



Statement of Qualifications



S-130 over Clay Creek



S-296 over Blackwell Mill Stream



S-531 over Mangum Branch



S-20 over Hogfork Branch



S-292 over Bear Creek



S-998 over Wildcat Creek



S-1086 over Beaverdam Creek

Bridge Package 20

Design-Build Project

Chesterfield, Fairfield, Lancaster, & York Counties, SC | Contract ID 5462320

July 27, 2023



This document is bookmarked for your convenience.

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

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

Narrative





3.2 INTRODUCTION



CLRBR 2020-1 D2 #12 Bridge S-342



CLRBR 2020-1 D2 #9 Bridge S-272

3.2.1 Contracting Entity | Reeves Construction Company

(Reeves) will serve as the Contracting Entity and be responsible for the successful delivery of the Bridge Package 20 Design-Build (D-B) Project. Reeves provides a full range of heavy civil services, including bridge construction, grading, underground utilities, asphalt paving, and material supply, and is a leading bridge contractor in the state. Reeves maintains operations throughout the Southeast, covering the Carolinas, much of Georgia, and northern Florida. Headquartered in Duncan, South Carolina, Reeves has regional offices strategically located throughout the state, including fixed office locations in Duncan, Columbia, and Blacksburg, SC. Reeves is owned by Colas, an international highway construction and materials

contractor. Our goal of maintaining a successful design-build history and partnership is met by enlisting the design expertise, experience, and resources of **Rummel, Klepper & Kahl, LLP (RK&K)**. As Lead Designer, RK&K will be responsible for the overall design of the project and will be supported by trusted local subconsultants that specialize in utility coordination, and right-of-way services.

3.2.1 Contracting Entity | 3.2.2 Points of Contact | 3.2.3 Full Legal Name of Lead Contractor & Lead Designer

Contracting Entity and Project Management Office

Reeves Construction Company 250 Plemmons Rd., Duncan, SC 29334 864.416.0200 reevescc.com	Authorized Representatives to Sign Contract C. Robert Loar
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Lead Contractor: **REEVES** Reeves Construction Company (Reeves)

POC - Contracting Entity & Procurement:
James Sebastian Seybert, PE, DBIA- Reeves
 250 Plemmons Rd., Duncan, SC 29334
 864.416.0200 (phone) | 973.270.3793 (mobile)
jseybert@reevescc.com

3.2.4 Unique Entity ID

MY5TCRAKKWB3

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

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

3.2.4 Unique Entity ID

MRQ7D4288C55

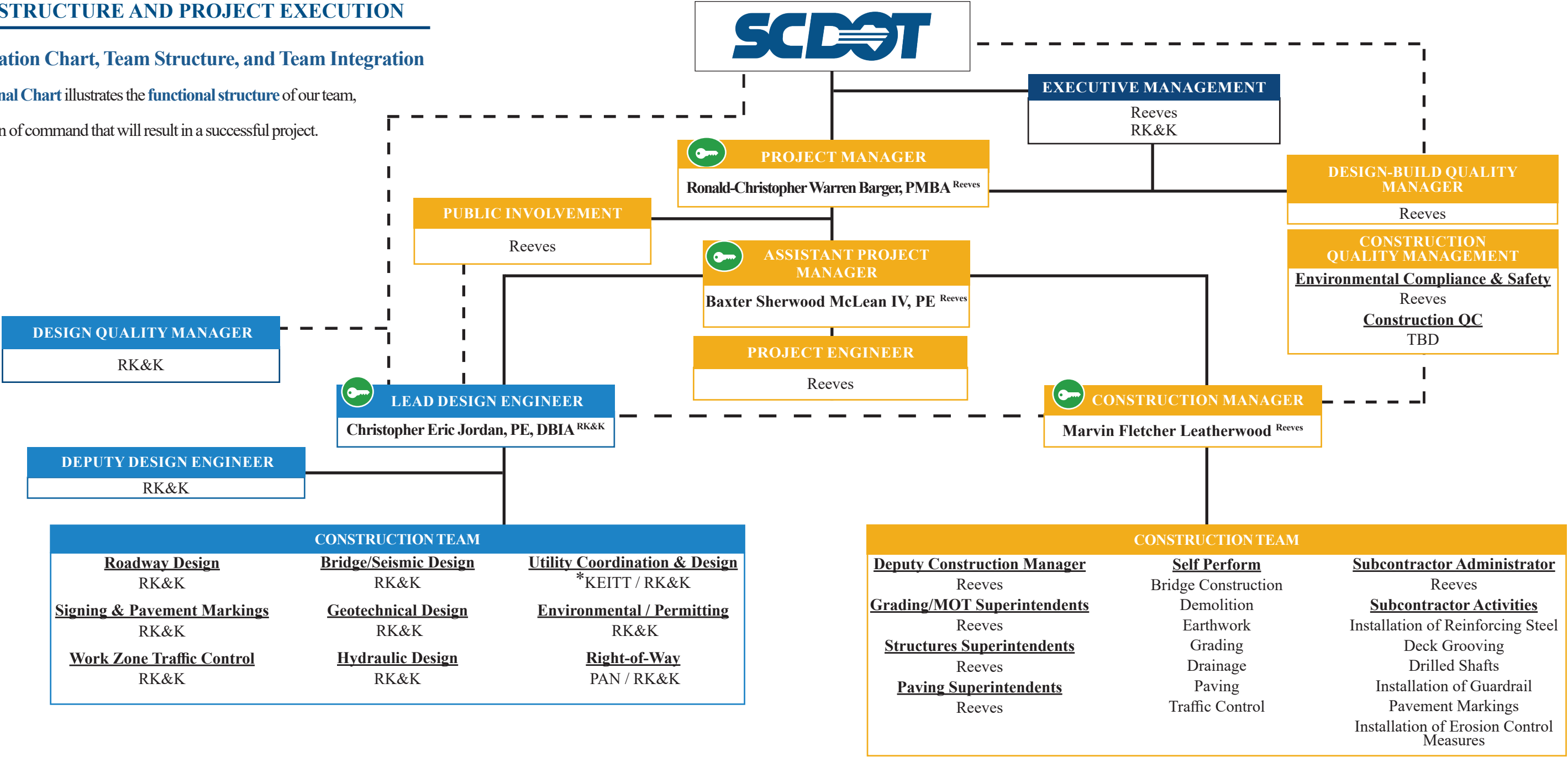
3.2.5 Commitment of Key Individuals | Our Key Individuals are **fully committed to this Project**, driven to meet and exceed SCDOT's quality and schedule expectations, and are **available for the duration of the Project**. Our Team is also committed to providing all resources and personnel required to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



3.3 TEAM STRUCTURE AND PROJECT EXECUTION

3.3.1 Organization Chart, Team Structure, and Team Integration

This **Organizational Chart** illustrates the **functional structure** of our team, establishing a chain of command that will result in a successful project.

