

STATEMENT OF QUALIFICATIONS

Interstate 77

Panther Interchange Design-Build Project
Project ID: P038652

Due: August 21, 2020 @ 9:00 AM

Submitted to
South Carolina Department of Transportation

Submitted by
Granite Construction Company

GRANITE
in association with **ATKINS**

NAVIGATION PAGE


This document includes several links for ease of reference. A **green border** is placed on items with links to resumes or project descriptions in the appendix.

On the Organization Chart, you can click on the five key personnel to take you directly to their resumes.

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3.2 INTRODUCTION

3.2.1 Contracting Entity/Project Management Office

Granite Construction Company *(a California Corporation)*
Bret Barton, VP, Southeast Regional Manager
1302 N 19th Street, Suite 300, Tampa, FL 33605
O 813.623.5877 | C 801.831.6925 | Bret.Barton@gcinc.com

3.2.2 Procurement Points of Contact

Regina Newbanks | Granite Construction
1302 N 19th Street, Suite 300, Tampa, FL 33605
O 813.623.5877 | C 813.507.1810 | Regina.Newbanks@gcinc.com

Daniel McDuff, PE | Atkins North America, Inc.
1600 River Edge Parkway, Suite 600, Atlanta, Georgia 30328
O 678.581.3472 | C 678.315.3101 | dan.mcduff@atkinsglobal.com

3.2.3 Lead Contractor/Designer

Lead Contractor: Granite Construction Company
(Granite)
Lead Designer: Atkins North American, Inc.
(Atkins)

3.2.4 Commitment of Key Individuals

All key personnel identified will be committed to the project, per requirements of the RFQ and to meet SCDOT's quality and schedule expectations. Granite and Atkins confirm availability of key staff for the duration of the project.

3.3 TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organizational Chart, Team Structure, and Team Integration

Granite will be the sole entity to contract with SCDOT, leading an integrated Design-Build (DB) team, while promoting accountability, constructability, innovation, and quality of design and construction for the I-77 Panthers Interchange Project (Panthers). Granite's history of successfully delivering alternative delivery projects with Atkins extends now to South Caroline with the Panthers project. Our Project Manager, Cherdine Lewis, will be the single point of contact working with SCDOT to ensure a common vision for success. **Cherdine has managed and successfully delivered three similar DB/Interstate projects** (Eller Drive Overpass (\$42.5M), I-95 Expressway Viaduct (\$40M), and I-64 Southside Widening and High Rise Bridge, Phase 1(\$409M)).

Organizational Structure

Our organizational chart, shown on Page 2, depicts the "chain of command," illustrating the structure, management levels, and reporting / coordination relationships to ensure efficient and effective project delivery. Our structure corroborates effective teamwork along with clear lines of authority and responsibility, with open channels of communication for all key team members. It further leverages knowledge and experience gained from similar DB projects with SCDOT and throughout the US. Our team provides a blend of personnel marrying technical expertise to local knowledge of the site, the risks and opportunities, the stakeholders, and SCDOT practices.

DB Team: As previously mentioned, Granite's team will be led by Project Manager, Cherdine Lewis, who will be responsible for managing all operations throughout each phase of the Project. The construction team will be led by Construction Manager, Angelo Soldati, while Greg Bowyer will fill the role of DB Coordinator. Greg will



SCDOT Required Key Personnel



Significant Design-Build Members contributing to Granite Teams Success

PROJECT EXECUTIVE

Granite Construction Company



PROJECT MANAGER

Cherdine Renee Lewis ^(G)



QUALITY CONTROL MANAGER (QC)

Craig Alun Humphreys ^(G)

DESIGN PRINCIPAL

Atkins

PUBLIC INFORMATION / DBE OUTREACH

Civic Communications (DBE)

SAFETY MANAGER

Granite

DESIGN QUALITY MANAGER

Atkins



LEAD DESIGN ENGINEER

Daniel Ryan McDuff, PE ^(A)



DESIGN-BUILD COORDINATOR

Greg Keith Bowyer ^(G)



CONSTRUCTION MANAGER

Angelo Joseph Soldati ^(G)

PROJECT ENGINEER

Granite Construction Company

ROADWAY SUPERINTENDENT

Granite

STRUCTURES SUPERINTENDENT

Granite

MOT SUPERVISOR

Granite

OFFICE MANAGER

Granite

SCHEDULER

Granite

SUBCONTRACT OPPORTUNITIES

Foundation Testing	Guardrail
Asphalt Paving	Fencing
Trucking	Concrete barrier rail
Rebar	Wet utilities
ITS	

ROADWAY ENGINEERS

Atkins
Davis & Floyd

HYDROLOGY/HYDRAULICS

Atkins

SIGNING & MARKING

Davis & Floyd

LIGHTING (IF REQUIRED)

GWA, Inc.

TRAFFIC ENGINEERING & ANALYSIS

Atkins

STRUCTURAL ENGINEERS

Atkins



GEOTECHNICAL ENGINEER

Insight Group

PAVEMENT EVALUATION / DESIGN

Insight Group

UST/HAZARDOUS MATERIALS

Insight Group

ITS/SIGNALS

Davis & Floyd

UTILITY COORDINATION

Survey and Mapping, LLC



MAINTENANCE OF TRAFFIC

Davis & Floyd

DRAINAGE & EROSION CONTROL

Davis & Floyd

ENVIRONMENTAL MANAGER / PERMIT COORDINATION

Davis & Floyd
Atkins

SURVEY & SUE

Survey and Mapping, LLC



UTILITY FIELD MANAGER

Granite



TRAFFIC CONTROL FIELD ENGINEER/MOT

Granite

STRUCTURES FIELD ENGINEER

Granite

ENVIRONMENTAL ENGINEER

Granite

ROADWAY FIELD ENGINEER

Granite

CONSTRUCTION SURVEY

Granite

Legend:

Design

Construction

^(G) Granite

— Direct Report/"Chain of Command"

- - - - - Coordination/Communication

^(A) Atkins

be finishing the I-64 Southside Widening and High Rise Bridge Project in time to serve on Panthers, where he fulfilled this same role, working with Cherdine Lewis. Granite's Project Executive, Mark Monreal, will provide senior leadership to the DB team and ensure all project commitments are met.

Atkins will be the Lead Designer with Daniel "Dan" McDuff, PE, as Design Manager. Dan will manage design and plan production work, coordinate with the PM and all discipline leads, and bring lessons learned from similar DB jobs and plan production know-how on interstate/interchange projects outside South Carolina including the US 290 Toll/SH 130 interchange and eight miles of 183 South reconstruction, both in Texas.

Dan will be supported by discipline leads provided by Atkins, Davis & Floyd, Insight Group, Survey and Mapping (SAM), and GWA. All are subject matter experts (SME) in their fields and proficient in SCDOT policies and procedures. As shown, the team is organized by scope elements (structures, roadway, and drainage) and by expertise for efficient cross communication and integration between design and construction staff throughout the project duration. Our DB coordinator, Greg Bowyer, ensures cohesion within the DB team by facilitating vital integration of design and construction components. Project-wide disciplines support the team including environmental, MOT, geotechnical, hydraulics, and utility/third party coordination, as well as safety staff to provide a safe work environment for workers and the public.

Quality Assurance - Design: Our team also includes a Design Quality Manager (DQM) who will be responsible for the quality assurance of the overall project design. The DQM will work with Dan and Greg to prepare a

DUNS Numbers

Team Member	DUNS Number
Granite Construction Company	00-6914642
Atkins North America, Inc.	86-6906550 - Columbia, SC 60-9508627 - Charlotte, NC 41-338166 - Raleigh, NC 80-941453 - Atlanta, GA 14-88055 - Tampa, FL 61-6123253 - Henderson, NV
Civic Communications	14-1073267
Davis & Floyd, Inc.	85-8633613 - Columbia, SC 04-7557244 - Greenwood, SC 08-6379104 - Charleston, SC
GWA, Inc.	36-1930886
Insight Group, LLC	02-9163178
SAM	86-7203556



Design Quality Assurance Plan (QAP), which will be maintained throughout the project. The DQM will train the design team on the requirements and expectations of the QAP, review quality processes to confirm they are followed, enforce QAP requirements, and certify that all deliverables have been QC



PROJECT NAME
PROPOSED PERSONNEL

	GRANITE	ATKINS	CONSTRUCTION VALUE	SIMILARITIES TO PANTHERS					
				Interstate/Limited Access	Complex 3rd Party Coordination	Interchange Construction/Reconstruction	Complex MOT Phasing	Utility Coordination	Expedited Schedule
❶ I-4 Segments 1, 2, 3, 4, and 5 (56th Street to Polk County Line)—5 projects <i>Angelo Soldati</i>	✓	✓	\$292M	◆	◆	◆	◆	◆	
❷ Florida TPK Widening – I-4 to SR408 Interchange <i>Wayne Roberts</i>	✓	✓	\$105M	◆	◆	◆	◆	◆	
❸ Western Beltway (SR 429) Sections 3A/2B, 600, 604, 607, and 655—5 projects <i>Angelo Soldati, Sue Gratch and Dave McCoy</i>	✓	✓	\$160M	◆	◆	◆		◆	
❹ I-4/I-275 Downtown Interchange <i>Wayne Roberts, JC Miseroy, Derek Kunkle</i>	✓	✓	\$83M	◆	◆	◆	◆	◆	
❺ Seminole Expressway (SR 417) <i>Angelo Soldati</i>	✓	✓	\$38M	◆	◆			◆	
❻ I-80 Robb Drive to Vista Boulevard Design-Build <i>Roger Philippi</i>	✓	✓	\$80M	◆	◆	◆	◆	◆	◆

Exhibit 1: Granite/Atkins Team Working History

reviewed via a Certificate of Compliance. The DQM will lead a team of qualified, discipline specific SMEs that will remain independent from the work product in both production and direction.

As Lead Engineer for Granite, Atkins DQM and support staff developed the QAP for the \$80M I-80 Robb Drive to Vista Boulevard DB project. The QAP implementation resulted in no design related changes to the owner. The I-80 DB QAP, was the model used to develop the QAP for the \$600M Neon DB project in Las Vegas. Atkins DQM and support staff trained over 90 design team members in the QAP implementation. With over 250 design submittals, there were only three audit findings that were corrected immediately without any deficiencies or claims.

Quality Control - Construction: Our Quality Control program will be led by Quality Manager, Craig Humphreys, who reports directly to SCDOT to ensure that the Quality Control Plan is followed and enforced at the highest level, independent of operations. Craig will be responsible for verifying that operational techniques and activities (process controls) that are performed or conducted by the construction team fulfill the contract requirements.

Exhibit 1, Page 4 depicts our teams history working together both firms and individuals.

3.3.2 Critical Risks

Successful risk mitigation is pro-active; early planning encourages all stakeholders to identify and develop mitigation solutions. Engagement of stakeholders in task group meetings, coupled with a culture of accountability, will foster solutions and keep the project on schedule.

We assigned a champion to each of the identified RFQ risks: schedule, maintenance of traffic, and third-party coordination. Each is responsible for communication, tracking, updating, and keeping the team focused on managing the risk. Task groups will meet regularly after shortlisting and continue beyond NTP until the risk is mitigated. Exhibit 2 demonstrates our Team's Task Force members specific to Panthers.

Task Group	Leader	Task Group Members
Schedule	Jay Medlock - Schedule Manager	SCDOT Project Manager
		Cherdine Lewis – Project Manager
		Daniel McDuff – Lead Design Engineer
Maintenance of Traffic	Bryan David Webb, PE, PTOE, RSP21 (Davis & Floyd) - Lead MOT Engineer	SCDOT Project Manager
		Angelo Soldati – Construction Manager
		Charlie Mash – Roadway Superintendent
		Clint Morgan - Roadway Design Lead
Third-party Coordination	Julie Hussey - Public Information Officer	SCDOT Project Manager
		Greg Bowyer – DB Coordinator
		Daniel McDuff – Lead Design Engineer

Exhibit 2: Task Group Table

Strategies specific to each of the RFQ identified risks are shown in Exhibit 3, Page 6.

3.3.3 Project Resources, Strategies, and Execution

Granite's Southeast Region will be reaching substantial completion on three major transportation projects in 2021 and has over 80 salaried employees becoming available between January and December 2021 to transition into the Panthers project. The availability dates of these Granite employees match up extremely well for staffing the Panthers project. Exhibit 4 shows the salaried staff needs and availability of Granite's staff.

Panthers Salaried Position	Available	Required
Project/Construction Mgr	9	2
Structures Superintendents	12	1
Roadway Superintendents	21	1
Field Engineers	14	5
Survey Manager	6	1
Safety Professionals	3	1
QC Manager	2	1
Field Erosion Control Mgr	3	1
Scheduler	2	1
MOT Supervisor	2	1
Administrative	8	2
Totals	82	17

Exhibit 4: Salary Resources

Why Critical	Granite Mitigation Strategy	SCDOT/Other Agencies' Role
Schedule		
ROW schedule impacts	Provide a list of priorities for SCDOT acquisition of right of way with the Technical Proposal. Develop a CPM schedule with flexibility to accommodate delays in the acquisition process. Ensure a design within the ROW footprint. Proof: Atkins already has a preliminary design plan that will fit within ROW.	SCDOT advise if any required parcels may require condemnation. SCDOT coordinate parcel acquisition with priority list provided by DB Team.
Optimize design schedule to be fully integrated with the construction schedule	Ensure that the design and construction schedules are fully integrated tracking critical path items. Provide recovery schedules to maintain critical milestones when needed. Obtain commitments from design team that they are fully staffed and capable of staying ahead of construction to avoid delays. Proof: On the I-80 DB project, Atkins kept in front of construction eliminating any delays attributed to design.	Facilitate and/or expedite agency reviews on critical design/construction packages to maintain critical path construction. Ensure adequate program management staff from in-house or consultant services are available for multiple simultaneous design/construction package reviews to maintain critical path.
Construction schedule critical path	Provide a well-developed thorough construction schedule that meets the goals of the project. Ensure adequate time for reviews, minimizing the need for expedited reviews.	Ensure thorough schedule reviews and facilitate approvals. Be engaged in schedule discussions in weekly task force and management meetings.
Complete project to accommodate NFL 2023 season	Resource load schedule to identify necessary resources to maintain the critical path. Quality deliverables to help expedite reviews and approvals.	Facilitate reviews and approvals to enable successful schedule completion.
Maintenance of Traffic		
Public outreach/media notifying public of construction activities	We will engage a robust media campaign, ensuring that public is well informed in advance of any closures or restrictions, advising alternate routes or adjusting their travel times. Through advanced public messages, we will reduce traffic volumes in advance of major MOT restrictions, minimizing impacts and risks to traffic and construction personnel.	Working with our team's media relations staff to engage public websites with project information, ensuring drivers are informed well in advance of major closures/restrictions so they become non-events with the public.
Public safety with overhead work on structures	Closures for girder placement will occur on shifts with the least amount of public traffic to minimize delays and inconvenience.	Facilitate MOT package reviews. Allow opportunities for MOT innovations.
High impact closures/restrictions	High impact closures and restrictions will be minimized and used for short durations. Preferably night-time operations or marathon weekends for high impact construction activities.	Facilitate MOT package reviews. Allow opportunities for MOT innovations.
Third-Party Coordination		
Third-party coordination and relationships Private developer coordination	Develop relationships and work with third parties, as well as the private developer, well in advance of necessary approvals and/or other activities. Build in more than adequate reviews so they are not being asked to expedite all activities. Perform as many "over the shoulder" reviews to expedite needed reviews/approvals. Proof: We understand the specific needs that come from developers vs. public agencies from Granite's Brightline project, where we are working with a private developer.	Engage agency relationships to encourage and facilitate third-party coordination occurs on the project working with the construction team. Leverage agency relationships as needed for critical reviews.

