on-site full-time during construction. He will conduct daily job site inspections of the I-77 Panther Interchange Project.</p>	

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Richard Lawrence Chamberlain
b.	Role of Key Individual for this Project: Traffic Control Manager
c.	Name of Firm with which you are now associated: Stay Alert Safety Services LLC
d.	Years of Experience: With this Firm <u>3</u> Years With Other Firms <u>10</u> Years Please list chronologically (most recent experience first) your employment history, including company name, position, duration of employment, and general responsibilities. This section shall show the required years of progressive experience. Project specific experience shall be included in Section g below: Firm 1: Service Manager – Responsible for all traffic control in SC, 1998 – 2008 Firm 2: Service Manager – Responsible for all traffic control projects in SC, 2017 – present
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Lexington High ---Gen Studies 1986
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: ATSSA/National Safety counsel ---- Traffic Control Supervisor Active
g. Document the extent and depth of your experience and qualifications relevant to the Project. <div style="margin-bottom: 10px;"> <u>Project No. 1 Blythe/Zachry I-85</u> Key Personnel Role: Service Manager Experience with Current Firm: Job started 2017 and is still in progress Project/Assignment Duration: Project 2017-2021 Owner Contact Information: SCDOT, Kimberly Bishop, bishopka@scdot.org Design/Construction Value: \$600 Million - Stay Alert \$5 Million Project Description: This project includes 22 miles of Interstate widening. Job consist of 2-6 lane closures per night </div> <div style="margin-bottom: 10px;"> <u>Project No 2. Lane I-85</u> Key Personnel Role: Service Manager Experience with Current Firm: Job started 2019 and is still in progress Project Duration: 2019-2022 Owner: SCDOT, Shane Parris, Parrissl@scdot.org Design/Construction Value: \$300 Million - Stay Alert \$2 Million Project Description: 8 Miles of Interstate widening. Job consist of 2-4 lane closures per night </div> <div> <u>Project No 3. Blythe I-26</u> Key Personnel Role: Service Manger Experience with Current Firm: Job Started 2019 and is still in progress Project Duration: 2019-2020 Owner: SCDOT, Matthew Shealy, Shealymj@scdot.org Design/Construction Value: \$30 Million - Stay Alert \$1 Million Project Description: 16 Miles of resurfacing and ITS system. Job consist of 2-3 closures per night and the maintaining of temp ITS system </div>	
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. The Traffic Control Manager is not required to be on site full time for the duration of construction. Richard will be on site during initial Traffic Control setups for each new traffic pattern and will be responsible for periodic MOT reviews.	

KEY INDIVIDUAL RESUME FORM

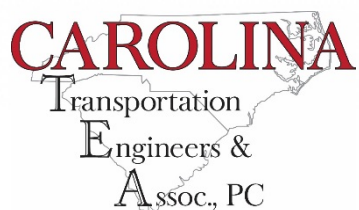
Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Robert Christopher Treadaway Project Manager/Scheduler</p>	
<p>b. Role of Key Individual for this Project: Scheduler</p>	
<p>c. Name of Firm with which you are now associated: Boggs Contracting Inc.</p>	
<p>d. Years of Experience: With this Firm <u>13</u> Years With Other Firms 0 Years</p> <p>Boggs Contracting Inc.: Project Manager – Responsible for various DOT and Private projects, 2007 – Present Monroe Bypass Contractors: Project Scheduler – Responsible for overseeing project schedule, 2015 – 2019</p>	
<p>e. Education:</p>	
<p>f. Active Registrations:</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>I-26 Widening & Rehabilitation Design-Build</u> Key Personnel Role: Project Scheduler Experience with Current Firm: Boggs Paving, Inc. Project/Assignment Duration: Project 2013-2016, Assigned 2013-2014 Owner Contact Information: SCDOT, Allen Thompson, thompsonja@SCDOT.org , (803) 315-7286 Design/Construction Value: \$76 Million Project Description: This project included widening and rehabilitation of I-26 from Milepost 115 to 136. It also included the replacement of a bridge over a CSX railroad, bridge jacking of Old Wire Rd Bridge and rehabilitation to various other bridges throughout the project. Chris's specific responsibilities as Project Scheduler were to design a baseline schedule to complete the project in an efficient and timely manner. This also involved producing cashflow projections, labor utilization and material requirement charts throughout the life of the project for the use of the contractor. Chris also produced monthly updates and narratives to provide the owner.</p> <p><u>Monroe Expressway Design-Build</u> Key Personnel Role: Project Engineer Experience with Current Firm: Boggs Paving, Inc./Monroe Bypass Contractors (JV) Project/Assignment Duration: Project 2015-Current, Owner Contact Information: NCDOT, Rick Baucom, rwbauscom@ncdot.gov , (704) 983-4400 Design/Construction Value: \$450 Million Project Description: This project includes 20 miles of new construction and 28 bridges in Union and Mecklenburg Counties, N.C. Chris's specific responsibilities as Project Scheduler were to design a baseline schedule to complete the project in an efficient and timely manner. This also involved producing cashflow projections, labor utilization and material requirement charts throughout the life of the project for the use of the contractor. Chris also produced monthly updates and narratives to provide the owner.</p> <p><u>Gold Hill Rd Diverging Diamond Intersection Improvements</u> Key Personnel Role: Project Scheduler Experience with Current Firm: Boggs Contracting, Inc. Project/Assignment Duration: Project 2019-Present Owner Contact Information: SCDOT, Jared Bragg, braggjk@SCDOT.org , (803) 324-3545 Design/Construction Value: \$11.3 Million Project Description: This project includes partial demolition and widening of the Gold Hill Rd bridge over I-77. Also involved are utility relocations and various roadway improvements</p>	