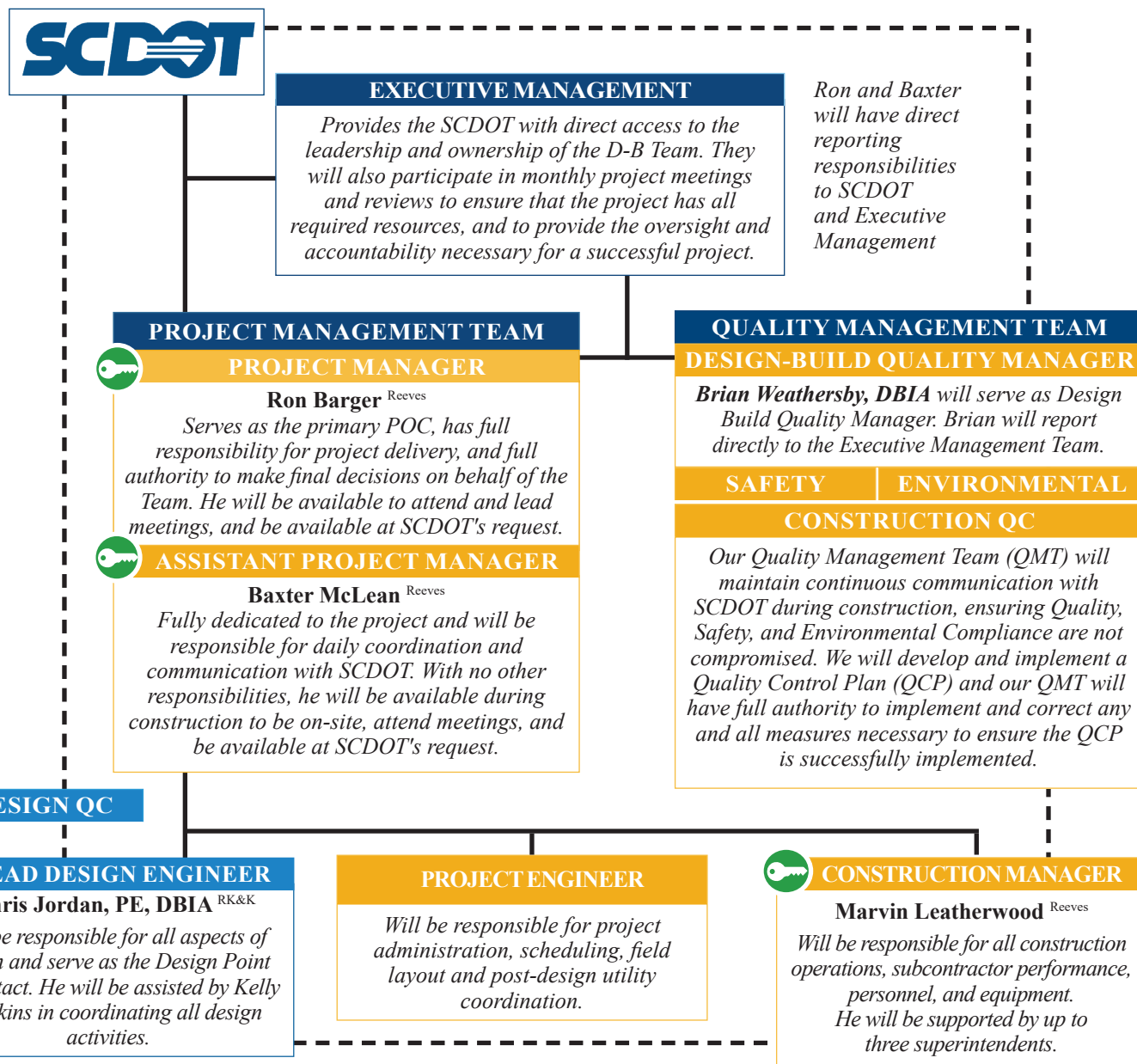


Team Members			
Reeves	Reeves Construction Company	PAN	Property Acquisitions & Negotiations, Inc.
RK&K	Rummel, Klepper & Kahl, LLP	KEITT	Keitt Consulting, LLC *
	RFQ Key Individuals	*	Disadvantaged Business Enterprise (DBE)
—	Direct Report	----	Communication



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

Ronald Barger will serve as the Project Manager and will be the contractual point of contact for SCDOT, allowing **Baxter McLean** to focus on Assistant Project Manager responsibilities, while maintaining daily communication with the Department during construction. As an added value to Team Integration and to strengthen the Quality Program, **Brian Weathersby, DBIA** will serve in a role as Design-Build Quality Manager. Brian's unique blend of 18 years of highway and bridge construction experience along with a DBIA certification will be utilized to deliver a comprehensive and well executed Quality Program.





LESSONS LEARNED FROM CLRB 2020 AND CLRB 2021

Bridges

Some SCDOT standards for cored slabs do not pass a load rating. Strands must be added to accommodate this.

Correct reinforcing for SCDOT's new MASH Barrier standard must be incorporated into the NC box beam plans and the SCDOT cored slab standards.

In superelevated sections for cored slabs and box beams, the cap shall be appropriately detailed as offset from the centerline to correctly locate beams. Additionally, a station and offset table is beneficial to avoid confusion on pile placement.

Cored slabs on a skew require extra detailing edits as the SCDOT standards do not accommodate skews.

To successfully follow the new Load Rating Guidance document, very specific details are needed in AASHTOWare and specific forms are required. We have adapted our process to support future submittals.

Roadway

SCDOT prefers the highest number in the range of clear zone limits provided in the AASHTO Roadside Design Guide.

Evaluate District preference for guardrail to be included on all four bridge quadrants even if not warranted per clear zone requirements.

Utilization of slope permissions when feasible to minimize ROW purchases.

Utilization of hinged slopes to minimize ROW and Environmental impacts.

Include cross pipes on cross sections where applicable.

Hydraulics

Pipe ditches to minimize Right of Way.

Matching existing overtopping is not achievable due to superstructure depth.