Exhibit 3: Critical Risks and Mitigation Strategies

Implementation of Resources to Execute the Contract

Granite has a comprehensive start-up plan and checklist specifically for DB projects. Upon award, our Project Executive, Project Manager, Project Engineer, DB Coordinator, QC Manager, and support staff will begin meetings and day-to-day management.

Task group meetings with our design team will pick up where they left off from the technical proposal. Granite intends to self-perform embankment, grading, base, drainage, bridge structures, pile driving, demolition, and retaining walls. Should our design require drilled shaft foundations, Granite will seek to work with a specialized subcontractor, although we have the personnel and qualifications to self-perform this work. Qualified, local and DBE subcontractors will be used for trucking, reinforcing steel, ITS, guardrail, concrete barrier rail, R/W fencing, asphalt paving, and wet utility relocations. Exhibit 5 depicts an estimation of the labor required to meet the demand for this project. Initial project coordination will be out of Atkins Charlotte office. Granite will mobilize and co-locate our initial start up team in Atkins Charlotte office.

Classification	Available	Anticipated
Foreman-Structures	21	2
Foreman – Foundations	7	1
Foreman – Roadway	13	3
Foreman – Drainage	4	2
Piledrivers	71	4
Bridge Builders	12	10
Laborers	74	20
Crane Operators	19	3
Equipment Operators	64	10

Exhibit 5: Labor Resources

Atkins brings over 300 professionals between their Carolinas and Georgia offices to support this project. Should the need arise for additional support, Atkins' U.S. based 2,000+ technical professionals are organized into a discipline-based technical professional organization (TPO) to better support client needs. The TPO enables Atkins' local professionals to draw from a diverse pool of specialized resources nationwide to support project delivery. This affords greater collaboration to implement best practices and provides increased opportunity for innovation from a much broader portfolio of experience. Many of our proposed design Panthers Interchange team members worked recently together across the country on the \$100M I-15 North Phase 4 DBB project and the \$600M Neon DB projects in Las Vegas, Nevada. Atkins will be supported by key subconsultant, Davis & Floyd, who brings additional resources and comprehensive client and local knowledge. Their recent SCDOT DB experience, including Port Access Road and the Palmetto Commerce Interchange, will bring value to delivery of this project. Atkins and Davis & Floyd have solid histories of working with the remaining design subconsultants defined as part of the project team.

For integration and collaboration amongst the team members, Atkins proposes the use of ProjectWise as the electronic data management system (EDMS) for the design aspects of the project. ProjectWise will bolster collaboration across offices/team members, promote efficiency, and ensure staff have access to the latest design files and details as work progresses. On their I-285 Eastside Express Lanes project, Atkins' use of ProjectWise allows for successful integration and collaboration across Atkins offices in Georgia, Alabama, California, North Carolina, Texas, Colorado, and New Hampshire, in addition to more than 15 subconsultant partners.

Atkins intends to self-perform design management, structural design, hydrologic/hydraulics analysis and design, and traffic engineering and analysis. As a major partner, Davis & Floyd will support Atkins in roadway design and will be responsible for signing and marking, MOT, and drainage and erosion control.

Bluebeam Design Review: Our process uses Bluebeam software, which allows Atkins to establish review sessions that can be accessed anywhere and worked on simultaneously by multiple reviewers. By using Bluebeam, review comments are tracked throughout our five-step QC/QA process.

Innovative Approaches Used Successfully to Encourage DBE Participation

During the I-26 MM85 – MM101 DB procurement, Granite solicited bids from 455 SCDOT registered DBE's, and many out-of-state DBE's were encouraged to register with SCDOT. Granite staff met personally with many DBE's to encourage their participation. Follow-up phone calls were made to those DBE's not responding to our invitation to bid. Granite will utilize this approach again, in addition to all traditional outreach and advertisements. SCDOT's DB public outreach strategy is set up to aid partnership and synergy between Certified DBE Firms and contractors. SCDOT's program mirrored the FDOT program implemented for the \$2.3 Billion I-4 Ultimate Project, on which Granite is one of three prime contractors of the construction Joint Venture.

Approach to Environmental Coordination & Commitments

Our team's environmental SMEs will review the approved National Environmental Policy Act (NEPA) document and the environmental commitments and all associated technical studies for a full understanding of the project's environmental constraints, the documented and permitted impacts, and the implications of potential design decisions on the existing environmental approvals/permits and resources.

The collaborative effort between design and environmental will begin in the proposal phase and continue upon project award. Our designers, constructors, and environmental staff will work together to assure Granite's complete understanding of environmental commitments and approvals and the applicable laws and regulations

governing them. Through active and open discussions, we will incorporate innovative cost-saving approaches that minimize impacts along the corridor and execute a concise set of plans that comprehensively address all requirements. As final design progresses, the environmental team, in their review of the design, will recommend ways to avoid and minimize impacts to environmental resources, and explain the environmental considerations associated with shifts/refinements to the DB team. Where avoidance is not possible, the team will expedite design, finalizing impacts in environmental resource areas in order to progress the needed technical addendums and NEPA reevaluation.

Approach to Utilities

Granite understands the importance of coordinating utilities early so relocation efforts do not impact construction phasing and sequencing. **Our team includes Mark Attaway, former SCDOT State Utility Engineer**, who brings the needed expertise and relationships for this project. Our team will work closely with SCDOT on the status of pre-let utility relocation efforts and utility tie-ins with the adjacent development, and adjust our approach as required. This would include accommodation of necessary utilities on the proposed bridge structure. After identifying significant utility conflicts, the design team will focus on developing strategies to avoid or minimize these impacts. Granite understands its responsibilities in utility avoidance, contact of SC 811/ non-SC 811 member utilities for utility marking and for direct coordination with utility providers just prior to construction.

Approach to Public Relations

Using best practices and her experience on other DB projects, including Port Access Road, Julie Hussey will work directly with the project team and SCDOT to ensure a full understanding of the project need and community concerns expressed to date. Using that information and in collaboration with SCDOT, she will prepare a public outreach plan with a focus on balancing community concerns with the needs of SCDOT and the project. This plan will include proven and effective communication tools and tactics such as establishing a project mailing list, providing routine, brief but informative documents (i.e. one pagers) with up to date information on what is happening with the project, utilizing a variety of communication methods (print, social media, website), and ensuring information is disseminated in a clear and consistent manner to all stakeholders in a timely manner.

Approach to USACE Permit Modifications

The Section 404 Permit includes specific impact calculations for construction of both the interchange project and the Panthers development, as well as conditions for permit compliance. The Granite team will develop and design early to determine changes in impact areas and will coordinate with SCDOT the need for a permit modification

for those waters of the U.S. affected by construction of the interchange. Through the noted collaborative process with our environmental SMEs, we will work to identify refinements and modifications that reduce the amount of stream and wetland impacts proposed under the project, where possible.

Granite will utilize best management practices to minimize erosion and migration of sediments during and after construction including the use of appropriate grading and sloping techniques, mulches, silt fences, or other devices capable of preventing erosion, migration of sediments, and bank failure. All disturbed land surfaces and slope areas affected will be stabilized. In addition, Granite will coordinate with the Panthers developer on any design changes that might affect their plans to fulfill the compensatory mitigation requirements of the permit.

Communication, Issue Resolution and Project Execution

In-contract utility relocation is recommended for water/sewer facilities that can not be avoided with design. We will identify these opportunities early in the project. Frequent communication and meetings with the Utility Owners are important to maintaining schedule. Using the Utility Coordination Management Spreadsheet and related tools, our team will conduct and document all communications to ensure project phasing, critical milestones, constructability reviews, and long lead items do not impact the schedule. *Communicating daily & weekly construction activities, including QC/QA testing to SCDOT, is critical for scheduling the OVTI.* Angelo Soldati and Craig Humphreys will meet daily and communicate the construction schedule to SCDOT. QA/QC will be a featured agenda item on the weekly project meeting focused on prevention and resolution of issues.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Please see Appendix A for resumes of our Key Individuals. References are provided in Appendix H.

3.5 PAST PERFORMANCE OF TEAM

Please see Appendix B for the Contractor Work History Forms and Appendix C for the Designer Work History Forms. References are provided in Appendix H.

3.6 LEGAL AND FINANCIAL

Please see Appendix D for required information.

3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

Please see Appendix E for required information.



Appendix A

APPENDIX A - KEY INDIVIDUAL RESUME FORMS

(Click each name to link to corresponding resume)

- **Project Manager** - Cherdine Renee Lewis
- **Design-Build Coordinator** - Greg Keith Bowyer
- **Lead Design Engineer** - Daniel Ryan McDuff, PE
- **Construction Manager** - Angelo Joseph Soldati
- **Quality Control Manager** - Craig Alun Humphreys

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Cherdine Renee Lewis, P.E. Project Manager
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: Granite Construction Company
d.	Years of Experience: With this Firm <u>6</u> Years With Other Firms <u>10</u> Years Granite Construction Company: Project Manager – Responsible for managing the field engineers and overseeing the structural engineering aspect of the projects assigned, 2014 – present Astaldi Construction Corporation Inc. – Project Engineer to Assistant Project Manager - Responsible for overseeing field engineers and multiple aspects of the projects as assigned, 2006-2014 Apac Major Projects- Structure Engineer – Responsible for structural field engineer duties as assigned, 2005-2006
e.	Education: Ryerson University / Toronto, Ontario / Bachelor of Engineering / 2004 / Civil Engineering
f.	Active Registrations: Professional Engineer 2015 / FL / Civil / 79257
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>I-64 Southside Widening and High-Rise Bridge, Phase 1, Design-Build, Norfolk, Virginia</u> Key Personnel Role: Bridge Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2017-2021, Assigned Nov. 2017-May 2020 Owner Contact Information: VDOT, Mike Tugman, Design Manager CEI, mike.tugman@hdrinc.com 757-572-4365 Design/Construction Value: \$409 Million Project Description: The Project consist of the improvements and expanded capacity along nearly nine miles of I-64 in the City of Chesapeake. The project included widening of the existing interstate from 4 lanes to 6 lanes from east of the I-264 interchange to I-464. The proposed improvements include, but are not limited to a new fixed span High Rise Bridge south of the existing bridge with 100-foot vertical clearance over the Elizabeth River, realignment of the existing westbound I-64 lanes immediately adjacent to the new High Rise Bridge, sound barrier walls, asphalt overlay over the existing pavement, the addition of new asphalt or concrete 12-foot wide travel lanes with 4-foot buffers and shoulders west of the High Rise Bridge, the addition of new asphalt 12-foot wide travel lanes with 4- foot buffers and shoulder east of the High Rise Bridge, emergency pull-offs within the limits of hard shoulder running, replacement of the overpass bridge at Great Bridge Boulevard with a parallel bridge and associated realignment of Great Bridge Boulevard, widening of 6 existing I-64 bridges over Military Highway, Yadkin Road and Shell Road. Responsibilities <ul style="list-style-type: none"> ▪ Providing operational leadership to a team of fifteen salaried supervisors and engineers who have designed and are currently executing the construction of the structural items. ▪ Reviewing publications and presenting to the stakeholders about the project (in conjunction with VDOT). ▪ Managing the construction, budget and schedule of the bridge which includes coordination of marine fleet, trestle construction, fender construction, concrete pours, 140ft- 66” cylindrical and 36” square concrete pile driving operations. ▪ Managing the utility coordination subcontractor ▪ Identifying and securing necessary approvals for all changes in project scope, budget and/or schedule ▪ Maintaining ongoing communication with client, adjusting as necessary to comply with client needs within contractual obligations ▪ Utilizing extensive knowledge of basic engineering fundamentals and practices to track and budget progress with project milestones ▪ Performing constructability reviews during the design process.

Pennsylvania Rapid Bridge Replacement P3, Statewide, Pennsylvania**Key Personnel Role:** Bridge Project Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2014-2020, Assigned Nov 2014-Nov 2017**Owner Contact Information:** PennDOT, Donald Scott Fegan, Structural Design Lead, Gannett Fleming (CEI), dfegan@gfnet.com, 717-772-2502**Design/Construction Value:** \$899 Million**Project Description:**

This P3 was designed to bolster PennDOT's ongoing effort to address the state's Structurally Deficient bridges. The project scope consists of replacing 558 bridges, demolition of existing bridges, maintaining traffic during construction, streamlined design and prefabrication of standardized components such as beams. Majority of the bridges in the program range from 40 to 75 feet in length and located in rural regions on the state highway system. This project had strict timelines for opening the bridges to traffic, durations from two weeks to 75 days.

Responsibilities

- Worked collaboratively to ensure integration with business stakeholders including: PennDOT, DEP, Fish & Boat.
- Managed the construction and demolition of 70 bridges throughout the eastern section of Pennsylvania
- Built, managed and supported a 12-person cross-functional team encompassing field engineers, superintendents, utility, permit and ROW engineers, while successfully meeting budget and expedited schedule.
- Performed constructability reviews of all 558 bridges. Provided design progress, deliverable status, design improvements and design reviews to ensure the owner's expectation was met.
- Coordinated and monitored the shop drawings, design changes, RFI, non-conformance resolution and provided quantitative analysis, to ensure that the design is on schedule and within budget.

Eller Drive ICTF Overpass Design-Build, Ft. Lauderdale, Florida**Key Personnel Role:** Assistant Project Manager**Experience with Current Firm:** No**Project/Assignment Duration:** Project 2011-2014, Assigned 2011-2014**Owner Contact Information:** FDOT, Scott Gombar, SVP, CE&I, Eisman & Russo
sgombar@eismanrusso.com, 954-931-6799**Design/Construction Value:** \$42.5 Million**Project Description:**

This project included the construction four new bridges, 18 MSE Walls, mainline railroad, drainage, 84" pipe culvert and concurrent utility relocations. Two bridges are twin bridges comprised of 9 spans of Bulb-T girders each combined with a single 200-foot steel span over the railroad tracks, a third bridge is a single span with Type III AASHTO girders, and the fourth has two continuous spans of curved steel plate girders. The bridge approaches are comprised of 18 MSE Walls. Drainage installation includes nearly 100 structures and two miles of pipe ranging in size from 18" to 84". **Responsibilities:** Oversaw operations of Superintendents and Project Engineers. Mitigated the contractors cost and coordinated with numerous agencies including FAA, Port Everglades, the City and FDOT. Developed alternate traffic patterns that opened work zones to allow work to progress with minimal traffic impacts during utility relocations and helped reduce project costs and minimized disturbance to contaminated areas.