Chris's specific responsibilities as Project Scheduler includes producing a baseline schedule to predict cash flow throughout the project, monthly updates for progress tracking and upon completion an as-built schedule.

- 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 Treadaway is currently assigned to a bid-build widening and rehab project in York, S.C. as the Project Scheduler. The widening/rehab project is scheduled to be completed by June 2021.

Appendix B – Work History and Quality Form



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Boggs Contracting, Inc.





a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Boggs Contracting(BCI) 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 BCI (in thousands)
Name: SCDOT Project ID 0042331 Widen Bridge Over Interstate 77 Location: Route SC 460 (Gold Hill Rd)	Name: KCI Technologies, Inc. 3014 Southcross Blvd. Rock Hill, SC 29731 Adam E. Lansing P.E.	Name of Owner: SCDOT Project Manager: Jared Bragg Phone: 803-448-5876 Email: BraggJK@scdot.org	06/2021	\$11,306	\$5,771
g. Narrative describing the work performed by Boggs Contracting					
<p>The Gold Hill project consists of SC’s first Diversion Diamond Interchange (DDI) at Route SC 460 (Gold Hill Rd.) and Interstate 77 in Fort Mill, South Carolina. DDIs have been utilized to address congestion and safety concerns at heavily traveled intersections. Gold Hill Road is the second busiest thoroughfare in the Fort Mill area with more than 33,000 drivers daily. The project was phased to minimize delays to the traveling public and required night work. York County and SCDOT could not shut down this critical I-77 access point for a long period of time so they elected to remove an 8’-8” section of the existing bridge and add 29’-7 1/2” to accommodate the width requirements of the DDI. BCI planned and scheduled every move on this challenging project and our project management and operations teams have worked hand in hand to ensure each task is completed safely and correctly.</p> <p>BCI is on schedule and we have completed the following critical tasks: Set temporary barrier on I-77 and Gold Hill Rd and performed traffic shifts; clearing; partial demo of the existing bridge; completed both end bents; installed micro piles for interior bents 2, 3 and 4; erected columns and poured caps for interior bents 2,3 and 4; widened the southbound off ramp; relocated existing York County waterline; completed 50% of the new storm drain</p> <p>BCI is on schedule to set structural steel mid-September and begin work on the new bridge deck shortly after.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of BCI’s performance on the project to identify BCI’s personnel that have successfully completed projects on time and on or under budget, and to identify BCI’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>BCI secured a field office location within walking distance to the project site. This proximity allows our management team the ability to review and overcome issues quickly, which has allowed our personnel to perform at a high level. Due to the high volume of utilities in the area BCI has held several coordination meetings and worked hand in hand with utility representative to minimize strikes to the best of our ability. Currently, BCI is coordinating with Comporium to install storm drain where conflicts are present to mitigate delays and additional cost to the SCDOT. BCI’s survey department and project management staff studied the bridge scope. BCI performed several days of survey verification work to ensure the structural steel would be fabricated correctly. We worked with the design team and our supplier double and triple checking measurements prior to releasing anything for fabrication. During this time, we also reviewed the layout of the new foundations, piers and caps required to support the new 29’-7 1/2” width of bridge deck.</p> <p>Our performance on this project to date has truly been a team effort.</p>					
i. Quality Initiatives. Discuss BCI’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Boggs Contracting manages a P6 schedule that we update internally every two weeks and monthly for SCDOT. Our experienced project management personnel hold bimonthly progress meetings to discuss and review including but not limited to safety, schedule, inspection, utility conflicts, design issues/changes, etc.. By having these open discussions with SCDOT it allows each party to resolve issues as partners that could lead to possible delays thus avoiding claims. To date only 3 change orders have been issued on this complicated project due to BCI and SCDOT’s willingness to communicate openly about all issues good or bad.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, BCI shall provide a detailed explanation below.					
BCI was able to answer no to all questions for this project.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lee Construction Company of the Carolinas (Lee)