Flank bridge with cross line pipes to match existing headwater when overtopping cannot be achieved.

Geotechnical

It is beneficial to perform more borings than required in PCDM 11 for Low Volume bridges where there are variations in top of rock elevations.

Scour should not be below the top of rock elevation where non-scourable crystalline rock is present, and the scour line should be adjusted accordingly.

Pre-drilling is preferred if borings indicate rock within 15' of bottom of cap

Evaluate if criteria is present for minimum difference between rock socket and casing diameters on Drilled Shafts

Geotextile fabric may be required for slope stability depending on scour, and should be considered in the pursuit phase.

"The team has worked well with SCDOT to develop effective designs thus far. The team has shown commitment to get the project moving and has done a great job."

— **Michael Pitts, PE, Assoc. DBIA** | SCDOT | Closed and Load Restricted Bridge Package 2020-1 (Design-Build)



Firms and Key Individuals Working

Together and Teaming Success | Reeves

and RK&K know that successful teaming is

only achieved through a proven partnership and

working relationship, developed over time, to

achieve mutual goals. As a successful proven

team, Reeves has partnered with RK&K as

the Lead Design Engineer on the Monroe

Bypass D-B project (37 bridges) and on

SCDOT's CLRB 2020-1 and CLRB 2021-1

D-B bridge packages. Key members of our

team also resolved critical issues on an I-385

pavement rehabilitation project for SCDOT.

The table to the right illustrates these successful

teaming relationships. References for these

projects are included in [Appendix H](#).

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

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

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

Description	\$18.6M, 16 individual design-build bridge replacements, requiring compressed design and construction schedules.
Status:	Construction at 16 bridge sites substantially completed on April 6, 2023. District 2 is requesting an extension for this contract for bridge maintenance items in Anderson County, all work to be completed by October 31, 2023
Teaming & Collaboration	Reeves: Prime contractor for bridge work, grading, paving, drainage. RK&K: Lead Designer Collaborating throughout pursuit, design and construction.
Team Members	Reeves: Smitty Helms, Ron Barger, Marvin Leatherwood, David Rhodes RK&K: Brandon McInnis, David Peterson, Chris Jordan, Randall Mungo, Amanda Noel, Kelly Hawkins, Ricky Ward, Justin Lyles, James Galgano, Atefeh Asoudeh
References	Construction: SCDOT, Jeremy Hodges, 864.889.8031, hodgesjt@scdot.org Design: SCDOT, Brad Reynolds, PE, 803.737.1440, reynoldsbs@scdot.org

SCDOT | Closed and Load Restricted Bridge Design-Build Package, 2021-1 | District 4 (2021 - 2023)

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



3.3.2 Project Resources, Strategies, and Execution | The below table outlines our team's understanding and approach to this important project and associated challenges for each bridge site identified in the RFP.



BRIDGE PACKAGE 16 CHALLENGES AND APPROACH			
CHESTERFIELD COUNTY			
Site 1: S-130 over Clay Creek		Site 2: S-296 over Blackwell Mill Stream	Site 3: S-531 over Mangum Branch
FAIRFIELD COUNTY		LANCASTER COUNTY	
Site 4: S-20 over Hogfork Branch		Site 5: S-292 over Bear Creek	Site 6: S-998 over Wildcat Creek
Site 7: S-1086 over Beaverdam Creek		YORK COUNTY	
SITE	CHALLENGES	APPROACH	
2, 3, 5, 6	Numerous utility conflicts	A combination of water, telecom, sewer, and/or OH power present at different sites. We will work closely with UT providers and identify designs to minimize impacts and work early with the water and sewer companies for ACT 36 coordination.	
4	Moderate embankments at beginning of bridge	Roadway design to tie in side slopes and guardrail placement to best accommodate the site while meeting standards. Geotech to investigate slope stability.	
1, 3, 5, 7	Nearby driveways present	Hydrology and structures to limit raising grade where possible and Roadway to design driveways where required around guardrail.	
2	Wetlands surrounding bridge	Strategically place this bridge in the schedule to allow enough time for all environmental coordination. Work efficiently with roadway, hydrology, and bridge design to limit impacts as much as possible.	
1, 2, 5	Debris present under bridge	Utilize long spans to open up channel and remove risk of trapping debris.	
5, 6	FEMA floodway	Perform hydraulic bridge designs to meet SCDOT Hydraulic Requirements and achieve a FEMA “No-Rise” certificate. If a “No-Rise” is not achievable, pursue a CLOMR/LOMR on SCDOT’s behalf.	
5	Wide floodplain	Set bridge length as appropriate for hydraulic design and limit raising grade as much as possible.	
5, 6, 7	Does not qualify for Low Volume Criteria	Working outside of Low Volume Criteria will provide a larger footprint due to wider lanes and shoulders. Roadway design to work closely with hydrology and structures to limit raising grade and effecting property owners.	
5, 6, 7	Potential Schweinitz sunflower presence	Strategically place this bridge in the schedule to allow enough time for all environmental coordination.	

Capacity and Available Resources

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



TEAM CAPACITY, AVAILABLE RESOURCES and STRATEGY FOR IMPLEMENTATION

	 REEVES	 RK&K
Capacity	<ul style="list-style-type: none"> 350+ staff in the Carolinas, 1,000+ company-wide Duncan-based HQ, with satellite offices available within 60 minutes of all sites Equipment fleets including R/T cranes, crawler cranes, pile hammers, deck screeds, dozers, excavators, asphalt pavers Three asphalt plants in District 4 among seven asphalt plants upstate, one plant in NC above District 4 	<ul style="list-style-type: none"> 330+ staff in the Carolinas, 1,500+ firm-wide 20-person South Carolina design staff Key Team members in Columbia, SC and Raleigh, NC 238 D-B bridges in the Carolinas, including 121 over water \$2.5 billion in Design-Build awards as lead designer in the Carolinas
Strategies to Implement Available Resources	<ul style="list-style-type: none"> Experienced Project Manager, Assistant Project Manager, Construction Manager, and up to four bridge superintendents and crews available when NTP is issued Grading Superintendent and crew available when NTP is issued Additional crews and equipment available, as needed Use of local resources minimizes travel and optimizes costs Pre-tie reinforcing steel, where possible, at a central location to control scheduling Execute proven method for successfully delivering bridge replacement packages Self-performing all primary elements of work 	<ul style="list-style-type: none"> Experienced Lead Design Engineer and Assistant Design Engineer Staffing resources to commit multiple design teams to meet and accelerate the design schedule, as needed Use of a fully refined design and QC process for delivering bridge replacement packages Understanding of SCDOT design submittal/review process, policies, and procedures Experienced right-of-way, utility coordination, and environmental/permitting partners Self-performing all critical design functions, with ability to provide all design requirements
Self-Perform	<ul style="list-style-type: none"> Demolition ■ Bridge Construction ■ Earthwork and Grading Drainage ■ Paving ■ Traffic Control 	<ul style="list-style-type: none"> Bridge/seismic design ■ Geotechnical ■ Roadway ■ Hydraulic design ■ Work zone traffic control ■ Signing and pavement markings