I-95 Expressway Viaduct, Ft. Lauderdale, Florida**Key Personnel Role:** Project Engineer**Experience with Current Firm:** No**Project/Assignment Duration:** Project 2006-2008, Assigned 2006-2008**Owner Contact Information:** FDOT, Eduardo Perez, SVP, CE&I, Corradino Group,
eperez@corradino.com, 561-248-0696**Design/Construction Value:** \$40 Million**Project Description:**

Project consisted of widening of the I-95 corridor from 6 to 10 lanes for approximately 1.8 miles. Approximately 0.5 miles of the interstate involved the widening of the I-95 Viaduct using drilled shaft foundations. This project also included the complete reconstruction of six ramps and the demolition and reconstruction of a steel bridge.

Responsibilities:

- Managed and executed all aspects of the project in accordance with the scope and requirements of the contract
- Assisted in coordination of overall project plans and schedules, and monitor activities, progress and milestones
- Assisted in coordination of project estimates and budgets, and monitor progress and cost performance
- Performed basic project engineering functions involving the monitoring of progress, preparation of procedures, documentation of communications and meetings, and identification/evaluation of project issues and problems
- Assisted in management and coordination of activities among all project functions and engineering disciplines
- Coordinated design efforts with vendors and licensors to assure proper and complete integration

- 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.

Cherdine is currently assigned to Granite's estimating group and is available for Panthers.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Gregory Keith Bowyer Design-Build Coordinator
b.	Role of Key Individual for this Project: Design-Build Coordinator
c.	Name of Firm with which you are now associated: Granite Construction Company
d.	Years of Experience: With this Firm <u>1</u> Years With Other Firms <u>20</u> Years Granite Construction Company: Design-Build Coordinator - Responsibilities include Design Group Management, RFI/Design change oversight, invoicing review and acting as a liaison between the owner and the contractor/design team, 2019 – present Wantman Group Inc.: Project Manager - Responsibilities included developing design-build teams, LOI/Technical Proposal Development and acting as a liaison between the design project managers and the contractor, 2011 - 2018 Baskerville Donovan, Inc.: Project Manager - Responsibilities included overseeing all marketing, financial and management within the Tallahassee area. Also was project manager overseeing design on multiple projects, 2005 - 2011 Reynolds Smith and Hills, Inc.: Project Engineer - Responsibilities included design in all disciplines of transportation, including vertical and horizontal geometric design, maintenance of traffic, signing and marking, drainage, pavement design, specifications preparation, and general plans production including Geopak. I worked as a design engineer, assistant project manager and project manager, 1998 - 2005
e.	Education: University of Florida / Gainesville, Florida / Bachelor of Science / 1998 / Civil Engineering
f.	Active Registrations: 2002 / FL / Civil / #58559 2013 / AL / Civil / #33380-E 2017 / GA / Civil / #042141
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>I-64 Southside Widening and High Rise Bridge, Phase 1 Design-Build, Norfolk, Virginia</u> Key Personnel Role: Design-Build Coordinator Experience with Current Firm: Yes Project/Assignment Duration: Project 2017-2021, Assigned December 2019-Present Owner Contact Information: VDOT, Scott Fisher, PE, CCM, District Mega Projects Engineer – Richmond scott.fisher@vdot.virginia.gov , 804-212-8294 Design/Construction Value: \$409 Million Project Description: This project consists of widening the I-64 interstate from four to six lanes and the addition of new fixed span High rise bridge being built south of the existing high rise bridge. The new bridge is approximately 1.7 miles in length and will provide 100-foot vertical clearance over the river. This project also includes the replacement of the overpass bridge, the widening of six bridges on the interstate and ramp realignment of the I-64/I-264 Interchange. Responsibilities: Design Group Management, RFI/Design change oversight, work planning, document control, invoicing review and acting as a liaison between the owner and the contractor/design team. <u>SR 8 (I-10) from Escambia Bay Bridge to East of SR 281 Design-Build, St. Petersburg, Florida</u> Key Personnel Role: Design Project Manager Experience with Current Firm: No Project/Assignment Duration: Project 2012-2017, Assigned 2012-2017 Owner Contact Information: FDOT, Kerrie Harrell, District Consultant Project Management Engineer

Kerrie.Harrell@dot.state.fl.us, 850-330-1513

Design/Construction Value: \$40 Million

Project Description:

Project consisted of expanding I-10 from four to six lanes between the Escambia Bay Bridge and the SR 281 (Avalon Boulevard) Interchange. Major project requirements included the reconstruction of the I-10/ SR 281 interchange to accommodate a future six-lane SR 281 typical section and a new I-10 grade separation and approach profile.

Responsibilities: included the design and development of the horizontal and vertical geometry, traffic control, roadway, signing, pavement and marking and erosion control plans.

Pinestead-Longleaf, Escambia County, Florida

Key Personnel Role: Project Manager

Experience with Current Firm: No

Project/Assignment Duration: Project 2007-2011, Assigned 2007-2011

Owner Contact Information: Panhandle Engineering and Construction Services, Howard Hodge, *former* FDOT Department Project Manager, hhodge@panhandlegroup.com, 850-526-2291

Design/Construction Value: \$30M

Project Description:

Engineering services for over three miles of new alignment of the Pinestead-Longleaf Corridor. The new roadway consisted of a four-lane urban typical section. **Responsibilities:** all aspects of the project including roadway design, project administration, subconsultant and FDOT coordination, permitting (stormwater and environmental), utility coordination, coordination of other project disciplines and client liaison.

I-95 at SR 202 (J. Turner Butler Boulevard) Interchange Operational Improvements Design-Build, Florida.

Key Personnel Role: Signing & Marking Engineer of Record

Experience with Current Firm: No

Project/Assignment Duration: Project 2008-2011, Assigned 2008-2011

Owner Contact Information: FDOT, Jeff Daugharty, Design Project Manager
Jeff.Daugharty@dot.state.fl.us, 800-207-8236

Design/Construction Value: \$8M

Project Description:

Included operational improvements at the existing interchange to incorporate a southbound to eastbound flyover of the existing interchange. The project also included several ramp bridges, widening of the I-95 bridge over SR 202, a braided ramp bridge along SR 202, and concrete paving for the widening and reconstruction. **Responsibilities:** design and development of the signing and marking plans.

I-95 (SR9) at Old St. Augustine Road Interchange Loop Ramps, Duval County, Florida

Key Personnel Role: Project Manager/Roadway and Signing & Marking EOR

Experience with Current Firm: No

Project/Assignment Duration: Project 2007-2010, Assigned 2007-2010

Owner Contact Information: FDOT, Jeff Daugharty, Design Project Manager
Jeff.Daugharty@dot.state.fl.us, 800-207-8236

Design/Construction Value: \$18M

Project Description:

This contract required the plans production for three separate safety projects. The safety study revealed that there are significant traffic queues along Old St. Augustine Road and the I-95 ramps. The most significant queue is along the southbound exit ramp which extends almost to the end of the existing storage/deceleration lane. The project includes extending the acceleration and deceleration lanes on I-95 as well as lengthening the dual left turn storage for the southbound exit ramp. WGI will coordinate with the I-95 widening (SR 9B to I-295) project that may extend the necessary lanes through this interchange and reduce the need to extend the acceleration and deceleration lanes. Existing signage impacted by the construction, including shifting of the southbound I-95 exit cantilever sign, will be relocated. **Responsibilities:** design and development of the horizontal and vertical geometry, traffic control, roadway and signing and pavement marking plans, and erosion control plans.

- 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.
Greg is currently assigned to the I-64 project and **will** be available prior to NTP of Panthers.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Daniel Ryan McDuff, P.E. Project Director
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: Atkins North America, Inc.
d.	<p>Years of Experience: With this Firm <u>15+</u> Years With Other Firms <u>15</u> Years</p> <p>Atkins North America, Inc.: Project Director – Lead Roadway Engineer on major interstate project, oversight of technical design teams for east region, Deputy Program Director (CTRMA), and Project Controls Manager (CTRMA), Houston Transportation Manager, 2013 to Present.</p> <p>Cobb County Department of Transportation (GA): Deputy Director/Chief Engineer – oversight of 95 county staff and delivery of \$633M (2005) and \$250M (2011) capital improvement programs, 2010-2013</p> <p>PBS&J/Atkins: Senior Project Manager – Project Manager and Engineer of Record on multiple projects, 2001-2010.</p> <p>HDR, Inc: Senior Project Manager – Project Manager and Engineer of Record on multiple projects, 2000-2001.</p> <p>Kisinger Campo and Associates: Transportation Project Manager – Project Manager and Engineer of Record on multiple projects including interstate interchange project, 1998-2000.</p> <p>Kimley Horn and Associates, Inc: Design Engineer – Assistant Roadway Project Manager, responsible for the delivery of roadway design services and reported to the project manager, 1995-1998.</p> <p>Georgia Institute of Technology: Research and Teaching Assistant (part-time) – Led research projects and taught/assisted with classes, 1994–1995.</p> <p>Mayes, Sudderth and Etheredge, Roadway Engineer – Responsible for the delivery of roadway geometrics and design services, 1993-1994.</p> <p>Kisinger Campo and Associates, Inc.: Engineer Intern – Responsible of delivery of roadway geometrics and design services, 1992 – 1993.</p>
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):</p> <p>Georgia Institute of Technology/ Atlanta, GA / Master of Science Civil Engineering / 1995 / Transportation</p> <p>Georgia Institute of Technology/ Atlanta, GA / Bachelor of Science Civil Engineering / 1992 / Civil Engineering</p>
f.	<p>Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:</p> <p>2014 / TX / Civil / 116471</p> <p>2014 / AR / Civil / 16389</p> <p>1999 / SC / Civil / 19530</p> <p>1999 / AL / Civil / 22642 (Reinstated 2019)</p> <p>1997 / GA / Civil / 23761</p> <p>1997 / FL / Civil / 52027</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>I-285 Eastside Express Lanes (GDOT PI# 0013914)</u></p> <p>Key Personnel Role: Lead Roadway Engineer</p> <p>Experience with Current Firm: Atkins North America, Inc. 15 years</p> <p>Project/Assignment Duration: Project 2017-Present, Assigned 2018-Present</p> <p>Owner Contact Information: Georgia Department of Transportation (GDOT), Tim Matthews, PE, TMatthews@dot.ga.gov, (404) 631-1713</p> <p>Design/Construction Value: \$350+ Million</p> <p>Project Description:</p>

Atkins North America was selected to be the general engineering consultant (GEC) for GDOT and Daniel is the Lead Roadway Engineer responsible for developing the project concept and costing plans for this highway transportation project. This project involves the addition of 10 miles of express lanes in each direction to existing I-285 generally between I-85 and I-20 on the east side of metro Atlanta. The project includes interstate widening, replacing eight bridges over I-285, widening four I-285 bridges, and adding three new bridges. Daniel's specific responsibilities include serving as a member of the management team; coordinating with all designers, disciplines, and adjacent projects; developing technical memos, and maintaining project schedules and costs estimates at each phase of delivery.

183 South Design-Build GEC Oversight

Key Personnel Role: Deputy Program Manager
Experience with Current Firm: Atkins North America, Inc. 15 years
Project/Assignment Duration: Project 2015-Present, Assigned 2015-2018
Owner Contact Information: Central Texas Regional Mobility Authority (CTRMA), Justin Word, PE, jword@ctrma.org, (404) 450-6319
Design/Construction Value: \$600+ Million

Project Description:

Atkins serves as the GEC for CRTMA and Daniel served as the Program Controls Manager and later as Deputy Program Manager with oversight of this highway transportation project. This project included 8 miles of reconstruction of a two- to three-lane arterial to a 12-lane facility (three tolled lanes in each direction and three non-tolled frontage roads). The project also included multiple bridge replacements, system-to-system direct connect ramps, and complex maintenance of traffic. Daniel's specific responsibilities included design oversight, attendance of weekly discipline meetings, contract interpretation, change order management, participation within all oversight aspects of the project as required, document control oversight, construction scheduling, and contractor pay application review/processing.

290 East Toll at SH 130 Interchange –Interim Project

Key Personnel Role: Project Manager/Engineer of Record
Experience with Current Firm: Atkins North America, Inc. 15 years
Project/Assignment Duration: Project 2015-2016, Assigned 2015-2016
Owner Contact Information: Central Texas Regional Mobility Authority, Justin Word, PE, jword@ctrma.org, (404) 450-6319
Design/Construction Value: \$2.5 Million Total Project Cost

Project Description:

For this design-bid-build project, Daniel was the Project Manager and Engineer of Record. The project included development of seven separate alternatives to improve safety and operations at the frontage road intersections of US 290 and SH 130 in northeast Austin, Texas. A selected alternative was designed and completed in a 4-month period from survey to final design and corridor was open to traffic in under a year. Daniel oversaw all elements of design including survey, traffic, geotechnical, drainage, signalization, structures, and others. In this role, Daniel also developed bids documents/specification and procurement of the contractor.

290 East Toll at SH 130 Interchange – Ph III

Key Personnel Role: GEC Project Manager for Toll Authority
Experience with Current Firm: Atkins North America, Inc. 15 years
Project/Assignment Duration: Project 2016 - Present, Assigned 2016 - 2018
Owner Contact Information: Central Texas Regional Mobility Authority, Justin Word, PE, jword@ctrma.org, (404) 450-6319
Design/Construction Value: \$127 Million Total Project Cost

Project Description:

This design-bid-build project included a role as the GEC Owner's Representative Project Manager for the new construction of three direct connect ramps to replace existing frontage road to frontage road connections at the interchange for two major toll roads in northeast Austin, Texas. Daniel oversaw the consultant design, coordinated with the Texas Department of Transportation (TxDOT) and Cap Metro Railroad, performed design reviews, assisted in the preparation of bid documents/specifications, and oversaw construction procurement.