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 Lee’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 Lee (in thousands)
Name: I-3802A I-85 DB Location: Cabarrus & Rowan Counties, NC	Name: Blythe Construction, Inc. PO Box 31635 Charlotte, NC 28231	Name of Owner: NCDOT Project Manager: Jeff Littlefield Phone: 704-652-8272 Email: jslittlefield@ncdot.gov	10/2018	\$ 186,687	\$2,036

g. Narrative describing the work performed by Lee:

Lee Construction Company of the Carolinas, Inc subcontracted from Blythe Construction Company to construct two bridges over I-85 in Cabarrus County, North Carolina for the DOT. This was a Design build Project and Blythe was the prime for the Department. Lee’s work included two new structures over I-85 with the following: Excavation, Driven Steel Pile, MSE walls, encased Pile, Structural Backfill, CIP Concrete Abutments, PSC Beams over I-85, Structural Steel Beams over I-85 erected utilizing temporary towers at splice locations, SIP Metal Decking, and conventional formed overhang, Epoxy reinforcement steel, Cast in place deck, sidewalk and approach slab concrete, 3 bar aluminum rails and Jersey Type slip form barrier walls, Both bridges were grooved and stripped for traffic



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

Lee was hired by Blythe to complete the work on an aggressive schedule that included coordination between the bridge crews, grading crews and paving operation all while maintaining high volumes of traffic on I-85. Lee was successful with its operations and did not delay, interrupt or hinder traffic at any time during construction. Lee completed its contracted work as scheduled by Blythe Construction without incident, under budget and on time.

Lee participated in the weekly progress meetings and monthly status meeting with the Prime and the owner. This was instrumental for the overall success and timely completion of the project.

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

The weekly and monthly meeting were a success for monitoring and identifying goals for the project. Lee completed the work in accordance with the plans and specifications, eliminating all rework, minimizing punch list work and adhering to high quality standards by the Design Build team.

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







All questions in Section 3.5.2 are answered with a NO.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER


Lynches River Contracting, Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lynches River Contracting’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 LRC (in thousands)
Name: SC File 2948070 – US 521 Safety Improvements Location: Lancaster County, SC	Name: Construction: Lynches River Contracting, Inc. Design: SCDOT	Name of Owner: SCDOT Project Manager: Ken Wilson Phone: (803) 286-4607 Email: WilsonKA@SCDOT.org	03/2020	\$8,090	\$6,768
g. Narrative describing the work performed by LRC.					
<p>Project consisted of safety improvements for US 521 in Lancaster County, SC including 11.3 miles of widening, patching, milling and resurfacing. This job was split up into 4 sections; 2 widening sections and 2 resurfacing sections with curb and gutter. Each section had its own staging area, material stockpile locations, etc.</p> <p>Patching was completed first during cooler weather (March 2019) while patching resources were readily available. Milling and Widening operations followed patching in the summer months and careful attention was paid to sequencing our work so the fewest number of lane closures were used and to limit the amount of time that milled surfaces were exposed. This was done in order to have the least impact on the traveling public and in turn increased production rates decreasing the overall duration of the project. Since milling operations normally run faster than shoulder widening operations, additional equipment and resources were added to the widening operations permitting us to utilize the same lane closure. One cost saving benefit of milling and widening in the same lane closure is that we were able to use one clean-up crew which is typically required for each crew.</p> <p>Mainline paving operations followed directly behind milling operations in the two resurfacing sections and behind the milling/widening operations in the two widening sections. Careful planning and consideration was made for adequate spacing between lane closures so multiple operations could be performed simultaneously. A material transfer vehicle was utilized for all mainline paving operations to ensure non-contact paving and ride quality.</p> <p>Since this was a safety improvement project all guardrail had to be replaced to meet the current specifications. The new specifications and newly widened roadway required us to widen the existing shoulders to maintain the proper width between the edge of travel and guardrail/end treatments.</p> <p>Concrete Flatwork and Bridge Deck Repairs were performed via change orders after LRC’s scope of work was complete.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of LRC’s performance on the project to identify LRC’s personnel that have successfully completed projects on time and on or under budget, and to identify LRC’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Lynches River Contracting spent a great deal of time analyzing this project by breaking it down into sections, combining various scopes of work, and going to a much more in-depth level of scheduling that is normally associated with a resurfacing project.</p> <p>LRC achieved higher production rates than bid by devoting additional resources in order to greatly compress the project schedule. LRC completed 21,775 SY’s of 8” Patching, 400,224 SY’s of 1.75” Milling, 7,999 Tons of HMA Shoulder Widening Course, and 43,940 Tons of Asphalt Pavement in 71 working days.</p> <p>LRC utilized paving/MOT best management practices to minimize delays, claims, and disputes. The results of planning and working a compressed schedule provided less inconvenience to the travelling public which we believe is the expectation of a safety project.</p>					
i. Quality Initiatives. Discuss LRC’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.					
Schedule was critical for this project. LRC planned/sequenced paving operations in order to deliver a quality expedient safe project to SCDOT and the taxpayer. We also did not receive any ride penalties.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, LRC shall provide a detailed explanation below.					
LRC answered NO to all questions for this job.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Carolina Transportation Engineers & Associates, PC (CTEA)