Strategy for Implementation of Resources | For each individual package, our Team will focus on an efficient, on-time, and cost-effective project delivery. Reeves maintains multiple crews in the area for mobilization as shown on the table on page 8. Most of these crews worked on CLRB Package 2020-1 and have now transitioned to CLRB Package 2021-1. As our experience and performance on CLRB Package 2020-1 proved, this maximizes efficiency by providing the ability to deploy extensive resources and expertise to execute multiple sites concurrently. When possible, sites that are closer in proximity are built with overlapping schedules so that resources can be moved from site to site as needed utilizing trucks and trailers dedicated to the project. Reeves will utilize common suppliers and subcontractors to simplify coordination efforts and maximize economy of scale. Our Team is well positioned to execute this contract. All sites are within an easy drive of Reeves Structures office located in Blacksburg, SC and RK&K's Columbia office for same-day meetings and collaboration. Ron Barger and Baxter McLean are assigned to the Blacksburg location daily and will use this office as a central location of oversight and operations. Reeves also has an office facility at the Rock Hill plant location that can supplement work and meeting space as necessary for this project. The locations of our Team's offices and resources allows us to seamlessly integrate, communicate, and resolve challenges as a partner with SCDOT.



Ideal Geographical Location | As illustrated by the map on the right, despite the expansive area of the seven bridge sites, each can be reached easily by our Team's resources in the region. Reeves regularly performs work in proximity to these locations and employs several crews within the region that are familiar with the locations as shown in the Crew Member Proximity chart below. Familiarity with the region and ability to self-perform the asphalt paving will be a key to successful project delivery. Four of the bridge sites within this contract are less than 60 minutes from a Reeves asphalt plant. The three remaining bridge sites may be paved by our crews with FOB asphalt from local suppliers and/or paved by our trusted partners. Reeves' well-placed resources in District 4 and the greater Charlotte-Rock Hill Metro area will allow for work to be completed by local, experienced crews with a pool of equipment available to maximize efficiencies while being fully supported by RK&K's local resources.



Bridge Package 20 Crew Member Proximity															
Site	Road	Javonte Truesdale		Jay Royer		Doug McCrory		Richard Randall		Jesus Alejo		Carroll Powell		Tim Umbenhauer	
		Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles	Minutes	Miles
1	S-130	11	17	110	135	129	130	95	100	119	150	140	144	51	65
2	S-296	28	30	120	145	125	180	115	125	140	150	160	150	71	90
3	S-531	4	7	113	112	107	135	86	92	108	125	135	135	40	56
4	S-20	43	60	80	107	84	108	90	95	101	128	94	120	68	75
5	S-292	23	30	80	97	83	106	77	83	94	115	93	120	45	60
6	S-998	46	60	54	63	62	75	59	66	68	84	76	87	37	45
7	S-1086	67	90	40	45	49	56	26	38	48	59	62	69	36	50



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

3.4.4 - Project Management Team



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

- 25-year progressive career experience as Field Engineer, Project Manager, Area Manager, and firm-wide Manager – Bridge Estimates
- Most recent project completed involved early completion of 16 Design-Build Closed and Load Restricted bridges
- Managed numerous contracts, including single bridge replacement and multi-structure contracts by both design-build and design-bid-build
- Constructed online and offline staged replacements in rural and urban environments, and numerous bridges over waterways, wetlands, and environmentally sensitive areas



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

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

3.4.5 - Design Engineering Team



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

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

3.4.6 - Construction Management Team



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

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

3.5 PAST PERFORMANCE OF TEAM **3.5.1 Experience of Proposer's Team** | Our Team provides extensive experience designing and constructing similar bridge replacement projects and packages. In addition to the project examples provided in the [Appendix B Lead Contractor and Lead Designer Work History and Quality Forms](#), the table on the following page further demonstrates our Team's qualifications to manage, design, and construct these Bridge Package 20 bridges.



As individual firms and as a Team, we bring to SCDOT and District 4 extensive experience designing and constructing similar bridge replacement projects.

Project	Project Features	Delivery Method	Bridges/ Bridge Replacements	On Time (E=Expedited)	On Budget A=Anticipated	Multiple Crews	Demolition	Staged Construction	Const. Mgmt..	Design Mgmt.	Roadway	Structures	Geotechnical	Drainage/E&SC	Traffic/MOT	Right-of-way	Utilities	Enviro./Permits	Public Involve.	Work Zone Adjacent to Live Traffic
REEVES RK&K Monroe Bypass D-B, Mecklenburg and Union Counties, NC (\$464M), Reeves - (\$32M)	19.7 miles, 37 bridges (Reeves - 14 bridges)	D-B	37	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
REEVES RK&K SCDOT Closed & Restricted Bridge Package 2020-1 D-B (\$18M)	16 D-B bridge replacements	D-B	16	E	A	Under Const.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
REEVES RK&K SCDOT Closed & Restricted Bridge Package 2021-1 D-B (\$14.9M)	8 D-B bridge replacements	D-B	8	E	A	Under Const.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
REEVES NC 133 over ICWW, Brunswick Co., NC (\$15.8M)	Bridge rehabilitation, remove and replace 28 cored slab spans	DBB	1	E	✓	✓	✓	✓	✓		✓	✓		✓	✓		✓			
RK&K 26 NCDOT D-B Projects (\$2.4B), including 70 Low Volume bridges (9 contracts, \$61M)	Lead Designer, multi-discipline services	D-B	213	E	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
RK&K >50 NCDOT DBB bridge replacements	On-call/direct select bridge projects	DBB	50	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

3.5.2 Quality of Past Performance

As award winning firms, we are committed to being responsible partners with the stakeholders and are prepared to provide a quality product in a timely manner.

Reeves, nor any individuals or firms have been suspended, debarred, disqualified from bidding, or declared ineligible within the last five years.