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

Daniel McDuff is currently assigned as the GEC Lead Engineer on a major interstate design-build project in Atlanta, Georgia. Final draft costing plans are being completed in 2021. A suitable replacement for Daniel has been identified and he will be fully committed to perform as Lead Design Engineer on this interchange project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Angelo Joseph Soldati Construction Project Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: Granite Construction Company
d.	Years of Experience: With this Firm <u>16</u> Years With Other Firms <u>9</u> Years Granite Construction Company: Project Manager / Construction Manager – project management, assignment of staff, hiring, equipment selection, project controls, safety, and production, 2016 – present Orion Marine - Project Manager / Regional Operations Manager - on major bridge projects with some Port work (fuel piers, marina's), 2006 to 2016. Granite Construction Company: Office Engineer / Field Engineer / Project Engineer on major roadway projects, 1995 to 2006.
e.	Education: California State University / Chico, CA / Bachelor of Science / 1995 / Construction Management
f.	Active Registrations: N/A
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>Zone 3 East West Rail, Orlando, Florida</u> Key Personnel Role: Construction Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2018 - 2021, Assigned 2018 – July 2020 Owner Contact Information: Brightline, Kevin Brancheau, Project Manager kevin.brancheau@gobrightline.com , 786-681-3071 Design/Construction Value: \$504 Million Project Description: Construction of 35.5 miles of commuter railway constructed adjacent to existing SR528 from Orland to Cocoa FL. Project includes eighteen railway bridges of varying length and three underpasses crossing the existing expressway. Project includes construction of new realignments of expressway interchanges and various storm and utility modifications along with construction of telecommunication, fiber, and ITS duct banks throughout the length of the project. Responsibilities: Managed all aspects of construction. Managed 12 salaried staff (6 engineers and 6 superintendents) and 100 + craft employees. Responsible for all financial reporting, scheduling and project planning/execution on a day to day basis. <u>SR682/Pinellas Bayway Bridge (Structure C) Replacement, St. Petersburg, Florida</u> Key Personnel Role: Project Manager Experience with Current Firm: No Project/Assignment Duration: Project 2012-2013, Assigned 2012-2013 Owner Contact Information: Zach Adams, former FDOT – D7 Project Manager, zadams@hwlochner.com , 813-357-3750 Design/Construction Value: \$40 Million Project Description: Project consisted of .82 miles of roadway improvements, 2500 lf of fixed high-level bridge, along with demolition of existing bascule bridge and disposal to reef site. Other major bridge items included 540 EA 24" pre-stressed piling, 78" and 84" Florida I-beams, and 36 spans of deck concrete placement. The project included five phases of construction along with UWHCA for the City of St. Petersburg, roadway signing, lighting, and landscaping. Responsibilities: Managed all onsite construction and administrative operations, including all federal contract requirements and reporting. As the onsite owner contact, responsibilities included: managing internal, external, and

client communication process; contract buy out; project financial controls (cost, revenue and quantity reporting); onsite construction and administrative operations; supporting safety manager and assuring safety procedures are being followed; supporting and overseeing work plans developed by engineers and CM's; project schedule and on time project completion; and change management (identifying changes and developing proposals). *Recipient of 2015 FTBA Best in Construction - Major Bridge.*

Jolly Bridge over Marco Pass Design-Build, Ft. Myers, Florida

Key Personnel Role: Project Manager
Experience with Current Firm: No
Project/Assignment Duration: Project 2010-2011, Assigned 2010-2011
Owner Contact Information: FDOT - D1 Jerry Byrne, PE, Construction Engineer,
Gerald.byrne@dot.state.fl.us, O 239-985-7851, C 239-272-7633
Design/Construction Value: \$24 Million

Project Description:

This project supported construction of 10 piers, 60" drilled shafts up to 135-foot in length, as well as transportation and erection of 78" Florida I-beams. **Responsibilities:** As a subcontractor, managed all onsite construction and administrative operations, which included providing all federal contract requirements and reporting to the prime contractor. As a dedicated subcontractor providing a major scope of work, involved in all design constructability reviews and weekly project meetings with the FDOT.

SR46 Lake Jesup Bridge Replacement Design-Build, Summerville, Florida

Key Personnel Role: Project Manager
Experience with Current Firm: No
Project/Assignment Duration: Project 2008-2010, Assigned 2008-2010
Owner Contact Information: FDOT – D4, John Tyler, P.E., john.tyler@fdot.state.fl.us, 386-943-5344.
Design/Construction Value: \$37 Million

Project Description:

As part of a joint venture, this 3,740 ft. bridge was constructed with 37 spans, 24-inch prestressed concrete piles, cast-in-place (CIP) concrete substructures/bent caps, Type IV AASHTO prestressed concrete girders with CIP bridge deck and diaphragms, and mechanically stabilized earth (MSE), and steel sheet pile retaining walls. A fast-track construction technique was approved, which involved building the new bridge on a platform parallel to the existing causeway. Not only saving time and money, it put lake restoration measures in place sooner, as well as allowing all lanes of traffic to remain open at normal speeds on the existing bridge until redirected. Work also included construction of a temporary work trestle and over 1,000 LF of steel sheet pile temporary access road. **Responsibilities:** Managed all onsite construction and administrative operations, including all federal contract requirements and reporting. As the onsite owner contact, responsibilities included: managing internal, external, and client communication process; contract buy out; project financial controls (cost, revenue and quantity reporting); onsite construction and administrative operations; supporting safety manager and assuring safety procedures are being followed; supporting and overseeing work plans developed by engineers and CM's; project schedule and on time project completion; and change management. *Recipient of Roads and Bridges Top Ten Bridge Project (#6) of 2010.*

I-4 (SR 400) Widening, from west of Lake Mary Blvd. to west of SR 15 (US 17/92), Seminole County, Florida

Key Personnel Role: Project Engineer
Experience with Current Firm: No
Project/Assignment Duration: Project 2002-2004, Assigned 2002-2004
Owner Contact Information: Amy Scales, former FDOT - D5 Project Manager, amy.scales@jacobs.com, 386-481-3758
Design/Construction Value: \$37 Million

Project Description:

Widening and rehabilitation from four to six lanes, approximately five miles. Also included replacement of two bridges with steel plate girders and 24" pre-stressed concrete piles, as well as retaining walls, storm drainage, lighting, and signage. **Responsibilities:** Managing field and office engineers and survey manager, supporting primavera schedule development and updates, managing client communication, oversaw project cost and revenue forecasting and supporting engineers and crews with work plan development and weekly look ahead schedules.

- 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.
Angelo is currently assigned to estimating group and will be available prior to NTP of Panthers.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Craig Alun Humphreys Quality Control (QC) Manager
b.	Role of Key Individual for this Project: Quality Control (QC) Manager
c.	Name of Firm with which you are now associated: Granite Construction Company
d.	Years of Experience: With this Firm <u>18</u> Years With Other Firms <u>13</u> Years Granite Construction Company: Quality Control Manager – Implementation of and to ensure compliance with the Project QA/QC Plan. 2001 - Present Kiewit Construction: Quality Control Inspector – Acceptance testing and inspection of soils for grades and sub grades, embankments and backfills for roadways, utilities, retaining walls, sound walls and around structures. 1998 - 2001 Atser, LLC: Lab Supervisor/Field Tech – Observation of contractor's operations for general compliance with plans and specifications, along with random soil and concrete testing to compare results with contractor's acceptance testing. 1997 – 1998 Professional Service Industries (PSI): Lab / Field Tech for Construction Materials, Special Testing, and X-Ray / NDE Departments - Performing tests to many different ASTM, AASHTO and TXDOT specifications for soils, aggregates, mortars, concrete and asphalt. 1994 – 1997 Cal Dive International: Tender and Diver for Oilfield Service - operating and maintaining life support equipment such as dive gear, hyperbaric chambers, diving compressors and compressed gasses. 1990 - 1993
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): North Allegheny High School – Wexford, PA - Graduated (Diploma) 1983 USMC - Honorable Discharge 1986 The Ocean Corporation - Houston, Texas - Commercial Diver Training - Graduated (Diploma) 1990
f.	Active Registrations: None
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>I-4 Ultimate, Orlando, FL</u> Key Personnel Role: QC Manager (Area 2) Experience with Current Firm: Yes Project/Assignment Duration: Project 2014-2021, Assigned 2015-Present Owner Contact Information: FDOT, Loreen C. Bobo, P.E., Loreen.Bobo@dot.state.fl.us (386) 943-5541 Design/Construction Value: \$2.3 Billion Project Description: This design build project includes 21 miles of Interstate reconstruction / widening with 15 interchange redesigns, demolition of 68 overpass bridges and 145 individual bridge replacements. Responsibilities include implementation of and to ensure compliance with the Project QA/QC Plan. Duties include working with the project team to incorporate QA/QC requirements into work plans and implementing QA/QC witness and hold program. Providing guidance and training on the use of the Vair reporting system, reviewing and approving QC reports and checklists. Track QA and QC NCWRs to resolution, work with the project team to track and respond to NCRs. Prepare and maintain monthly compliance certification. <u>183A Turnpike, Austin, TX</u> Key Personnel Role: Quality Control Supervisor Experience with Current Firm: Yes Project/Assignment Duration: Project 2004-2007, Assigned 2005-2007 Owner Contact Information: Central Texas Regional Mobility Authority, Mike Heiligenstein, mheiligenstein@ctrma.org , (512) 996-9978 Design/Construction Value: \$172 Million

Project Description:

Entailed a new multi-lane Turnpike, including frontage roads and ramps. Schedule was the biggest challenge in constructing this 11.6-mile toll road, which included project design, 22 bridges and toll facilities. All work was performed in conformance with stringent and highly sensitive environmental regulations within a limited turnpike right-of-way. QC Duties included QC inspection of all phases of construction to ensure compliance with plans and specifications. Helping production coordinate with QA for acceptance inspections and testing. Assisted production in resolution when quality issues arose in the field. Assisted QA Inspectors in coordinating profilograph testing. Coordinated efforts of grinding subcontractor to correct concrete paving irregularities and perform bridge deck pavement grooving. Assigned duties of Concrete Paving Engineer for approximately five months - established concrete paving schedule, ordered all materials for concrete paving operations, coordinated and directed rebar installation subcontractor and saw and seal subcontractor.

I-15 Reconstruction, Salt Lake City, UT

Key Personnel Role: Quality Control Inspector (*began as Lab Supervisor/Field Tech*)

Experience with Current Firm: No

Project/Assignment Duration: Project 1997-2001, Assigned 1997-2001

Owner Contact Information: Tom Warne, *formerly* UDOT, twarne@tomwarne.com, (801) 541-2619

Design/Construction Value: \$1.3 Billion

Project Description:

This design build project includes 16 miles of Interstate reconstruction / widening with 3 interchange redesigns, and 142 individual bridge replacements. Duties included acceptance testing and inspection of soils for grades and sub grades, embankments and backfills for roadways, utilities, retaining walls, sound walls and around structures. Acceptance testing and inspection of concrete and reinforcing where used for curb and gutters, sidewalks and driveway approaches, minor structures such as catch basins, retaining walls, moment slabs, copings and footings, foundations for walls, bridge piers, signs, sound walls and right of way fencing. Performed acceptance testing and inspection of asphalt operations for permanent roadways, overlays and temporary areas. Items inspected for general compliance to plans and specifications such as water and sewer lines, overhead and ground mounted signs, roadway striping, both temporary and permanent as well as temporary guidance or directional signs, detours and overall maintenance of traffic.

METRO Solutions Light Rail Transit Project (Phase II) Houston, TX

Key Personnel Role: Quality Control Manager (North Corridor)

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2009-2015, Assigned 2009-2011

Owner Contact Information: Metropolitan Transit Authority of Harris County, Bryan Pennington, bp07@ridemetro.com, (713) 652-8610

Design/Construction Value: \$1.3 Billion

Project Description:

This design build project includes 22 miles of new light rail systems Duties include Managing QC Inspectors and Technicians assigned to the north Corridor and ensuring they are performing inspections and testing of all construction activities and generating inspection and test reports as required. Manage inspection and testing reports from QA and QC Labs and Inspectors and provide them to Document Control. Assist Inspectors, Field Engineers, and Superintendents with quality issues in the field. Manage Deficiency Notices and Nonconformance Reports. Coordinate with three different firms providing QA/QC services to obtain invoices and generate payment requests to payroll for processing. Perform quarterly audits on Subcontractors and Production personnel.

- 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.
 Craig is currently assigned to the I-4 Ultimate P3 widening and rehab project in Orlando, FL as the QC Manager. Craig will transition to the QC Manager on this project, prior to the beginning of construction on the Panthers project.



Appendix B

Appendix B

APPENDIX B - WORK HISTORY AND QUALITY FORMS

(Click each name to link to corresponding project)


Contractor:

1. I-4 Ultimate P3 (FDOT)
2. 3. I-40 “Fortify” Design-Build (NCDOT)
3. I-59/20 Interchange Phase 2 (ADOT)


Designer:

1. I-80 Robb Drive to Vista Boulevard Design-Build (Nevada DOT)
2. I-185/Buena Vista Road Interchange Reconstruction (GDOT)
3. I-26/Palmetto Commerce Interchange (Charleston County, SC)