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 CTEA’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 CTEA (in thousands)
Name: EBP 2018-2A Location: Marlboro & Dillon Counties, SC	Name: Palmetto Infrastructure, Inc	Name of Owner: SCDOT Project Manager: Kate Drafts, PE Phone: 803-737-1231 Email: draftskr@scdot.org	10/2019 Construction (Substantial Completion) 11/2019 Engineering (Final Completion)	\$ 5,127	\$ 803
g. Narrative describing the work performed:					
<div style="display: flex; justify-content: space-between;"><div style="width: 18%;">  S-400 Over Herndon Branch</div><div style="width: 55%;"><p>EBP 2018-2A included the design, permitting, demolition and replacement of 3 bridges. Carolina TEA, as Lead Engineer, performed the design and management of the project. Carolina TEA assembled the engineering team and led the successful pursuit of the project. Once selected, the team worked aggressively, to develop bridge and roadway designs as well as hydraulic and geotechnical reports. A complete 90% design package for S-400 was submitted for review the day of NTP. This was necessary as all work for substantial completion was required to be complete in 215 days.</p><p>Bridges on the project included cored slab structures, developed from standard SCDOT plans, with site specific modifications. Carolina TEA delivered all plan sets on time, meeting all design deliverable dates. The project improved the intersection at S-51, improved hydraulics at all sites, improved shoulder widths, and minimized environmental impacts. Palmetto Infrastructure completed the work on time and on budget. ROW, As-builts and LOMR are required within 180 days after Substantial Completion, and were also completed on time.</p></div><div style="width: 18%;">  S-33 Over Naked Creek</div><div style="width: 18%;">  S-51 Over Unnamed Creek</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of CTEA’s performance on the project to identify CTEA with firms or personnel that have successfully completed projects on time and on or under budget, and to identify CTEA have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Carolina TEA delivered the project on time and on budget. The successful delivery of this project is recognized the comments and feedback we have received from SCDOT and Palmetto Infrastructure including:</p> <ul style="list-style-type: none">• “When problems arose, no one pointed fingers...you just developed and implemented solutions.”• “The designer has been very eager to complete the project in a manner satisfactory to all parties and has overall been very good to work with.”• “The designer has been very willing to work with SCDOT to resolve conflicts in a timely manner.”• “I’ve never seen a sewer line relocated that fast.”• “The designer has been cooperative and has been above average in partnering efforts with SCDOT.”• “The Carolina TEA Team is the only DB team to meet all design deliverables as submitted in the original schedule.” <p>Palmetto Infrastructure’s best complement to the design team is that we are currently teamed to pursue several upcoming DB opportunities with SCDOT.</p>					
i. Quality Initiatives. Discuss CTEA’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Schedule was the critically important for this project. Carolina TEA developed an aggressive schedule which included the team developing the first deliverable package at risk and submitting the day of NTP. The design team met the schedule delivery dates for each package thereafter, including an independent QA review prior to each submittal. The General Permit was submitted the day of NTP and approved by USACE in just a couple weeks. This allowed the Contractor to deliver the project on schedule while maintaining quality deliverables. The Team developed solutions that minimized environmental impacts and accelerated construction schedules, including designing the 3-span S-33 bridge for Top Down construction – eliminating temporary works and minimizing environmental impacts as well as construction schedule. The bridges were demolished soon after NTP to make sure the migratory bird nesting season would not impact the schedule. Further, we worked with SCDOT to modify standards and eliminate unnecessary wetland impacts at splash pads.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, CTEA shall provide a detailed explanation below.					
All questions in Section 4.1.1 of the RFP under Quality of Past Performance are answered with a “NO.”					