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

3.9
Most Recent CPE Score
SCDOT's Closed and Load Restricted Bridge D-B Package 2020-1
REEVES

94
Technical Score
SCDOT's Closed and Load Restricted Bridge D-B Package 2021-1
RK&K

93
Technical Score
SCDOT's Closed and Load Restricted Bridge D-B Package 2020-1
RK&K

"RK&K has been extremely responsive and never hesitates to reach out to the Department to help facilitate and expedite conflict resolution with any issue that arise. The bi-monthly and executive level meetings have helped work through issues that come up. Overall, the responsiveness of the team has been excellent."

~ Michael Pitts, PE, Assoc. DBIA | SCDOT | CLRB 2020-1

CarolinascAGC
"Best General Contractor"
"Best Heavy Highway"
REEVES

NAPA
Quality in Construction Award
REEVES

Experience Modification Rating (EMR)
REEVES
.51

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

SCDOT
95.7
Average SCDOT D-B Tech Score (8 Projects)
RK&K


2023 Design Firm of the Year
Engineering News-Record Mid-Atlantic
RK&K

Appendix A

Key Individual Resume Forms



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Ronald-Christopher Warren Barger, PMBA Senior Project Manager</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>20+</u> Years With Other Firms <u>5</u> Years</p> <p>Throughout his career, Ron has worked directly on more than 70 bridge construction projects, constructing more than 88 bridges as a Field/Project Engineer or Project Manager. He has supported construction of an additional 23+ bridges in his other roles. Ron has varied management experience including bridge rehabilitation/repairs, single bridge projects, multiple bridge projects, retaining walls, shoring, top-down construction, cored slabs, deck overlays, concrete wearing surfaces, staged construction, demolition, roadway approach work, and environmentally sensitive areas such as creeks, wetlands, historic sites, rivers, and lakes in both rural and dense urban areas.</p> <p>Reeves Construction Company: Multiple Roles (2003 – Present)</p> <ul style="list-style-type: none"> • Senior Project Manager – Responsible for managing all aspects of heavy civil infrastructure projects, as assigned, 2020 - Present • Manager - Estimates – Responsible for all estimates for Reeves Structures, 2016 – 2020 • Area Manager – Responsible for establishing area office and managing all operations for Birmingham, Alabama office. Coordinated manpower and equipment with other regions, had Area P&L responsibilities, 2011 – 2016 • Project Manager – Responsible for overall management of assigned construction projects including personnel, equipment, materials and subcontractors, as assigned, 2003-2010 <p>Blythe Construction: Multiple Roles (1998 – 2003)</p> <ul style="list-style-type: none"> • Assistant Project Manager – Responsible to assist project manager with management of assigned construction projects, as assigned, 2002-2003 • Project Engineer – Responsible for field layout, job costing, schedules and work plans, and coordination of materials and subcontractors, as assigned, 2000-2002 • Student Engineer – Co-op and Part Time Position assisting project managers and superintendents in Structures, Roadway, and Concrete Divisions, as assigned, 1998-2000 	
<p>e. Education: Queens University / Charlotte, NC / Master Degree / 2010 / Professional Masters of Business Administration North Carolina State University / Raleigh, NC / Bachelor of Science / 2000 / Construction Engineering & Management</p>	
<p>f. Active Registrations: N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)</p> <p>Project/Assignment Duration: Project 2020 - 2023, Assigned 2020 - 2023</p> <p>Owner Contact Information: SCDOT, Jeremy Hodges, hodgesjt@scdot.org, (864) 889-8031</p> <p>Design/Construction Value: \$ 18.6 Million</p> <p>Project Description: The project includes the design and construction to replace 16 bridges, ranging from 60 ft to 160 ft in length, and roadway approach adjustments. Ron's responsibilities included overall project management, coordination with Owner, Lead Designer, and construction operations. Ensuring utility relocation, right-of-way acquisition, and permitting were completed prior to construction. Coordinate with the Construction Manager, self-perform crews, subcontractors, and material vendors. Submit construction submittals and perform cost control and schedule reviews. Project was substantially completed 141calendar days ahead of schedule. The project is currently being extended for unrelated bridge maintenance.</p>	

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

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

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

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

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

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

Design/Construction Value: \$ 35 Million

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

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

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

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

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

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


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

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

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

Ron Barger is currently assigned as Project Manager of several projects in District 2 and will transition directly into the Project Manager role for this project. Ron will be providing oversight to the full-time assistant project manager.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Baxter Sherwood McLean IV, PE Project Manager</p>	
<p>b. Role of Key Individual for this Project: Assistant Project Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>10</u> Years With Other Firms <u>1</u> Years</p> <p>Reeves Construction Company: Multiple Roles (2013 – Present)</p> <ul style="list-style-type: none"> Project Manager – Responsible for managing heavy civil infrastructure projects from award to close out, for both self-perform and subcontracted operations for scopes including: MOT, utility relocation, storm drainage, grading, structures, structures rehab, asphalt and concrete paving, and specialty items, as assigned as assigned, January 2019 – Present Project Engineer – Leadership Development Rotational Program – Full time, one-year technical development program to gain exposure at multiple subsidiaries of various business groups including Estimating, Project Management, and Hot Mix Asphalt Manufacturing, 2018 Project Engineer – Responsible for the control and management of the project documentation and pay records for assigned projects. Responsible for construction survey and layout. Responsible for assisting the Project Manager and Superintendent to see that the projects are built on schedule and within budget, 2013 – 2017 <p>Bordeaux Construction Company: Project Engineer & Estimator – Responsible for estimating projects for a vertical construction general contractor, 2012</p>	
<p>e. Education:</p> <p>North Carolina State University / Raleigh, NC / Bachelor of Science / 2012 / Civil Engineering (STR)</p> <p>Wake Forest University / Winston-Salem, NC / Master of Business Administration / 2022</p>	
<p>f. Active Registrations:</p> <p>2018 / NC / Professional Engineer / 046990</p> <p>2014 / ATSSA / Traffic Control Supervisor, NC State Specific</p> <p>2013 / NC / EC Level II Supervisor / 6674</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SR-307 (Dean Forest Rd) over I-16 DDI Design-Build Project, P.I.# 0013727, Chatham County, GA</u></p> <p>Key Personnel Role: Project Manager, Structures</p> <p>Experience with Current Firm: Yes, Reeves Construction Company</p> <p>Project/Assignment Duration: Project 2020 – 2023, Assigned 2020 – 2022</p> <p>Owner Contact Information: GDOT, Ron Nelson, ronelson@dot.ga.gov, (912) 424-9112</p> <p>Design/Construction Value: \$ 34 Million</p> <p>Project Description: The project includes the staged reconstruction and modification of the intersection of SR-307 (Dean Forest Rd) over interstate I-16 into a diverging diamond interchange (DDI). The project consists of 0.494 miles of roadway and bridge construction, and ramp reconfiguration. Baxter's responsibilities included coordination with Owner, Design Team, Subcontractors, and material vendors; manage Reeves' work force, surveying, project documentation, manage safety compliance, traffic control; coordinating schedules with Superintendent, completion schedule and cost control reviews.</p> <p><u>US-29 over Norfolk Southern RR, Bridge Replacement, B-5136, Cabarrus County, NC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes, Reeves Construction Co. (formerly HRI Bridge Company)</p> <p>Project/Assignment Duration: Project 2016 – 2020, Assigned 2019 – 2020</p> <p>Owner Contact Information: NCDOT, Jeb Smith, jssmith8@ncdot.gov, (704) 630-3220</p> <p>Design/Construction Value: \$ 14.3 Million</p> <p>Project Description: The Project included a temporary onsite detour for MOT with one multiple span detour bridge and roadway approaches in limited ROW to carry two lanes of traffic (22,000 AADT), staged replacement of one bridge in three phases over multiple track section of NSRR, and MSE retaining walls to accommodate the vertical adjustment of the roadway.</p>	