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: I-4 Ultimate Location: Orlando, FL	Name: Granite Construction Company (<i>A minority member of Skanska-Granite-Lane (SGL) Joint Venture</i>)	Name of Owner: Florida DOT Loreen Bobo, P.E., Project Manager: Phone: 386-956-4193 (cell) loreen.bobo@dot.state.fl.us	March 2021	\$2,300,000	Approximately \$1,541,000
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <p>Granite Construction is a member of the construction Joint Venture that is constructing the \$1.3B I-4 Ultimate project. Project scope includes 21 miles of interstate widening & realignment, reconstruction of 15 interchanges (including a SPUI at I-4 and SR 436); demolition of overpass bridges; construction of 145 interstate and service road bridges; mainline & ramp bridges over railroad tracks and environmentally sensitive lakes. In addition, the scope includes over 66 miles of RCP drainage pipe, 14,000 foundation pile & drilled shafts, 10 million CY of embankment and excavation, 3 million SF of MSE wall, 1.1 million tons asphalt paving, 1900 new light poles, 335 overhead sign structures, ITS, and over 43 water & sewer utility relocations (worth \$65M) including a pump station for the City of Winter Park. Lead paint and asbestos abatement is being done on 78 existing bridges being demolished. Extensive Maintenance of Traffic plans (MOT) and dedicated contractor MOT crews support the construction activities. Major project issues include unusual geotechnical conditions with varying depths to rock, craft labor recruitment & retention, storm water management and erosion control, utility relocation and extensive MOT to minimize impacts to residents, local businesses, visitors, and the traveling public. Key Individuals/Firms also assigned to Panthers: Craig Humphreys</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Granite and its employees have participated in all aspects of this challenging mega-project. A comprehensive project specific Project Management Plan was prepared and approved by the Owner. Over 200 salaried staff came together to manage the work. An example of managing the work to minimize delays was a significant program put into place to manage the utility relocations. Progress meetings were held with 32 different utility owners to resolve conflicts thru relocation, protect in place, or avoidance by adjusting road & bridge design, as possible. Water and sewer utility relocations were included in the design and construction scope. Some utility relocation work self-performed, however some was subcontracted to qualified utility subcontractors. Notice to Proceed for design was issued 10/3/14 and Notice to Proceed for Construction was issued 2/1/15. Another example of minimizing delays is the design management necessary to get plans to Released For Construction status and producing high quality plans that meet or exceed design standards and are constructible. The design management effort involved weekly progress meetings, contractor constructability reviews, resolution of owner reviews, independent peer reviews for major bridges, and plan updates due to Request for Information. As of March 31, 2020, this project is approximately 76% complete. In addition, Granite seeks to mitigate potential delays and claims in part by focusing on the P6 schedule updates and making appropriate adjustments to keep the project on schedule.</p>					
i. Quality Initiatives. Discuss Contractor’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>Granite will bring valuable QA/QC lessons learned which will raise the quality of construction for the benefit of the SCDOT and this project. The CJV developed a comprehensive project specific QC Plan, which includes: 1) hold points; 2) daily inspections by contractor staff utilizing checklists; 3) self-reporting of deficiencies; and 4) remediation to resolve. Quality initiatives include Pre-activity meetings that are held on every item of work (led by the QC Manager and Superintendent) in which quality is the focus of discussion. Other key quality initiatives include training in mass concrete, grade control, and MSE wall (by the wall manufacturer). Weekly QA/QC meetings are used to discuss and coordinate current QA/QC issues and monthly site visits are conducted in which representatives of the Contractor (QC), Concessionaire (QA) and Owner participate in focused inspections of on-going work. Project controls professionals are part of the CJV staff to manage cost and schedule. Custom schedule reports (issued with each monthly update) have been developed by the CJV focusing on key indicators and work items. For example, milestone traffic switches are pro-actively monitored, as these switches are critical to advancing the work.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
See Appendix C.					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: Fortify I-40/I-440 Design-Build Location: Raleigh, NC	Name: Granite Construction Company <i>(RS&H as Lead Designer)</i>	Name of Owner: North Carolina DOT Project Manager: Boyd Tharrington Phone: 919-220-4600 Email: btharrington@ncdot.gov	June 2018	\$184,544,000	\$129,544
g. Narrative describing the work performed by Lead Contractor.					
		<p>Project Limits are I-40/US-64 from SR 1319 (Jones Franklin Road) to North of US-64/US-264 (Knightdale Bypass) in Wake County. The southern portion of I-40/I-440 is 30 years old and is in need of extensive repairs and reconstruction. More than 100,000 vehicles travel this stretch of I-40 from SR 1319 (Jones Franklin Road) to North of US-64/US-264 (Knightdale Bypass) each day. Dubbed ‘Fortify’ by NCDOT, the project is part of a 10-year plan to strengthen North Carolina’s roadways and alleviate traffic congestion in the Triangle area. The project team’s goal is to fortify the roadway for safer, more efficient travel for motorists who utilize this busy section of highway. The southern portion of I-40/I-440 was 30 years old and was in need of reconstruction. Construction required removal of the existing concrete pavement, which Granite crushed on site and utilized as a class IV roadway stabilization, replacement of storm drain facilities and replacement of an overpass bridge and 10 bridges were widened. Located within the I-40/440 ‘Split’ Granite erected a new state of the art asphalt plant which produced slightly over 1 million tons of asphalt. Project Specifics include: 100 Lane miles of construction ; 49,000 LF of new RCP and CMP – 670 new precast drainage structures; 1,011,000 Tons of AC; 650,000 Tons of Base 7500 CY of structural concrete; 5100 LF Steel Girders Bridge Beams; 2500 SY New Deck Area; and 70,640 LF of Temp traffic barrier – 45,000 LF Permanent median barrier. Key Individuals/Firms also assigned to Panthers: Mark Monreal</p>			
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>When Granite's price proposal of \$130M was submitted it provided two lanes of traffic at all times per the RFP. However, during the proposal phase Granite had brought up maintaining three lanes of traffic at all times even though the RFP only required two. NCDOT saw value in this MOT innovation and post-award issued a \$49M Supplemental Agreement to Granite to maintain three lanes of traffic during construction. This brought the "revised original" contact value to \$179M. In addition to the three lane MOT, NCDOT added an additional \$7M in work the majority was for emergency repairs and median barrier wall enhancements. Consequently, the revised original budget only increased 3.7%. Abnormal inclement weather (significantly impacted the asphalt paving schedule. To mitigate these challenges, Granite paving crews from Arizona, Alaska and Washington State were brought in to supplement the Granite project paving crew(s). Additional time was granted for the emergency barrier work, MOT enhancement changes and inclement weather NCDOT granted the required time Granite and NCDOT reached a mutually acceptable settlement on a handful of issues without, dispute proceedings, litigation or arbitration on this project.</p>					
i. Quality Initiatives. Discuss Contractor’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>Granite was innovative in purchasing a portable crusher and recycling the PCCP for base. On site processing to meet the NCDOT material specifications was achieved by quality initiatives to prevent contamination of the PCCP during demolition and adhering to a strict maintenance schedule for the crusher. This initiative also avoided hauling the demolished PCCP to a waste area which reduced the number of trucks entering delivering base from offsite sources. Granite also proposed an implemented an innovative solution to mitigate subgrade undercuts minimizing both cost and schedule impacts. Granite actively managed the project schedule through Primavera and weekly meetings to review and update the three week look ahead schedule. Granite has national resources to help mitigate delays and to adhere to the schedule.</p> <p>Granite is a strong advocate of partnering which results in avoidance of claims. This is also facilitated by the weekly meetings with NCDOT where all issues are discussed and a path forward is determined to mitigate. Granite has a SE Region support staff including a regional scheduler, QC Manager, project control personnel, Human Resources personnel to assist with craft recruitment, Safety professionals, and an equipment manager for each of our projects.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor’s shall provide a detailed explanation below.					
See Appendix C					

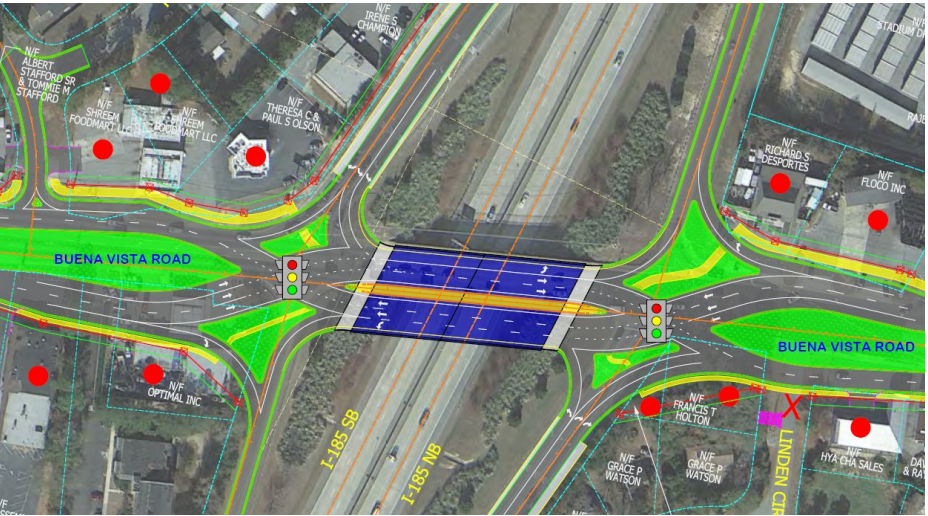
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: I-59/I-20 Interchange Phase 2 Location: Birmingham, AL	Name: Granite Construction Company	Name of Owner: Gary Smith, ALDOT Area Construction Manager Alabama Department of Transportation 100 Corporate Parkway, Suite 450, Hoover, Alabama 35242 (205) 581-5615 smithg@dot.state.al.us	August 2018	\$232,000	\$141,295
g. Narrative describing the work performed by Lead Contractor.					
		<p>Interchange improvements for Interstate 59/20 at I-65 in Birmingham, Alabama included 21 separate bridges with complex geometry, 20 retaining walls and multiple new ramps to improve traffic flow within the interchange and access to downtown. Upgrades and modifications to the existing interchange including bridge demolition, widening, new connector ramps, grading, drainage, pavement, 45 Highmast lights, demolition of a commercial property, lead abatement, throughout the interchange. Water relocations included 3262 LF 6” DI, 2916 LF 8” DI, 1227 LF 16” DI, 1472 LF 30” DI. Sewer relocations included 8065 LF 8” DI, 806 LF 12” DI, 795 LF 18” DI, 4550 LF 24” DI, and 469 LF of 30” SS Cured in Place Liner along I-59/20 through downtown Birmingham.</p> <p>One challenge the project faced was the hard rock and varying rock Geology in Birmingham, which has underground pinnacles. Bridge foundations were designed to utilize both H-pile &</p>			
<p>drilled shafts. Seven bridge foundations were redesigned to micro piles in lieu of H-piles where high rock was encountered. Another challenge was the roadbed stabilization specification provided in the bid documents was not appropriate for the heavy clays in the Birmingham area. Granite called on our national experience and worked with the Owner to develop a cement stabilization specification that was used to complete the project successfully.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Granite relocated highly skilled bridge builders and other key salaried staff to Birmingham for this project. A new craft labor force was hired and trained by Granite. As discussed below, Granite actively managed the schedule and met the project completion milestone.</p>					
i. Quality Initiatives. Discuss Contractor’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>Quality Initiatives included pavement smoothness and profile bonus. ¼ “ in 10’ straight edge for bridge deck tolerance and Granite had zero grinding of 52,234 SY of deck. Schedule Management included weekly 3-week look ahead schedule meetings and monthly 90-day schedule review meetings along with complex Primavera P6 master schedule that was cost loaded and tied to the pay application. Coordination Meetings were conducted weekly with the Owner to review schedules, progress and identify any activities that were potentially delayed or required additional resources to keep on schedule. This project was the largest contract ever awarded by the Alabama DOT at the time it was executed and had a very aggressive schedule, requiring all work to be complete and all traffic to be in its final configuration in less than 30 months. Granite met the completion milestone and was awarded an early completion bonus in August 2018.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor’s shall provide a detailed explanation below.					
Not Applicable					


WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Atkins North America, 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 Atkin’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 Atkins (in thousands)
Name: I-80 Robb Drive to Vista Boulevard Design-Build Location: Washoe County, NV	Granite Construction Company and Atkins North America, Inc.	Name of Owner: Nevada Department of Transportation (NDOT) Project Manager: Jeff Lerud, PE Phone: (702) 671-8865 Email: jlerud@dot.nv.gov	3/2011 - 10/2013	\$80,000	\$4,900
g. Narrative describing the work performed by Atkins. Work performed in the following offices: Atkins Reno Nevada and Henderson Nevada offices.					
Atkins teamed with Granite Construction for the Nevada Department of Transportation's (NDOT) \$80 million design-build project on I-80 as the lead designer for Granite Construction.					
The project was NDOT's first freeway design-build project in northern Nevada. The project involved 10 miles of freeway rehabilitation and improvements along I-80 through Reno and Sparks, including 11 interchanges, a system-to-system interchange with US 395, and local arterials.					
Atkins’ design included pavement reconstruction and interchange ramp reconfiguration, adding auxiliary lanes, designing intelligent transportation systems infrastructure, and adding ramp metering, modified traffic signals, aesthetic enhancements, and signing and lighting upgrades. We designed the replacement and upgrade of all necessary guide, warning, supplemental, sequential, service, and regulatory signs for the I-80 mainline, ramps, interchanges, arterial streets, frontage roads, and any other affected roadways. Our team provided median mounted interchange sequence signs throughout the project area and placed permanent pavement markings.					
Various traffic signal improvements were designed including reconfiguration of the I-80 single-point urban interchange (SPUI) and the Victorian Avenue intersections to run on a single signal controller as well as modifications and updates to interchange ramp signal terminals at Virginia, Rock, Pyramid, McCarran, Sparks, and Vista. Atkins also provided the design and supporting analysis for the first ramp metering signals in northern Nevada that were installed at select on-ramps along this corridor. Atkins designed the MOT for all freeway improvements.					
Key Individuals: Roger Philippi – Co Design Manager, Mike Dempsey – Roadway Segment Lead, Patty Hammons – Senior Roadway Engineer, Brian Janes – Lead Hydraulics Engineer					
h. Self-Assessment. The information provided in this section should be a self-assessment of Atkin’s performance on the project to identify Atkins with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Atkin’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Atkins’ interstate improvement design delivered several operational, safety, and schedule innovation Alternative Technical Concepts (ATCs) without adding any cost or additional schedule to the project. Atkins also developed the two-phased maintenance of traffic (MOT) and constructability plan for the Keystone Avenue to 4th Street phased concrete pavement reconstruction through the system-to-system interchange. The MOT plan minimized impacts to the travelling public and maximized construction efficiency by creating large work zones with safe ingress/egress, which reduced construction costs and streamlined the project schedule. This was an improvement upon the base design concept that showed a three-phased MOT approach, which had a greater impact to the traveling public. Atkins met all fast-track design-build deadlines, including simultaneously designing multiple design units to maintain a steady flow of construction throughout the life of the project. This effort was accomplished within our original schedule and budget allowing our team to earn all scheduled incentives allowable on the project.					
i. Quality Initiatives. Discuss Atkins’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.					
Atkins developed the project’s design quality management plan (DQMP) based on the technical provision requirements, which were approved and adopted by NDOT. A five-step quality control process was implemented for each submittal that included constructability reviews by the contractor, design reviews conducted by senior engineers, and interdisciplinary reviews that were conducted amongst the disciplines involved. There were 69 design packages submitted to the owner during the design meeting the schedule requirements set forth by the team. Quality control audits were conducted on every one of the 69 submittals with no significant audit findings by the team or by NDOT, which was attributed to the thorough and robust DQMP. This also resulted in zero claims between Atkins and Granite. Quality control was key in meeting the design/construction schedule and earning all schedule incentives, as well as finishing earlier than expected.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Atkins shall provide a detailed explanation below.					
Atkins’s response was “No” to all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Atkins North America, 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 Atkin’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 Atkins (in thousands)
Name: I-185/Buena Vista Road Interchange Reconstruction Preliminary Design Services Location: Columbus, GA	Name: Atkins North America, Inc.	Name of Owner: Georgia Dept. of Transportation Project Manager: Chris King, PE Phone: 770.933.0280 Email: charles.c.king@atkinsglobal.com	Const. – 05/31/2024 Professionals Services – 12/31/2021	\$25,629 (winning bid)	\$ 3,083 (design master total)
g. Narrative describing the work performed by Atkins. Work performed in the following offices: Atlanta, GA					
<p>This project involves an innovative interchange design known as a Diverging Diamond Interchange (DDI). The DDI configuration crosses the traffic flow to either side of the interstate eliminating the left-turn phases at the traffic signals; thereby improving traffic signals and traffic operations. The purpose for improvements to the Buena Vista Road interchange is to address the primary needs of improved traffic congestion and better traffic flow management, improve mobility options for the traveling public, and provide safer travel conditions for motorist and pedestrians.</p> <p>The project will reconstruct the existing interchange at I-185 and Buena Vista Road and include replacement of the existing bridge as its sufficiency rating is 47.60. The existing bridge at the interchange will be replaced with a wider bridge to accommodate the DDI. New improvements along Buena Vista Road include four lanes (two lanes in each direction) with a raised median. Sidewalk (5 feet - on the south side and 10 feet - on the north side) will be constructed along Buena Vista Road up to the approaches to the bridge over I-285 and be provided in the center median area of the DDI. The proposed project will begin just south of the intersection of Buena Vista Road at Steam Mill Road and end just east of the intersection of Buena Vista Road at Rosewood Drive, a total of 1.098 miles. Because of a pre-determined letting schedule and fixed program costs, the interchange reconstruction project presented significant challenges with the timing and ultimate scope of improvements, necessitating reconstructed ramps from the main lanes to Buena Vista Road tie to existing main lane ramp gore locations along I-185. The team implemented a solution that allowed the reconstructed ramps to be built in stages (vertically) with the use of temporary walls while under traffic. All ramp reconstruction was accomplished during off-peak weekend hours.</p> <p>The major lesson learned from this project was the value of performing a thorough constructability review that allowed an acceptable traffic control plan to be implemented that would keep the overall project on the pre-determined letting schedule and finish within allowable costs. Another lesson learned was to assure pedestrian accommodation during Stage 2 bridge construction while minimizing the final bridge section width. Standard bridge design places the sidewalk to the outside; therefore, pedestrians were accommodated during Stage 2 with the sidewalk already built in Stage 1. However, with a DDI design placing the final sidewalk location in the center median a temporary sidewalk was needed to the outside to accommodate pedestrians in Stage 2. This need requires a wider structure than would ultimately be needed for final conditions. This extra width across the structure could be used for wider lanes (DDIs typically utilize 13-15-foot lanes across the structure) or wider shoulders for emergency pull over space.</p>					
Key Individuals: Daniel McDuff, PE served as a senior technical manager, senior engineer that performed quality review.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Atkin’s performance on the project to identify Atkins with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Atkin’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Project was let on schedule and under budget.					
i. Quality Initiatives. Discuss Atkins’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.					
Atkins’ Deliver Work initiative includes a detailed Project Execution Plan (PEP) that formally outlines the role, responsibilities, and accountability of all Atkins project team members. The PEP emphasis was placed on quality assurance and quality control processes to further ensure delivery of a quality project to our clients. The PEP dictates the level of project management and quality review based on project complexity, size, and importance, as well as provides resources for evaluating and controlling costs, and monitoring design schedules and milestones.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Atkins shall provide a detailed explanation below.					
Atkins’s response was “No” to all questions.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
[Davis & Floyd]