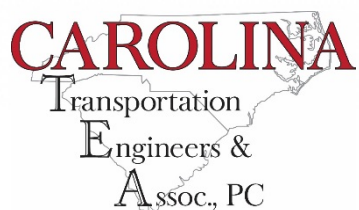
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Carolina Transportation Engineers & Associates, PC (CTEA)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify CTEA’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 CTEA (in thousands)
Name: I-85 Rehabilitation MM 77 to MM 84 Location: Spartanburg County, SC	Name: TranSystems	Name of Owner: SCDOT Project Manager: Brad Reynolds, PE Phone: 803-737-1440 Email: reynoldsbs@scdot.org	2018 – Design Ongoing – Construction Services	\$ 40,000	\$ 100 (Construction Services as CTEA) \$2,000 (While employed at TranSystems)
g. Narrative describing the work performed:					
		<p>The project replaces the CSX railroad overpass over I-85 and rehabilitates three miles of the interstate. The schedule was accelerated to be included in the I-85 Phase I and II DB Project. The bridge is designed to provide horizontal and vertical clearance for (future) eight lanes of I-85, maintain two lanes of I-85 in each direction during construction, and maintain vehicular and rail access to third party stakeholders. CSX required the bridge to carry two tracks of Cooper E90 loading. Two spans of 13’6” tall through girders were designed to span the future 8-lane section. A third shorter span carried CSX over Dewberry Road. Minimizing excavation was critical as the site is adjacent to an area of known contamination (and a superfund restoration site). Eight-foot-diameter drilled piers were used for the interior bents due to the proximity of I-85 traffic. Steel pile foundations were used at the end bents. Retaining walls were required to hold the fill for the realigned railroad. Soldier pile retaining walls, cast-in-place retaining walls, and soil nail walls were used. Anchored temporary walls were also required for the staging of CSX Railroad during construction. Derek provided project management, railroad coordination and turnkey design services for the development of final railroad and structure plans, permits, and preliminary MOT, ROW, utility and roadway plans. Derek developed a structure replacement and MOT concept that satisfied all geometric criteria as well as SCDOT’s goals to maintain two lanes of traffic in each direction on I-85. He coordinated subconsultant services including field surveys, geotechnical investigations & designs, environmental studies and NEPA documentation, wetland and threatened and endangered species surveys, utility coordination, hazardous materials surveys, pipe inspections, SUE, and construction engineering services.</p>			
h. Self-Assessment. The information provided in this section should be a self-assessment of CTEA’s performance on the project to identify CTEA with firms or personnel that have successfully completed projects on time and on or under budget, and to identify CTEA have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Schedule was a critical component of this project as it was required to be completed before the I-85 Phase I and II DB advertisement. Derek led the design team to complete the project on time. Hazardous Materials at the site created a major concern, as there were known contaminants in the area that could not be disposed of in the United States. He designed the project to minimize cuts and excavation so as to not disturb the existing soils, and thereby eliminate hazardous waste risks. Carolina TEA has performed construction engineering services for SCDOT throughout construction – including maintaining a relationship with Third Party Stakeholders - the adjacent INVISTA plant personnel.					
i. Quality Initiatives. Discuss CTEA’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.					
Derek removed nearly \$2 million in hazardous waste mitigation and disposal from the contract and set it aside as a contingency (requiring a change order), working with SCDOT. Interior bents were designed on 8ft diameter drilled piers, but dewatering was not allowed, as dewatering would have “pulled” contaminants from the surrounding soil to the project site. Derek worked with CSX to obtain early approval of the use of an MSE wall for temporary shoring adjacent to and holding up the CSX Railroad. This allowed the contractor to fabricate a much more economical temporary wall during construction than would otherwise be required. The railroad bridge was designed with 13’-6” thru-girders. Multiple options were investigated, but none could meet the criteria to maintain horizontal and vertical clearances over I-85, carry the required rail loads, and not construct a fracture critical bridge over the interstate. The two potential solutions included a truss bridge, and the more cost effective thru-girder. Derek collaborated with SCDOT to obtain permissions to design and build the structure. Further, he coordinated with Hirschfield Industries (steel fabricator) to deliver the girders to the site by rail, which also required modifications to the in-house crane system of Hirschfield.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, CTEA shall provide a detailed explanation below.					
All questions of the RFP under Quality of Past Performance are answered with a “NO.”					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Holt Consulting Company, LLC