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

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

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

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

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

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



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

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

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

- SR-307 DDI Interchange, GDOT, Duties to conclude – October 2023

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Christopher Eric Jordan, PE, DBIA Director</p>	
<p>b. Role of Key Individual for this Project: Director</p>	
<p>c. Name of Firm with which you are now associated: Rommel, Klepper, & Kahl, LLP</p>	
<p>d. Years of Experience: With this Firm <u>5</u> Years With Other Firms <u>26</u> Years</p> <p>RK&K: Director – Manages and directs RK&K’s Columbia, SC office and operations. This includes the oversight of various traditional design-bid-build and design-build transportation projects. He provides management, coordination and collaboration of in-house experts specializing in roadway, structural, and hydrology design.</p> <p>SCDOT, Program Manager – Responsible for all engineering projects within Upper Savannah COG and ANATS MPO, 2014 to 2018</p> <p>SCDOT, C Program Manager – Responsible for overseeing C Projects as assigned, 2007 to 2014</p> <p>SCDOT, Road Design Assoc. Eng. – Responsible for roadway design duties as assigned, 1997 to 2007</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, South Carolina / Bachelor of Science / 2009 / Civil Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2013 / SC / Civil / 31177; 2018 / NC / Civil / 046745; 2019 / GA / Civil / PE044590; 2022 / TN / Civil / 126913; 2022 / MS / Civil / 33158; 2022 / DBIA Professional</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed and Load Restricted Bridge Design-Build Package 2021-1, District 4 - Cherokee, Chester, Fairfield, and Union Counties, SC</u></p> <p>Key Personnel Role: Assistant Design Manager</p> <p>Experience with Current Firm: Yes, RK&K</p> <p>Project/Assignment Duration: Project 2021-2024, Assigned 2021-2024</p> <p>Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566</p> <p>Design/Construction Value: \$15 Million</p> <p>Project Description: As Lead Designer for Reeves (Sloan), RK&K is designing eight individual design-build bridge replacements. The scope required to replace the existing bridges includes design efforts from our roadway, bridge, hydrology, and geotechnical staff. RK&K manages the subconsultants in charge of utility coordination, right-of-way, surveys, and permitting.</p> <p>As Assistant Design Manager, Chris is responsible for all aspects of design under the guidance of the Lead Design Engineer (LDE). While keeping within the requirements of the project, the LDE has entrusted Chris with primary design management responsibilities. Chris’ knowledge of SCDOT practices and procedures, and his ability to coordinate the entire design staff are making the project progress smoothly and without incident. In addition to coordination with SCDOT, he provides leadership and oversight for a group of multi-discipline engineers and technical staff, is responsible for meeting all design submittal schedules, and incorporating client and contractor input into the design. He serves as the primary point of contact for design related activities, oversees the bi-weekly project design meetings, manages the subconsultants, and coordinates responses for all RFIs.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Assistant Design Manager</p> <p>Experience with Current Firm: Yes, RK&K</p> <p>Project/Assignment Duration: Project: 2020-2023, Assigned: 2020-2023</p> <p>Owner Contact Information: SCDOT, Brad Reynolds, reynoldbs@scdot.org, (803) 737-1440</p> <p>Design/Construction Value: \$18 Million</p> <p>Project Description: As Lead Designer for Reeves (Sloan), RK&K designed 16 individual design-build bridge replacements. The scope required to replace the existing bridges included design efforts from our roadway, bridge, hydrology, and geotechnical staff. RK&K manages the subconsultants in charge of utility coordination, right-of-way, surveys, and permitting.</p>	

As Assistant Design Manager, Chris is responsible for all aspects of design under the guidance of the Lead Design Engineer (LDE). While keeping within the requirements of the project, the LDE has entrusted Chris with primary design management responsibilities. Chris' knowledge of SCDOT practices and procedures, and his ability to coordinate the entire design staff have made the project progress smoothly and without incident. In addition to coordination with SCDOT, he provides leadership and oversight for a group of multi-discipline engineers and technical staff, is responsible for meeting all design submittal schedules, and incorporating client and contractor input into the design. He serves as the primary point of contact for design related activities, oversees the bi-weekly project design meetings, manages the subconsultants, and coordinates responses for all RFIs.