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 Atkin’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 Davis & Floyd (in thousands)
Name: I-26 Palmetto Commerce Interchange Location: Charleston County, South Carolina	Name: Davis & Floyd, Inc.	Name of Owner: Charleston County Project Manager: Sunshine Trakas Phone: (843) 202-6154 Email: Strakas@charlestoncounty.org	Estimated Construction Completion Date: 02/2024 Estimated Professional Services Completion Date: 12/2020	Estimated Construction Cost: \$50,000	Estimated Work Performed to date: \$4,141
g. Narrative describing the work performed by Davis & Floyd. Work performed in the following offices: Columbia, SC, Greenwood, SC and North Charleston, SC					
<p>The I-26 Palmetto Commerce Interchange (PCI) project includes a new interchange on I-26, between US 78 (University Boulevard) and Ashley Phosphate Road, which will provide a connection to Palmetto Commerce Parkway, Weber Boulevard, and Ingleside Boulevard. The new link will include approximately 0.5 miles of four-lane road. Upon completion, the interchange is expected to improve mobility and serve as a direct route in and around the Palmetto Commerce Park. The new interchange will provide access to the south side of the interstate along Weber Boulevard with connections to Ingleside Boulevard and Palmetto Commerce Parkway. The solution is a three-point Urban Diamond Interchange between the US 78 and Ashley Phosphate Boulevard exits on I-26, with pedestrian access and new traffic signal design. The Urban Diamond Interchange design provides a smaller footprint using mechanically stabilized earth (MSE) walls adjacent to the north side of the interstate to bring the ramp traffic further away from impacted neighborhoods. The interchange connects at a strategic location along Weber Boulevard that intersects both Ingleside Boulevard and Palmetto Commerce Parkway. This connection will reduce the traffic on heavily used Northside Drive between 30% and 50%. The new overpass will include a barrier-separated multiuse path that will connect the north and south sides of the interstate with pedestrian and bike traffic. The bridge is 173’-2” long and 60’-1.5” wide and is two lanes. Roadway design includes design of the interstate ramps and connection to Weber Boulevard with two new traffic signals.</p> <p>Charleston County commissioned Davis & Floyd to provide overall project management and roadway, bridge (with seismic), interchange, signal, hydraulic modeling, and drainage design. As overall project manager, Davis & Floyd also oversaw the development of the Interchange Justification Report, National Environmental Policy Act (NEPA) documents, public involvement, geotechnical engineering, and a major traffic study. Our team is also providing landscape architecture, utility coordination, environmental/permitting, and ROW management and coordination with state and local officials on this high-profile project.</p> <p>Key Individuals: Eric Dickey, PE, PLS provided technical roadway design quality review and assistance during the preliminary and final design of this project. Lindsey Keziah, PE is the lead roadway engineer and is responsible charge of roadway design. Brian Taylor is providing lead environmental permitting services. Joey Woody, PE is the lead H&H and performed a floodplain study and stormwater design. Bryan Webb, PE, PTOE, RSP21 prepared the Transportation Management Plan and Signal Designs. Rob Stevenson, PE is the lead bridge engineer and responsible charge of the bridge design. Kevin Sheppard is managing the ROW acquisition. Kevin Thewes, PLS is the lead surveyor for the project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Davis & Floyd’s performance on the project to identify Davis & Floyd with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Davis & Floyd’s that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The I-26 Palmetto Commerce Interchange is a key link in the overall North Charleston expansion plan to improve traffic flow along secondary roads in this region. This is a very important project for Charleston County, and Davis & Floyd has been aggressive in its delivery of the environmental documents, and roadway and bridge designs given the extended the Federal Highway Administration (FHWA) review process. The goal for PCI is to complete construction prior to the start of Palmetto Parkway Phase III construction. This current estimated construction schedule for PCI will meet this schedule. Currently the project design remains on budget and on schedule.</p>					
i. Quality Initiatives. Discuss Davis & Floyd’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>Davis & Floyd’s Project Delivery Improvement (PDI) initiative includes a detailed Project Delivery Manual (PDM) that formally outlines the role, responsibilities, and accountability of all Davis & Floyd project team members. The PDM promotes an internal training and credential program with emphasis placed on quality assurance and quality control processes to further ensure delivery of a quality project to our clients. The PDM dictates the level of project management and quality review based on a matrix of project complexity, size, and importance and provides resources for evaluating and controlling costs and monitoring design schedules and milestones. All Davis & Floyd projects are approached using the highest management and quality standards designated by the PDM.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Davis & Floyd shall provide a detailed explanation below.					
Davis & Floyd’s response was “No” to all questions.					



Appendix C

APPENDIX C - WORK HISTORY AND QUALITY FORMS

(Click each project to link to corresponding form)

Contractor:

1. I-4 Ultimate P3 (FDOT)
2. I-40 "Fortify" Design-Build (NCDOT)
3. I-64 Southside Widening and High Rise Bridge, Phase 1 (VDOT)
4. San Clemente Dam Removal (CA American Water)
5. SR 520 Eastside Transit (WashDOT)
6. Millwright Loop (Port of Everett)
7. Seaside Retaining Wall (CalTrans)
8. SR 125, Otay Mesa to San Miguel (CalTrans)
9. Cal Poly Student Housing (Sundt Construction)

Designer:

Not Applicable

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: I-4 Ultimate Location: Orlando, FL	Name: Granite Construction Company (<i>A minority member of Skanska-Granite-Lane (SGL) Joint Venture</i>)	Name of Owner: Florida DOT Loreen Bobo, P.E., Project Manager: Phone: 386-956-4193 (cell) loreen.bobo@dot.state.fl.us	March 2021	\$2,300,000	Approximately \$1,541,000

g. Narrative describing the work performed by Lead Contractor.



Granite Construction is a member of the construction Joint Venture that is constructing the \$1.3B I-4 Ultimate project. Project scope includes 21 miles of interstate widening & realignment, reconstruction of 15 interchanges; demolition of overpass bridges; construction of 145 interstate and service road bridges; mainline & ramp bridges over railroad tracks and environmentally sensitive lakes. In addition, the scope includes over 66 miles of RCP drainage pipe, 14,000 foundation pile & drilled shafts, 10 million CY of embankment and excavation, 3 million SF of MSE wall, 1.1 million tons asphalt paving, 1900 new light poles, 335 overhead sign structures, ITS, and over 43 water & sewer utility relocations (worth \$65M) including a pump station for the City of Winter Park. Lead paint and asbestos abatement is being done on 78 existing bridges being demolished. Extensive Maintenance of Traffic plans (MOT) and dedicated contractor MOT crews support the construction activities. Major project issues include unusual geotechnical conditions with varying depths to rock, craft labor recruitment & retention, storm water management and erosion control, utility relocation and extensive MOT to minimize impacts to residents, local businesses, visitors, and the traveling public. *Universal has done over \$3.1M in CQC testing, PDA, CSL, thermal integrity testing, pile*

RELEVANCE TO CROSSROADS PHASE 2

- ✓ Widening / realignment of the interstate
- ✓ Reconstruction of an interchange
- ✓ Demolition of an overpass
- ✓ Bridge demolition
- ✓ Retaining walls and culverts
- ✓ Drainage systems & erosion control
- ✓ Signing & lighting
- ✓ Interstate Maint. of Traffic
- ✓ Community Relations
- ✓ Utility Relocations
- ✓ Ramp bridge(s)
- ✓ Interstate bridge(s)
- ✓ Quality initiatives
- ✓ Management processes to avoid delays & claims

driving inspection and vibration monitoring. **Key Individuals/Firms also assigned to Carolina Crossroads Phase 2:** Bob Pode, Bob Thornton, Craig Humphreys, Phil Moores, Jeff Pruett (Universal), JMT

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



i. Quality Initiatives. Discuss Contractor’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.

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

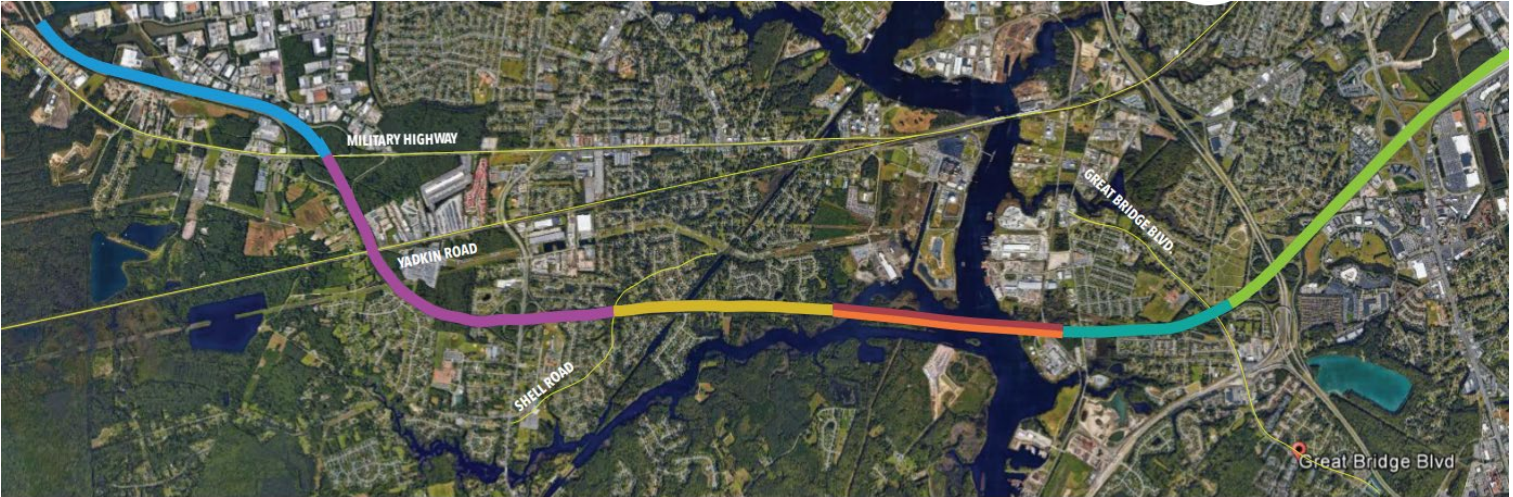
- Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?