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’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 Holt (in thousands)
Name: I-285 & SR 400 Reconstruction Project Location: Fulton and Dekalb Counties, Georgia	Name: Michael Baker International	Name of Owner: GDOT Project Manager: Marlo Clowers, PE, DBIA Phone:404-609-4614 Email: mcclowers@dot.ga.gov	2016 - Ongoing - Design Ongoing – Construction Services	\$ 700,000	\$546
g. Narrative describing the work performed by Holt Consulting:					
		<p>The project proposes to reconstruct the Interstate 285 (I-285)/State Route (SR) 400 interchange. The proposed improvements include construction of barrier-separated collector-distributor (CD) lanes along I-285 and SR 400, reconstruction of existing ramps, and construction of new flyover bridges, as well as reconstruction and widening of existing bridges in the vicinity of the interchange. Along I-285, the proposed project begins approximately one mile to the west of Roswell Rd. in Fulton County and end approximately three-fourths of a mile to the east of Ashford Dunwoody Rd. in DeKalb County, for a total distance of approximately 4.3 miles. Along SR 400, the proposed project would begin just south of the Glenridge Connector and extend north to the Hammond Dr. interchange, all within Fulton County, where it would tie into a separate project (Georgia DOT P.I. No. 721850, the SR 400 CD Lanes Project). The total length of the proposed improvements along SR 400 is approximately 1.2 miles.</p> <p>The Project consists of the I-285 at SR 400 Interchange Reconstruction Project NHS00-0000-00(784), P.I. No. 0000784 ("Project P.I. No. 0000784") and the SR 400 Collector-Distributor (CD) Lanes NH000-0056-01(52), P.I. No.721850- ("Project P.I. No.721850-"), which are being combined into a single Project to achieve maximum efficiency, economic benefit, and cost-effectiveness. Brad Gowen’s primary focus was the review of the Roadway Design and the Staging and Traffic Control Plans. The purpose of the project is to improve the operational efficiency, enhance safety, reduce weaving maneuvers, and address current lack of ramp capacity at the interchange of I-285 and SR 400. Jeff Mulliken serves as a project design reviewer for project plans being developed by the design-build team. The primary focus of the reviews includes: analysis of existing box culverts, condition assessments of existing structures, design and shop plans of new culverts, new relief slab plans, bridge girder erection plans, moment slab designs, nonconformance reports, and roadside barrier design.</p>			
h. Self-Assessment. The information provided in this section should be a self-assessment of Holt Consulting’s performance on the project to identify Holt Consulting with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Holt Consulting that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Acting as extension of GDOT and their program managers’ staff, Holt’s role was to provide design review services on numerous submittals issued by the design builder/developer. This assignment required our team to view the design documents through the eyes of the owner and insure that the design conformed to GDOT specifications and standards and/or approved exceptions and alternative technical concepts (ATC’s). The subject matter experts (SME’s) from Holt met weekly with the owner, program manager, other design review team members, and developer to discuss on-going reviews and issues stemming from the reviews; look ahead to up-coming submittals and identify potential issues and conflicts based upon prior submittals; and perform a comprehensive review of the schedule to ensure the design and submittal review process continued to stay on track. Given the hundreds of submittals made during the course of the project, it was incumbent upon each team member to thoroughly document their activities to protect the owner team from undue exposure. Additionally, meeting review deadlines was critically important to the overall process and the Holt SME’s were diligent in their efforts to meet, and more often than not, beat the deadlines.					
i. Quality Initiatives. Discuss Holt Consulting’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.					
This project was a large, complicated highway interchange being constructed in a dense urban environment. It was arguably one of the most complex interchanges constructed in the United States in recent history. In addition to the many special structures and pavement sections necessary to build the project, the design had to address many Right-of-Way constraints, hundreds of utility conflicts, and traffic management in a corridor that sees over 400,000 vehicles per day. Needless to say, quality control was of utmost importance to the success of the project and to control costs and avoid claims. Before the project began, a very detailed, comprehensive quality plan was developed in concert with GDOT directives and coordinated through the program manager. Each team member was required to become familiar with the plan and sign a certification that the plan was understood and would be adhered to.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Holt Consulting shall provide a detailed explanation below.					
All questions of the RFP under Quality of Past Performance are answered with a “NO.”					

Appendix C – Work History and Quality Form



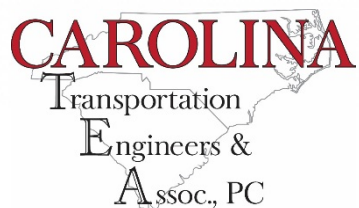
WORK HISTORY AND QUALITY FORM – CONTRACTOR
Lynches River Contracting, Inc (LRC)

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 Lynches River Contracting’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 LRC (in thousands)
Name: SC File 5414940 Location: Chesterfield and Lancaster Counties	Name: Construction: Lynches River Contracting. Inc. Design: SCDOT	Name of Owner: SCDOT Project Manager: Ken Wilson Phone(803) 286-4607 Email: Wilsonka@scdot.org	9/30/19	\$3,966	\$3,416
g. Narrative describing the work performed by LRC					
This work consisted of performing 17.58 Miles of CMRB and Asphalt Paving across 2 counties (Chesterfield and Lancaster Counties).					
h. Self-Assessment. The information provided in this section should be a self-assessment of LRC’s performance on the project to identify LRC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify LRC has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss LRC’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.					
Lynches River Contracting was assessed 39 Days of LDs specifically due to the delays resulting from a Pavement Marking Sub which SCDOT can verify. These LDs would have been greater if LRC had not requested additional time to help mitigate for other delays beyond our control. Our Pavement Marking sub is still in the process of trying to reduce these LDs with the SCDOT as they were passed along from LRC to them.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR
Lynches River Contracting, Inc (LRC)

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 Lynches River Contracting’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 LRC (in thousands)
Name: SC File 5425900 Location: Cherokee, Chester, Lancaster, and York Counties	Name: Construction: Lynches River Contracting. Inc. Design: SCDOT	Name of Owner: SCDOT Project Manager: Ken Wilson Phone(803) 286-4607 Email: Wilsonka@scdot.org	4/3/2020	\$4,795	\$3,277
g. Narrative describing the work performed by LRC					
This work consisted of performing 14.23 Miles of CMRB and Asphalt Paving across 4 counties (Cherokee, Chester, Lancaster, and York Counties).					
h. Self-Assessment. The information provided in this section should be a self-assessment of LRC’s performance on the project to identify LRC with firms or personnel that have successfully completed projects on time and on or under budget, and to identify LRC has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss LRC’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.					
Lynches River Contracting was assessed 65 Days of LDs specifically due to the delays resulting from a Pavement Marking Sub which SCDOT can verify. These LDs would have been greater if LRC had not requested additional time to help mitigate for other delays beyond our control. Our Pavement Marking sub is still in the process of trying to reduce these LDs with the SCDOT as they were passed along from LRC to them.					