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

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

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

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

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

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

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

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

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

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


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

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

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

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

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Marvin Fletcher Leatherwood General Superintendent</p>	
<p>b. Role of Key Individual for this Project: Construction Manager</p>	
<p>c. Name of Firm with which you are now associated: Reeves Construction Company</p>	
<p>d. Years of Experience: With this Firm <u>9</u> Years With Other Firms <u>23</u> Years</p> <p>Reeves Construction Company: General Superintendent – Responsible for managing all bridge crews on projects in western NC, SC, and GA. Coordinate material and equipment needs across multiple bridge projects simultaneously. Attend jobsite and operations meetings, assist project managers with technical requirements, project scheduling, and operational supervision of crews, 2019 – Present</p> <p>Blythe Development Company: Superintendent – Helped start up bridge division. Responsible for managing crews on multiple projects, coordination between projects, and subcontractors. Helped develop crane operation evaluation program and performed crane operator evaluations, 2011 – 2019</p> <p>Dane Construction: Project Superintendent – Responsible for managing multiple bridge crews, overseeing roadway subcontractors, coordinating crews, and overseeing crew safety, 2009 – 2010</p> <p>Reeves Construction Company: Project Superintendent – Responsible for supervising multiple bridge crews and subcontractors, planning and scheduling materials and subcontractors. In addition, worked closely with project manager to provide onsite supervision and coordination of roadway-related subcontractors, and oversaw project safety, 2004 – 2009</p> <p>Blythe Construction, Inc.: Foreman to Bridge Superintendent – Responsible for supervising assigned projects and crew(s), ordering material, supervising subcontractors on-site, and critical lift planning, 2000 – 2003</p> <p>Jones Brothers, Inc.: Bridge Superintendent – supervised crews, coordinated materials, subcontractors, critical lift planning, 1999 – 2000</p> <p>Crowder Construction Company: Supervisor – Responsible for running a bridge crew, ordering materials, supervising subcontractors, and scheduling crews, 1998</p> <p>Blythe Construction, Inc.: Crane Operator – Responsible for safely operating assigned cranes and screed setups, critical lift planning, and other tasks as assigned by Supervisor, 1991 – 1998</p>	
<p>e. Education: High School Equivalency Diploma</p>	
<p>f. Active Registrations: N/A</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC</u></p> <p>Key Personnel Role: Construction Manager</p> <p>Experience with Current Firm: Yes, Reeves Construction (formerly as Sloan Construction)</p> <p>Project/Assignment Duration: Project: 2020 – 2023, Assigned: 2020 – 2023</p> <p>Owner Contact Information: SCDOT, Jeremy Hodges, hodgesjt@scdot.org, (864) 889-8031</p> <p>Design/Construction Value: \$ 18.6 Million</p> <p>Project Description: The project includes the design and construction to replace 16 bridges, ranging from 60 ft to 160 ft in length, and roadway approach adjustments. Marvin is responsible for all construction activities including coordinating Reeves' internal bridge, roadway and paving crews, scheduling subcontractors, safety compliance reviews, erosion control compliance reviews, and coordinating operations with the Project Manager.</p>	

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

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

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

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

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

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

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

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

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

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

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

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

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

Marvin Leatherwood is currently assigned as general superintendent and will transition into the construction manager role for this project providing oversight of full-time on-site superintendents.




Appendix B

Work History and Quality Forms

(Section 3.5.1)



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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Reeves responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Reeves (in thousands)
Closed and Load Restricted Bridge Package 2020-1(D-B) Abbeville, Greenwood, Laurens, McCormick, Newberry & Saluda Cos. SC	Lead Contractor: Reeves Construction Company Lead Designer: RK&K	Name of Owner: SCDOT Project Manager: Brad Reynolds Phone: 803.737.1440 Email: ReynoldsBS@scdot.org	Construction Complete: 10/2023 Design Complete: 02/2022 *Project Currently extended until 10/2023 for Bridge Maintenance of Two Bridges in Anderson County, SC	\$ 18,620	\$ 18,620
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<div></div>		<p>Reeves (managed by the Structures Region based in Blacksburg S.C.) is the prime contractor responsible for the design-build replacement of 16 individual bridges located throughout SCDOT District Two. As Low Volume structures, the bridges lengths range from 60’ to 160’, with the vast majority being single span structures, utilizing cored slab and box beam superstructures. Two of the bridges utilize a CIP concrete overlay while the remainder have asphalt overlays. The contract includes replacing the existing bridges and the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. Reeves is self-performing the demolition, pile installation (concrete and steel h-pile), all concrete work, erection of cored slabs and box beams, grading, drainage, and asphalt paving. Reeves teamed with RK&K to perform the design work on the project. Reeves has utilized as many as four bridge crews and two grading crews to perform the work. Construction of 16 bridge sites were substantially completed on April 6, 2023. District 2 is requesting an extension for this contract for bridge maintenance items in Anderson County. All work is scheduled to be completed before the end of 2023.</p> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">☑ Design-Build Delivery☑ Bridge Replacements☑ Cored Slab and Box Beam☑ Demolition☑ Detours☑ Roadway Design☑ Structure Design☑ Geotechnical☑ Drainage / E&SC☑ Traffic / MOT☑ Right of Way Acquisition☑ Utility Coordination☑ Environmental/Permitting☑ Public Involvement<p>Team Members Involved:</p><p>Reeves –Smitty Helms, Ron Barger, Marvin Leatherwood, David Rhodes</p><p>RK&K - Chris Jordan, Randall Mungo, Kelly Hawkins for the entire duration of the project.</p></div>			
h. Self-Assessment. The information provided in this section should be a self-assessment of Reeves performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Reeves that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Project has been substantially completed ahead of schedule. Reeves has utilized steps such as using daily lane closures to perform clear and grub operations to allow utility relocation ahead of closing the road when possible. This minimizes the amount of time road is closed to residents and allows flexibility in scheduling relocation work with the multiple utility providers involved with these projects. Self-performing the bridge, grading, and paving gave Reeves the ability and flexibility to schedule crews efficiently without coordinating additional subcontractors.</p> <p>Working with our Engineer RK&K, we divided the 16 bridges into four design packages based on schedule requirements, possible utility relocations, equipment, and crew utilization. This streamlined design process allows multiple options for beginning work. If an issue would arise with utility or right-of-way on a given site, we were able to switch to another bridge site without delay. The Reeves Project Manager, Construction Manager and Project Engineer, during the pursuit phase and continuing through the completion of RFC drawings, reviewed proposed designs to ensure selection of foundation types, span lengths and girder types were the best fit for the site based on access, material resources and equipment availability and to most effectively utilize the repetitive nature of similar design to maximize productivity and materials. This integration of construction and design avoids last minute changes to the design that generates extra work and could delay the project. Prior to submittal of drawings to SCDOT, a Reeves Manager not assigned to the project performs an additional check for errors and constructability.</p>					
i. Quality Initiatives. Discuss Reeves quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Reeves is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Crews began each shift with a safety and planning meeting to discuss the work plan and safety hazards for the day, followed by a stretch and flex exercise. The project team holds weekly progress meetings to review cost and schedules, plan upcoming work, and review any near-misses or accidents from within the company or industry. Reeves uses weekly crew schedules that forecast the upcoming three weeks and are tied to the overall P6 project schedules to plan and monitor performance on all projects. In a weekly operations meeting between region management, project managers, and superintendents, schedules and issues are discussed by our entire team to tap into the experience of our management group and promptly identify problems and solutions. Reeves utilizes daily and weekly cost reporting to communicate activity performance to both crews and management and allow for adjustments as work progresses.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below: N/A					