There are claims pending between the Contractor (a Skanska-Granite-Lane JV) and the designer (who is not the Lead Designer here). The contractor's claims are for delays in completing designs and for certain defective designs on piers and piles. The designer's claim is for payments withheld on account of designer delays and errors.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: Fortify I-40/I-440 Design-Build Location: Raleigh, NC	Name: Granite Construction Company <i>(RS&H as Lead Designer)</i>	Name of Owner: North Carolina DOT Project Manager: Boyd Tharrington Phone: 919-220-4600 Email: btharrington@ncdot.gov	June 2018	\$184,544,000	\$129,544
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <div><p>Project Limits are I-40/US-64 from SR 1319 (Jones Franklin Road) to North of US-64/US-264 (Knightdale Bypass) in Wake County. The southern portion of I-40/I-440 is 30 years old and is in need of extensive repairs and reconstruction. More than 100,000 vehicles travel this stretch of I-40 from SR 1319 (Jones Franklin Road) to North of US-64/US-264 (Knightdale Bypass) each day. Dubbed ‘Fortify’ by NCDOT, the project is part of a 10-year plan to strengthen North Carolina’s roadways and alleviate traffic congestion in the Triangle area. The project team’s goal is to fortify the roadway for safer, more efficient travel for motorists who utilize this busy section of highway. The southern portion of I-40/I-440 was 30 years old and was in need of reconstruction. Construction required removal of the existing concrete pavement, which Granite crushed on site and utilized as a class IV roadway stabilization, replacement of storm drain facilities and replacement of an overpass bridge and 10 bridges were widened. Located within the I-40/440 ‘Split’ Granite erected a new state of the art asphalt plant which produced slightly over 1 million tons of asphalt. Project Specifics include: 100 Lane miles of construction ; 49,000 LF of new RCP and CMP – 670 new precast drainage structures; 1,011,000 Tons of AC; 650,000 Tons of Base 7500 CY of structural concrete; 5100 LF Steel Girders Bridge Beams; 2500 SY New Deck Area; and 70,640 LF of Temp traffic barrier – 45,000 LF Permanent median barrier. Key Individuals/Firms also assigned to Carolina Crossroads Phase 2: Mark Monreal</p></div> <div></div> <div><p>RELEVANCE TO CROSSROADS PHASE 2</p><ul style="list-style-type: none">✓ Interstate Reconstruction✓ Bridge demolition✓ Interstate Maint. of Traffic✓ Community Relations✓ Utility Relocations✓ Interstate bridge(s)✓ Quality initiatives✓ Management processes to avoid delays & claims</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor’s shall provide a detailed explanation below.					
<ul style="list-style-type: none">Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions? Lead Contractor had a claim against the project's designer, RS&H (who is not the Lead Designer here), for defective design in barrier wall and for miscellaneous scope issues.Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract? Lead Contractor's claim against RS&H (who is not the Lead Designer here) went to arbitration, and arbitration award in favor of Lead Contractor was issued.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: I-64 Southside Widening and High Rise Bridge, Phase 1 Location: Chesapeake, VA	Name: Granite Construction Company (<i>Lead contractor for Granite-Parsons-Corman Joint Venture</i>)	Name of Owner: Mike Prezioso Project Director I-64 High Rise MBPCE (VDOT Consultant) (757) 532-1909 (757) 382-0109 mprezioso@mbpce.com	2021	\$410,000	TBD – project ongoing
g. Narrative describing the work performed by Lead Contractor.					
<p>The scope of work for this 8.75 mile project includes widening of the existing interstate from 4 lanes to 6 lanes. The widening accommodates two general purpose lanes and one managed lane in each direction. The proposed improvements include:</p> <ul style="list-style-type: none">• A new fixed span High Rise Bridge, south of the existing bridge, with 100-ft, vertical clearance over the Elizabeth River• Realignment of the existing I-64 lanes immediately adjacent to the new High Rise Bridge• Sound barrier walls• Asphalt overlay over the existing pavement• Addition of new asphalt or concrete 12-ft.Wide travel lanes with 4-ft. Buffers and shoulders west of the High Rise Bridge• Addition of new 12-ft. Wide asphalt lanes with 4-ft. Buffers and shoulders east of the High Rise Bridge• Replacement of the overpass bridge at Great Bridge Boulevard with a parallel bridge and associated realignment of Great Bridge Boulevard• Widening of the six existing I-64 bridges (Military Highway, Yadkin Road and Shell Road)• Installation of storm drain utilities• Civil infrastructure for the new managed lanes					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<ul style="list-style-type: none">• Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?\ <p>The Contractor (a Granite-led JV) has claim against the designer (who is not the Lead Designer here) for errors in pile designs.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: San Clemente Dam Removal Location: Monterey County, CA	Name: Kleinfelder	Name of Owner: California American Water Project Manager: Aman Gonzalez Phone: (831) 646-3230 Email: Julio.gonzalez@amwater.com	05/2013 - 10/2016	\$70,947	\$70,947
g. Narrative describing the work performed by Lead Contractor.					
<p>The primary feature of the project involved rerouting the Carmel River into San Clemente Creek at a location upstream of the SCD and permanently bypassing the majority of the accumulated sediment in the river. The bypass, or reroute channel, was excavated through the drainage divide between the Carmel River and San Clemente Creek. Upstream of the reroute channel, the upper Carmel River was excavated and restored to enable a transition to existing channel grades at the upstream end of the project limit. The new combined flow reach (CFR) between the reroute channel and the present dam location was restored with a focus on improving conditions for steelhead trout passage. The accumulated sediment in the San Clemente Creek arm of the reservoir was excavated and relocated to the sediment stockpile, stabilized in place, and restored to create a naturally occurring habitat for the native wildlife. In order to divert the Carmel River into the reroute channel and prevent flows from entering and destabilizing the sediment stockpile, a diversion dike was constructed out of rock material from the reroute channel and was used to retain the sediments within the stockpile. Downstream of the diversion dike within the abandoned Carmel River arm, a stabilized sediment slope consisting of rock material from the reroute channel was constructed to retain sediments within the sediment stockpile area. Finally when all of the components were in place, the SCD was removed and the entire project was restored to blend in with the native surroundings.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<div><div><ul style="list-style-type: none">Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?</div><div>The contractor had claims against the designer and its sub-designer (neither are the Lead Designer here) for defects in the stream restoration design.</div><div><ul style="list-style-type: none">Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?</div><div>The sub-designer filed legal proceedings for the payment withholdings by the contractor. The contractor's and the designers' claims were resolved by settlement.</div></div>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: SR 520 Eastside Transit Location: Seattle, WA	Name: H.W. Lochner	Name of Owner: Washington State Dept. of Trans. Project Manager: Brian Dobbins Phone: (206) 770-3518 Email: dobbinsb@wsdot.wa.gov	04/2011 – 03/2015	\$ 363,273	\$ 175,726
g. Narrative describing the work performed by Lead Contractor.					
Scope of the SR 520 Eastside Transit and HOV Project included widening and reconstructing portions of the existing highway from the Lake Washington Floating Bridge to the Interstate 405 connector. Work also included constructing three landscaped bridges over SR 520, adding HOV lanes, bus rapid transit stations, direct access ramps to surface streets, and major retaining walls, sound walls, lighting, utility relocations and landscaping. The Lake Washington Floating Bridge was converted to an electronic toll road with toll collection.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<div><div><div><div><div></div><div>Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?</div></div><div><div></div><div>The contractor (a Granite-led JV) had claims against the designer (who is not the Lead Designer here) for several design defects and design delays.</div></div></div><div><div><div></div><div>Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?</div></div><div><div></div><div>The contractor filed for arbitration of its claims. The contractor and designer negotiated a mutually agreed settlement of all disputes in 2017. The project was not negatively impacted by the disputes.</div></div></div></div></div>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: Millwright Loop Location: Everett, WA	Name: PND	Name of Owner: Port of Everett Project Manager: Brandon Whitaker Phone: (425) 388-0613 Email: bwhitaker@portofeverett.com	07/2018 - 10/2019	\$3,574	\$3,574
g. Narrative describing the work performed by Lead Contractor.					
Site Demolition, earthwork, creation of SE Millwright Loop Road, marina parking lot, public open spaces, sidewalks, esplanade, infrastructure utilities to include water sewer and stormwater 480V electrical distribution system, electrical conduit and vaults, lighting and landscaping.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<ul style="list-style-type: none">Have any projects been delayed more than 30 days such that liquidated damages were assessed? <p>Liquidated damages were assessed for 137 days when lane closure was not reopened on time for total of \$342,500.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: Seaside Retaining Wall Location: Wesport, CA	Name: N/A	Name of Owner: California Dept. of Transportation Project Manager: Chuck Lees, R.E. Phone: (707) 496-4351 Email: chuck.lees@dot.ca.gov	08/2014 – 12/2016	\$ 5,281	\$ 3,569
g. Narrative describing the work performed by Lead Contractor.					
Soldier pile retaining wall and storm damage repair. Included erosion control, culverts, MBGR, cold plane AC, structure excavation and backfill (soldier pile wall), reinforced embankment, HMA dike (types C & F), HMA paving, and structural concrete.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<div><div>• Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?</div><div>A subcontracted lease truck was dumping aggregate materials in a location with walls on both sides; a Granite employee was standing near the rear trailer of the truck and when the truck rode up over the windrow, the back trailer slid and pinned the employee between the trailer and the wall. The Granite employee lacked sufficient task training to identify the potential for the trailer to slide.</div></div>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: SR 125, Otay Mesa to San Miguel Location: Chula Vista, CA	Name: N/A	Name of Owner: California DOT Project Manager: Seid Hodzic, R.E. Phone: (858) 688-1429 Email: seid.hodzic@dot.ca.gov	09/2017 - 02/2018	\$5,600	\$5,600
g. Narrative describing the work performed by Lead Contractor.					
Apply Bonded Wearing Course Overlay, Cold Plane and Shoulder Backing. 32,700 TNs of Hot Mix Asphalt-Gap Graded, 81,900 SQYD's of Cold Plane Asphalt Concrete pavement.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<div><div>• Have any projects been delayed more than 30 days such that liquidated damages were assessed?</div><div>A total of 31 days were assessed at \$6,800 per day for a total of \$210,000. This was a reduction from the initial 45 days assessed. This delay was a result of late approval of HMA mix design and longer than anticipated bump grinding after paving. The HMA supplier partly responsible for the delay issued a credit to Granite for \$100k as remedy for the delay they caused.</div></div>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Granite Construction Company

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Contractor’s responsibilities	d. Actual or Estimated Construction Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor/Major Subcontractor (in thousands)
Name: Cal Poly Student Housing Location: Pomona, CA	Name: HMC Architects	Name of Owner: Sundt Construction, Inc. Project Manager: Jim Householder Phone: (949) 327-0020 Email: jfhouseholder@sundt.com	05/2017 - 01/2020	\$9,954	\$9,954
g. Narrative describing the work performed by Lead Contractor.					
Demolition of existing improvements, heavy earthwork and grading, over-excavate/recompact building pads, soil cement treat roadway, installation of new underground utilities including storm drain, sewer, install concrete curb and gutter, concrete protection slabs, asphalt paving, signs, striping and flatwork grading around buildings.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Contractor’s performance on the project to identify Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
i. Quality Initiatives. Discuss Contractor’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.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Contractor shall provide a detailed explanation below.					
<ul style="list-style-type: none">Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated? <p>Employee was installing reinforced concrete pipe when his hand was caught in a pinch point. The employee was using the bucket of the excavator as a platform to stand on while adjusting the shackle secured to the concrete pipe. Granite received a citation for violation of the standard where in loading buckets and attachments shall not be used as work platforms. By error, this citation is listed as 'Serious' in the OSHA Establishment Search site. Through appeal, this citation was reduced to 'General'. Please see attached Administrative Law Order reclassifying this citation to 'General' classification.</p>					

**BEFORE THE
STATE OF CALIFORNIA
OCCUPATIONAL SAFETY AND HEALTH
APPEALS BOARD**

In the Matter of the Appeal of:

**GRANITE CONSTRUCTION COMPANY
P.O. BOX 15287
SACRAMENTO, CA 95851**

Employer

Inspection No.

1287581

SETTLEMENT ORDER

The above-entitled matter is resolved pursuant to this Order and as set forth in the attached Summary Table.

The parties stipulate that no findings or conclusions have been made by any trier-of-fact regarding the citations and fines at issue herein, unless otherwise specified below.

IT IS STIPULATED by and between the parties that the settlement terms and conditions are not intended to be and shall not be construed by anyone or any proceeding as an admission of negligence, fault, or wrongdoing whatsoever by employer.

The parties further stipulate that neither employer's agreement to compromise this matter nor any statement contained in this agreement shall be admissible in any other proceeding, either legal, equitable, or administrative, except for purposes of administration and enforcement of the California Occupational Safety and Health Act and in proceedings before the Appeals Board.

Employer agrees to waive any rights it might have pursuant to Labor Code section 149.5 or California Code of Regulations, title 8, section 397 to petition for or recover costs or fees, if any, incurred in connection with this appeal.

The parties further agree to make changes to the following Citation:

Citation 2, Item 1, - the Alleged Violation Description is amended to read as follows:

Prior to and during the course of the inspection, including but not limited to, on November 10, 2017, an employee failed to keep his hand clear of a pinch point created by a suspended load by an excavator, between the top of pipe and bottom edge of a horizontal trench box support.

IT IS SO ORDERED.

Dated: 01/13/2020



LESLIE E. MURAD, II
Administrative Law Judge

Pursuant to California Code of Regulations, title 8, section 364.2, subdivision (e), employer shall post for 30 working days a copy of the Settlement Order. Posting shall be in a manner as prescribed in Section 356, subdivision (a).

Pursuant to California Code of Regulations, title 8, section 364.2, subdivision (d), the division shall serve a copy of this disposition on any authorized person representing affected employees if known.

NOTE: If you disagree with this order, you may petition the Appeals Board for reconsideration within 30 days. The petition must comply with the requirements of Labor Code sections 6614 through 6619. Please call the Appeals Board at (916) 274-5751 if you need assistance.

SUMMARY TABLE

OCCUPATIONAL SAFETY AND HEALTH APPEALS BOARD

In the Matter of the Appeal of:
GRANITE CONSTRUCTION COMPANY

Inspection No.
1287581

Citation Issuance Date: **05/09/2018**

CITATION	ITEM	SECTION	TYPE	CITATION/ITEM RESOLUTION	AFFIRMED	VALIDATED	PENALTY PROPOSED BY DOSH IN CITATION	FINAL PENALTY ASSESSED
1	1	342	R	Based on add'l info from ER, DOSH withdrew the citation		V	\$5,000.00	\$0.00
2	1	1593 (n)	S	Based on add'l info from ER, DOSH reclassified to G. Penalty reduced.	A		\$22,500.00	\$450.00
Sub-Total							\$27,500.00	\$450.00

Total Amount Due* **\$450.00**

*You may owe more than this amount if you did not appeal one or more citations or items containing penalties.
Please call 415-703-4310 or email AccountingCALOSHA@dir.ca.gov if you have any questions.

PENALTY PAYMENT INFORMATION

1. Please make your cashier's check, money order, or company check payable to:
Department of Industrial Relations

2. Write the **Inspection No.** on your payment

3. If sending via US Mail:
CAL-OSHA Penalties
PO Box 516547
Los Angeles, CA 90051-0595

If sending via Overnight Delivery:
US Bank Wholesale Lockbox
c/o 516547 CAL-OSHA Penalties
16420 Valley View Ave.
La Mirada, CA 90638-5821

Online Payments can also be made by logging on to http://www.dir.ca.gov/dosh/CalOSHA_PaymentOption.html

-DO NOT send payments to the California Occupational Safety and Health Appeals Board-

Abbreviation Key:

G=General	R=Regulatory	Er=Employer	
S=Serious	W=Willful	Ee=Employee	A/R=Accident Related
RG=Repeat General	RR=Repeat Regulatory	RS=Repeat Serious	

DECLARATION OF SERVICE BY MAIL OR EMAIL

Inspection Number
1287581

I, Mirna Lopez, declare:

1. I am at least 18 years of age, not a party to this action, and I am employed in Los Angeles County at 100 N. Barranca St., Suite 410, West Covina, CA 91791.
2. On 01/13/2020, I served a copy of the attached Settlement Order in an envelope addressed as shown below and placed the envelope for collection and mailing on the date and at the place shown in item 3 following our ordinary business practices. I am readily familiar with this business's practice for collecting and processing correspondence for mailing. On the same day that correspondence is placed for collection and mailing, it is deposited in the ordinary course of business with the United States Postal Service in a sealed envelope with postage fully prepaid.