Appendix D – Legal and Financial



CONFIDENTIAL



August 18, 2020

South Carolina Department of Transportation
955 Park Street, Room 101
Columbia, South Carolina 29201
Attn: Ms. Carmen Wright

Lynches River Contracting, Inc. – Bondability Reference Letter - Interstate 77 Panther
Interchange Design-Build Project
Project ID P038652 - York County

Dear Ms. Wright:

It is a pleasure to share with you our association and surety credit relationship with Lynches River Contracting, Inc. We consider the firm and management team true professionals in the field of Heavy Highway Construction. Operations are conducted with fiscal responsibility, proficient technical and managerial skills, and ethics of the highest caliber. The Lynches River Team consists of dedicated professionals committed to a quality construction project.

Western Surety Company has always responded favorably to any bond needs. We currently have a program of \$80,000,000 single project and \$150,000,000 aggregate. Naturally, we would expect the execution of any final bonds to be subject to normal underwriting conditions, review of final contract terms, and construction financing.

M.A. Surety, LLC hereby confirms that we provide the Bonding needs Of Lynches River Contracting, Inc. through Western Surety Company.

It is a pleasure to recommend Lynches River Contracting, Inc. as your construction partner. Western Surety Company has an AM Best rating of A XIV (Excellent). Please feel free to call or email me for further information.

Sincerely,

Martha Ann Marley Long
Attorney-in-Fact Enc./
Power of Attorney

158 Huntington Lane Mooresville, NC 28117
(704) 258-7178 ma@masuretycorp.com
masuretycorp.com

CONFIDENTIAL

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Martha Ann Marley Long, Vonda A Rentz, Individually

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

- In Unlimited Amounts -

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

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 5th day of September, 2019.



WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha

} ss

On this 5th day of September, 2019, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2021



J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 18th day of August 2020



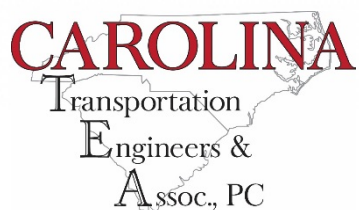
WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7

Go to www.westernsurety.com - Owner / Obligatee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Appendix E – Organizational Conflict of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

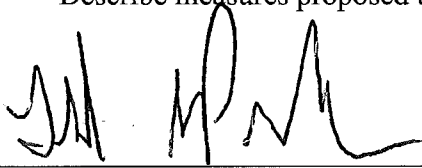
PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

X Determined that no potential organizational conflict of interest exists.

Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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



Signature

August 5, 2020

Date

Thad A. Preslar

Print Name

Lynches River Contracting, Inc.

Company

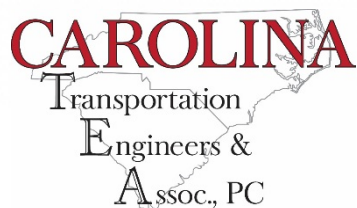
If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company

Appendix F – Confidential and Proprietary Information Summary List





August 21, 2020

I-77 Panther Interchange Design-Build

York County

Confidential and/or Proprietary Information Page List

The following section of this SOQ is considered confidential and should not be disclosed under the South Carolina Freedom of Information Act:

Appendix B – US521 Project (LRC)

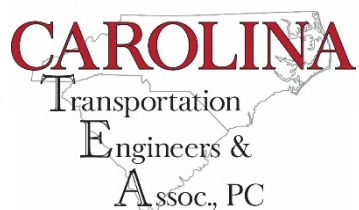
Appendix D – Legal and Financial (All)

A handwritten signature in black ink, appearing to read 'Thad Preslar', written in a cursive style.

Thad Preslar,

President, Lynches River Contracting

Appendix G – Addendum Receipt Form



NOTICE OF RECEIPT
Interstate 77 Panther Interchange
Design-Build – Project ID P038652
York County

Addendum 1

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

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

Confirmation Statement:

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



PROPOSER's Signature

August 21, 2020

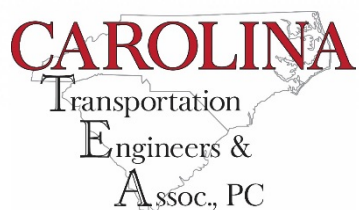
Date

Thad Preslar
Printed Name

For: Lynches River Contracting, Inc.
Design-Build Team Name



Appendix H – Key Individual & Contractor / Designer Reference Form



[illegible]

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
bmckenzie@ncdot.gov	Brady	McKenzie	Thad Preslar	NCDOT Union County C204162	Project Manager	Lynches River
parrissl@dot.state.sc.us	Shane	Parris		SCDOT Bridge Package E DB Project	Project Manager	
thompsonja@scdot.org	Allen	Thompson		Interstate 26 Widening and Rehabilitation DB Project	Construction Manager	
wilsonka@scdot.org	Kenneth	Wilson		Interstate 77 Chester & Fairfield Counties	Project Manager	
BraggJK@scdot.org	Jared	Bragg	Will Auret	York County SC File 4647571	Project Manager	Lynches River
rwbaucom@ncdot.gov	Rick	Baucom		Monroe Expressway Design-Build	Project Engineer	
thompsonja@scdot.org	Allen	Thompson		Interstate 26 Widening and Rehabilitation DB Project	Pavement Construction Mgr	
draftskr@scdot.org	Kate	Drafts	Derek Staton	Emergency Bridge Package 2018 2A DB	Project Manager	Carolina TEA
reynoldsbs@scdot.org	Brady	Reynolds		I-85 Rehabilitation MM 77 to MM 84 with CSX Bridge	Project Manager	
rdrochelle@ncdot.gov	Roger	Rochelle		I-3803B: I-85 Reconstruction DB	Structures Manager	
rdrochelle@ncdot.gov	Roger	Rochelle		R-2554BB & C: Goldsboro Bypass DB	Structures Manager	
rdrochelle@ncdot.gov	Roger	Rochelle		I-2808A: I-77 Reconstruction DB	Structures Manager	
HendersonTR@scdot.org	Tim	Henderson	Jeff Mulliken	SCDOT Cooper River Bridge Replacement Design-Build	Project Manager	Holt
draftskr@scdot.org	Kate	Drafts		Emergency Bridge Package 2018 2A DB	Senior Structural Engr	
mcclurede@scdot.org	Doug	McClure		US 78/I-26 and US 78/US 52 Interchanges	Bridge Project Manager	
barbeemw@scdot.org	Mike	Barbee		I-73 over I-95 Bridge 4B	Bridge Project Manager	
HendersonTR@scdot.org	Tim	Henderson		US 17 Ashepoo/Combahee/Edisto Basin Design-Build	Project Manager	
ibagley@cityofrockhill.com	Jimmy	Bagley	Michael Fry	North Cherry Road Improvements	Project Manager	Campco
barkerjp@scdot.org	Julie	Barker		SC Highway 160 Intersections, York County	Project Manager	
patrick.hamilton@yorkcountygov.com	Patrick	Hamilton		White Street/Constitution Blvd. Roundabout	Project Manager	
frank.carson@berkeleycountysc.gov	Frank	Carson	Daniel Atkinson	Nexton Parkway/I-26 Interchange and I-26 Widening	Roadway Lead	Holt
NeckerJL@scdot.org	Jennifer	Necker		S-365 (Rainbow Drive) over I-26	Lead Project Engineer	
BurnsJM@scdot.org	John	Burns		I-26 Rehabilitation/Widening Design-Build	Roadway Design	
BarbeeMW@scdot.org	Mike	Barbee		I-73 TIGER Project US 301/US 501	Roadway Design	
BarbeeMW@scdot.org	Mike	Barbee		I-73 Southern Section Right-of-Way of Plans	Roadway Design	
elrodjt@scdot.org	Tommy	Elrod	Rob Walsh	I-85 Improvements	Traffic Operations	Campco
ibagley@cityofrockhill.com	Jimmy	Bagley		North Cherry Road Improvements	Project Design Engineer	
barkerjp@scdot.org	Julie	Barker		SC Highway 160 Intersections, York County	Lead Design Engineer	
david.taylor@stantec.com	David	Taylor	Marc Plotkin	I-26 & US-21 Interchange Improvements	Principal Engineer	ECS Southeast
almassrim@cecsinc.com	Maher	Almassri		I-85/I-385 Interchange DB	Principal Engineer	
joconner@imt.com	Jim	O'Conner		Emergency Bridge Replacement 2016-1A	Principal Engineer	
WilsonKA@SCDOT.org	Ken	Wilson	Tim Staton	Lancaster County SC File 2948070	Area Manager	Lynches River
BraggJK@SCDOT.org	Jared	Bragg		York County SC File 4692080	Area Manager	
John.Huskins@KCI.com	John	Huskins		York County Hwy 5 SC	Superintendent	
denniscloud680@yahoo.com	Dennis	Cloud		Mecklenburg County I-485	Fine Grade Foreman	
BraggJK@SCDOT.org	Jared	Bragg	Charles Barrino	All Active Lynches River Jobs	Safety / Compliance Manager	Lynches River
thompsonja@scdot.org	Allen	Thompson	Chris Treadaway	Interstate 26 Widening and Rehabilitation DB Project	Project Scheduler	Boggs Contracting
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