3. Date mailed: 01/13/2020 Place mailed: (city, state): West Covina, CA

ATTN: Jake Lowney
Granite Construction Company
P.O. Box 15287
Sacramento, CA 95851

4. On 01/13/2020, I electronically served the document listed in item 2 as follows:

NAME OF PERSON SERVED	ELECTRONIC SERVICE ADDRESS
<u>Chris Grossgart, DOSH Legal</u>	<u>cgrossgart_doshlegal@dir.ca.gov</u>
<u>Rocio Reyes, DOSH Legal</u>	<u>rreyes_doshlegal@dir.ca.gov</u>
<u>DOSH Southern Office</u>	<u>doshlegal_la@dir.ca.gov</u>
<u>Kevin D. Bland</u>	<u>kevin.bland@ogletreedeakins.com</u>
<u>Martha Casillas</u>	<u>MCasillas@dir.ca.gov</u>
<u>Steve Honjio</u>	<u>shonjio@dir.ca.gov</u>

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Mirna Lopez

(TYPE OR PRINT NAME OF DECLARANT)



(SIGNATURE OF DECLARANT)

STATE OF CALIFORNIA
DEPARTMENT OF INDUSTRIAL RELATIONS
OCCUPATIONAL SAFETY AND HEALTH APPEALS BOARD
100 N. BARRANCA STREET, SUITE 410
WEST COVINA, CA 91791

ATTN: Jake Lowney
Granite Construction Company
P.O. Box 15287
Sacramento, CA 95851



Appendix D

APPENDIX D - LEGAL AND FINANCIAL

(Click each item to link to corresponding information)

- Financial Capacity
- Bonding Capability
- Organizational Agreements - NOT APPLICABLE

August 11, 2020

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

**RE: Interstate 77 Panther Interchange
Project ID P038652**

Dear Ms. Wright:

I, Kenneth B. Olson, in my capacity as Vice President and Treasurer of Granite Construction Company (the "Company"), deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued July 28, 2020 by the South Carolina Department of Transportation ("SCDOT") to construct the Interstate 77 Panther Interchange Project ("the Project") in York County.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Olson", written over a light blue horizontal line.

Kenneth B. Olson
Vice President and Treasurer
Granite Construction Company

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

ACKNOWLEDGMENT

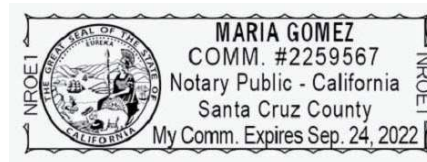
State of California
County of Santa Cruz

On August 11, 2020 before me, Maria Gomez, Notary Public
(insert name and title of the officer)

personally appeared Kenenth B. Olson,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.



Signature *Maria Gomez*
Maria Gomez, Notary Public

(Seal)



1 Tower Square, Hartford, CT 06183

August 11, 2020

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

**RE: Interstate 77 Panther Interchange
Project ID P038652**

Ms. Wright:

The undersigned surety companies are pleased to execute contract bonds for Granite Construction Incorporated and its subsidiaries, including Granite Construction Company. The Principal has been provided with performance, payment, and warranty bonds since 1926. During that time, individual bonds have been underwritten in excess of \$600,000,000, while an aggregate work program well above that amount has been supported. Additionally, participation in joint venture projects has exceeded \$1 billion.

The aggregate bonding capacity is \$5,000,000,000; current available bonding capacity as of August 11, 2020 is approximately \$2,000,000,000. It is the current intent of the sureties to provide 100% performance and payment bonds, subject to acceptable contract terms and conditions and underwriting conditions at the time the bonds are requested by Granite Construction Company. Our consideration and issuance of bonds is a matter solely between Granite Construction Company and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

All of the below listed sureties are licensed in the State of South Carolina and appear on the U.S. Department of the Treasury Circular 570.

We have the utmost confidence in the integrity and ability of Granite Construction Company and consider, them to be one of the premier construction companies in the United States. We are pleased to give them our highest recommendation.

Sincerely,

TRAVELERS CASUALTY and SURETY COMPANY of AMERICA, A.M. Best Rating: A++ XV
FEDERAL INSURANCE COMPANY, A.M. Best Rating: A++ XV
THE CONTINENTAL INSURANCE COMPANY, A.M. Best Rating: A XV


Tobi Stonich Telesco
Attorney in Fact





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

POWER OF ATTORNEY

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **17th** day of **January**, **2019**.



State of Connecticut

City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

On this the **17th** day of **January**, **2019**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies by himself as a duly authorized officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

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




Anna P. Nowik, Notary Public

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

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

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

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

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

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

Dated this 11th day of August, 2020.




Kevin E. Hughes, Assistant Secretary

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

Power of Attorney

Federal Insurance Company | Vigilant Insurance Company | Pacific Indemnity Company

Westchester Fire Insurance Company | ACE American Insurance Company

Know All by These Presents, that **FEDERAL INSURANCE COMPANY**, an Indiana corporation, **VIGILANT INSURANCE COMPANY**, a New York corporation, **PACIFIC INDEMNITY COMPANY**, a Wisconsin corporation, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** corporations of the Commonwealth of Pennsylvania, do each hereby constitute and appoint Isabel Barron, Jigisha Desai, John D. Gilliland, Roberto J. Rivera-Rodriguez, Ashley Stinson and Tobi Stonich Telesco of Watsonville, California -----

each as their true and lawful Attorney-in-Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business on behalf of GRANITE CONSTRUCTION INCORPORATED and all Subsidiaries alone or in joint venture as principal, in connection with bids, proposals or contracts to or with the United States of America, any State or political subdivision thereof or any person, firm or corporation. And the execution of such bond or obligation by such Attorney-in-Fact in the Company's name and on its behalf as surety thereon or otherwise, under its corporate seal, in pursuance of the authority hereby conferred shall, upon delivery thereof, be valid and binding upon the Company.

In Witness Whereof, said **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** have each executed and attested these presents and affixed their corporate seals on this **26th** day of **February, 2020**.

Dawn M. Chloros

Dawn M. Chloros, Assistant Secretary

Stephen M. Haney

Stephen M. Haney, Vice President



STATE OF NEW JERSEY

County of Hunterdon

SS.

On this **26th** day of **February, 2020** before me, a Notary Public of New Jersey, personally came Dawn M. Chloros and Stephen M. Haney, to me known to be Assistant Secretary and Vice President, respectively, of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY**, the companies which executed the foregoing Power of Attorney, and the said Dawn M. Chloros and Stephen M. Haney, being by me duly sworn, severally and each for herself and himself did depose and say that they are Assistant Secretary and Vice President, respectively, of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, **PACIFIC INDEMNITY COMPANY**, **WESTCHESTER FIRE INSURANCE COMPANY** and **ACE AMERICAN INSURANCE COMPANY** and know the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of said Companies; and that their signatures as such officers were duly affixed and subscribed by like authority.

Notarial Seal



KATHERINE J. ADELAAR
NOTARY PUBLIC OF NEW JERSEY
No. 2316665
Commission Expires July 16, 2024

Katherine J. Adelaar

Notary Public

CERTIFICATION

Resolutions adopted by the Boards of Directors of **FEDERAL INSURANCE COMPANY**, **VIGILANT INSURANCE COMPANY**, and **PACIFIC INDEMNITY COMPANY** on August 30, 2016; **WESTCHESTER FIRE INSURANCE COMPANY** on December 11, 2006; and **ACE AMERICAN INSURANCE COMPANY** on March 20, 2009:

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

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

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

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

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

Given under my hand and seals of said Companies at Whitehouse Station, NJ, this 11th day of August, 2020.



Dawn M. Chloros

Dawn M. Chloros, Assistant Secretary



IN THE EVENT YOU WISH TO VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT:

Telephone (908) 903-3493

Fax (908) 903-3656

e-mail: surety@chubb.com

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

John D Gilliland, Jigisha Desai, Ashley Stinson, Tobi Stonich Telesco, Isabel Barron, Roberto J Rivera-Rodriguez, Individually

of Watsonville, CA, 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 -

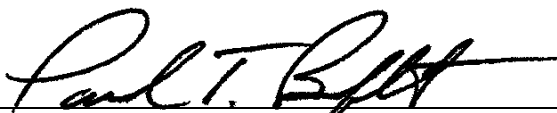
and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the insurance company and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

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

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 30th day of March, 2020.

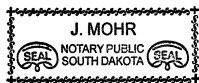


The Continental Insurance Company



Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 30th day of March, 2020, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company, described in and which executed the above instrument; that he knows the seal of said insurance company; 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 insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.



My Commission Expires June 23, 2021


J. Mohr Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance company printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company this 11th day of August, 2020.



The Continental Insurance Company


D. Johnson Assistant Secretary

Form F6850-4/2012

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

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

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

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

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

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





Appendix E

APPENDIX E - ORGANIZATIONAL CONFLICT OF INTEREST

(Click each firm to link to corresponding form)

1. Granite Construction Company
2. Atkins North America, Inc.
3. Civic Communications, LLC
4. Davis & Floyd, Inc.
5. GWA, Inc.
6. Insight Group, LLC
7. Surveying and Mapping, LLC

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 11, 2020

Date

Kenneth B. Olson, Vice President

Print Name

Granite Construction Company

Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

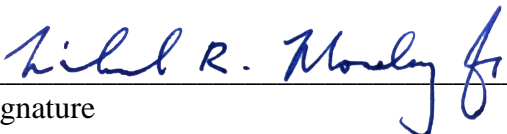
PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

☒ 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 11, 2020

Date

Michael R. Moseley, Jr., PE

Print Name

Atkins North America, 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

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

☒ 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

8/17/20

Date

Julie Clair Cofer Hussey, CEO
Print Name

Civic Communications, LLC
Company

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

Name

Phone

Company

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

D. Brice Urquhart

8/12/20

Date

Print Name

Davis & Floyd

Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

S. Dickson O'Brien, PE

Print Name

GWA, Inc. - Electrical Engineers

Company

12 August 2020

Date

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Ryan Keiper
cn=Ryan Keiper, c=US, o=Insight
Group LLC,
email=ryan.keiper@insightgrp.com
2020.08.12 16:40:04 -04'00'

Signature

8/12/20

Date

Ryan N. Keiper

Print Name

Insight Group, LLC

Company

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

Name

Phone

Company

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):

Patrick A Smith

Digitally signed by Patrick A Smith
DN: C=US, E=psmith@sam.biz,
O="Surveying And Mapping, LLC",
OU=Executive, CN=Patrick A Smith
Date: 2020.08.14 14:01:20-05'00'

Signature

08/14/2020

Date

Patrick A. Smith, Principal / Senior VP

Print Name

Surveying And Mapping, LLC (SAM, LLC)

Company

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

Name

Phone

Company



Appendix F

APPENDIX F - CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

**Information contained within our SOQ is not
confidential or proprietary.**



Appendix G

APPENDIX G - ADDENDUM RECEIPT FORM(S)

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 18, 2020

Date

Regina Newbanks

Printed Name

For: **Granite Construction Company**
Design-Build Team Name



Appendix H

APPENDIX H - KEY INDIVIDUAL AND CONTRACTOR/DESIGNER REFERENCE FORMS

(Click each title to link to corresponding form)

1. Contractor / Designer Reference Forms for Key Individuals and Team Members who have worked together.
2. Key Individual Reference Forms for Key Individual Resumes.
3. Contractor / Designer Reference Form for Work History and Quality Forms.

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual on Project on Panthers	Team
mike.tugman@hdrinc.com	Mike	Tugman	Cherdine Renee Lewis	I-64 Southside Widening and High-Rise Bridge, Phase 1, Design-Build	Bridge Project Manager Proposed Project Manager	Granite
dfegan@gfnet.com	Daniel	Fegan	Cherdine Renee Lewis	Pennsylvania Rapid Bridge Replacement P3	Bridge Project Manager Proposed Project Manager	Granite
sgombar@eismanrusso.com	Scott	Gombar	Cherdine Renee Lewis	Eller Drive ICTF Overpass Design-Build	Assistant Project Manager Proposed Project Manager	Granite
eperez@corradino.com	Eduardo	Perez	Cherdine Renee Lewis	I-95 Expressway Viaduct	Project Engineer Proposed Project Manager	Granite
scott.fisher@vdot.virginia.gov	Scott	Fisher	Greg Keith Bowyer	I-64 Southside Widening and High Rise Bridge, Phase 1 Design-Build	Design-Build Coordinator Design-Build Coordinator	Granite
Kerrie.Harrell@dot.state.fl.us	Kerrie	Harrell	Greg Keith Bowyer	SR 8 (I-10) Design-Build from Escambia Bay Bridge to East of SR 281	Design Project Manager Design-Build Coordinator	Granite
hhodge@panhandlegroup.com	Howard	Hodge	Greg Keith Bowyer	Pinestead-Longleaf	Design Project Manager Design-Build Coordinator	Granite
Jeff.Daugharty@dot.state.fl.us	Jeff	Daugharty	Greg Keith Bowyer	I-95 at SR 202 (J. Turner Butler Boulevard) Interchange Operational Improvements Design-Build	Signing & Marking Engineer of Record Design-Build Coordinator	Granite
Jeff.Daugharty@dot.state.fl.us	Jeff	Daugharty	Greg Keith Bowyer	I-95 (SR9) at Old St. Augustine Road Interchange Loop Ramps	Design Project Manager Design-Build Coordinator	Granite
TMatthews@dot.ga.gov	Tim	Matthews	Daniel Ryan McDuff, P.E.	I-285 Eastside Express Lanes (GDOT PI# 0013914)	Lead Roadway Engineer Lead Design Engineer	Atkins
jword@ctrma.org	Justin	Word	Daniel Ryan McDuff, P.E.	183 South Design-Build GEC Oversight	Deputy Program Manager Lead Design Engineer	Atkins
jword@ctrma.org	Justin	Word	Daniel Ryan McDuff, P.E.	290 East Toll at SH 130 Interchange –Interim Project	Project Manager/Engineer of Record Lead Design Engineer	Atkins
jword@ctrma.org	Justin	Word	Daniel Ryan McDuff, P.E.	290 East Toll at SH 130 Interchange – Ph III	GEC Project Manager for Toll Authority Lead Design Engineer	Atkins
kevin.brancheau@gobrightline.com	Kevin	Brancheau	Angelo Joseph Soldati	Zone 3 East West Rail	Construction Manager Construction Manager	Granite
zadams@hwlochner.com	Zach	Adams	Angelo Joseph Soldati	SR682/Pinellas Bayway Bridge (Structure C) Replacement	Project Manager Construction Manager	Granite
Gerald.byrne@dot.state.fl.us	Jerry	Byrne	Angelo Joseph Soldati	Jolly Bridge over Marco Pass Design-Build	Project Manager Construction Manager	Granite
john.tyler@fdot.state.fl.us	John	Tyler	Angelo Joseph Soldati	SR46 Lake Jesup Bridge Replacement Design-Build	Project Manager Construction Manager	Granite
amy.scales@jacobs.com	Amy	Scales	Angelo Joseph Soldati	I-4 (SR 400) Widening, from west of Lake Mary Blvd. to west of SR 15 (US 17/92)	Project Engineer Construction Manager	Granite
loreen.bobo@dot.state.fl.us	Loreen	Bobo	Craig Humphreys	I-4 Ultimate P3, Orlando, FL	QC Manager (Area 2) QC Manager	Granite
mheiligenstein@ctrma.org	Mike	Heiligenstein	Craig Humphreys	183A Turnpike DB, Austin, TX	Quality Control Supervisor QC Manager	Granite
twarne@tomwarne.com	Tom	Warne	Craig Humphreys	I-15 Reconstruction, Salt Lake City, UT	Quality Control Inspector QC Manager	Granite
bp07@ridemetro.com	Bryan	Pennington	Craig Humphreys	METRO Solutions Light Rail Transit Project (Phase II) Houston, TX	Quality Control Manager (North Corridor) QC Manager	Granite



[illegible]

GRANITE
in association with **ATKINS**