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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Reeves’ responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Reeves (in thousands)
Monroe Bypass Design-Build Project Union and Mecklenburg Counties, NC	Monroe Bypass Constructors (United Infrastructure Group, Anderson Columbia and Boggs Paving)	North Carolina Department of Transportation Rob Cousins 540.320.6428 rob.cousins@summitde.net	Substantial Completion: 2020 Design: 2020	\$464,000	\$32,000
g. Narrative describing the work performed by Reeves. If submitting work completed by an affiliated or subsidiary company of Reeves, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
		<p>Monroe Bypass Constructors selected Reeves to construct 14 bridges on nine bridge sites spread across all three segments of this design-build project. Reeves was the Lead Segment Contractor on Segment 1, a 2.1-mile section of the 19.7-mile new alignment toll road. The 14 structures involved a variety of bridge types including single-span overpasses and multiple-span bridges over creeks with precast and structural steel girder types. Foundations for the bridges included drilled shafts, 14” H-pile, and 18” pipe pile. While performing grading and drainage operations on the project, Reeves moved more than 1,000,000 cubic yards of material to construct the roadway embankment while coordinating with mechanically stabilized earth (MSE) wall and paving subcontractors for the project. Reeves and RK&K worked together closely during the construction phase of this project to implement methods that accelerated the work and allowed our team to work around utility and ROW conflicts by strategically adjusting the MOT and bridge phasing.</p>			<p>Key Project Relevancies:</p> <ul style="list-style-type: none"><input checked="" type="checkbox"/> Design-Build Delivery<input checked="" type="checkbox"/> Bridge Construction<input checked="" type="checkbox"/> Detours<input checked="" type="checkbox"/> Traffic / MOT<input checked="" type="checkbox"/> Utility Coordination <p>Team Members Involved:</p> <p>Reeves - Rob Loar, Executive, Smitty Helms, Regional Manager., Baxter McLean, Project Engineer</p> <p>RK&K - David Peterson, Structures Design PM for entire duration of the project.</p>
h. Self-Assessment. The information provided in this section should be a self-assessment Reeves’ performance on the project to identify Reeves with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Reeves worked with Monroe Bypass Constructors and NCDOT to mitigate right of way acquisition and utility relocation delays on Segment 1. Work sequences were rearranged to construct portions of new roadway and bridges around parcels that had not yet been acquired and utilities that still required relocation. Reeves worked with RK&K to modify the MOT, as needed, due to work sequence changes. These changes led to a time savings of over five months to the critical path of the project. We reviewed bridge designs and worked with RK&K to find ways to combine concrete pours in both the substructure and the superstructure that shortened the duration of the bridge construction by several weeks. All design work was completed on schedule, and right-of-way requirements were minimized at each bridge site. We also used temporary wire walls to start backfill waiting periods prior to bridge completion. We used weekly meetings between the joint venture and all team members to review the upcoming week’s schedule, the overall project schedule, and address any questions before they became major issues.</p>					
i. Quality Initiatives. Discuss Reeves’ quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Reeves is committed to constructing quality projects while maintaining the safety of our workers and the traveling public. Crews begin each shift with a safety and planning meeting to discuss the work plan for the day and any hazards present, followed by a stretch and flex exercise.</p> <p>The project team holds a weekly progress meeting to review cost and schedules, plan upcoming work, and review the previous week’s near-misses or accidents. Reeves uses crew schedules that forecast three weeks and are tied to the overall P6 project schedules to plan and monitor performance on all bridge and roadway projects. In a weekly operations meeting between region management, project managers, and superintendents, the entire team discusses schedules and issues to tap into the experience of our management group. We promptly identify problems and solutions. Reeves utilizes electronic daily and weekly cost reporting to promptly communicate activity performance to both crews and management and allow for adjustments as work progresses. In addition, Reeves plans projects to most effectively utilize the repetitive nature of similar design to maximize productivity and materials.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Reeves shall provide a detailed explanation below.					
N/A					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Designer’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 Designer(in thousands)
Closed & Load Restricted Bridge Package 2021-1 (D-B) Design-Build Cherokee, Chester, Fairfield, Lancaster, and Union Counties, SC	Lead Contractor: Reeves Construction Company Lead Designer: RK&K	South Carolina Department of Transportation Michael Pitts, PE 803.737.2566 pittsme@scdot.org	Construction Complete: 2023 Design Complete: 2023	\$14,947	\$1,753

g. Narrative describing the work performed by Designer.



A RK&K is lead designer for eight fast-paced design-build bridge replacements. Using SCDOT’s recently adopted supplemental design criteria for Low Volume Bridge Replacement Projects, RK&K has developed designs for eight bridges ranging from 80 to 130 feet in length. For bridges in a FEMA Zone A area, we obtained “No-Rise” Certifications.

Work under this contract includes replacing the existing bridges and the associated roadway and drainage work necessary to tie the new approaches to the existing roadways. Design services include project coordination and plans; roadway, bridge, seismic, hydraulics, and geotechnical design; utility coordination; right of way services; surveys; and permitting. In addition to the construction of new bridges, the project also includes demolition, removal, and disposal of the existing bridge structures.

Key Project Relevancies

- ✓ Design-Build Delivery
- ✓ Bridge Replacements
- ✓ Cored Slab and Box Beam
- ✓ Demolition
- ✓ Detours
- ✓ Roadway & Structure Design
- ✓ Geotechnical
- ✓ Drainage / E&SC
- ✓ Traffic / MOT
- ✓ Right of Way Acquisition
- ✓ Utility Coordination
- ✓ Environmental/Permitting
- ✓ Public Involvement

Personnel

RK&K – Chris Jordan, David Peterson, Randall Mungo, Kelly Hawkins, Ricky Ward, Justin Lyles, James Galgano, Kevin Austin

Reeves – James Seybert, Smitty Helms, David Rhodes

	Bridge	Length	Spans	Type
1	S-58 over Little Rocky Creek	120'	30’ - 90’	Box Beam Cored Slab
2	S-300 (North) over Little Rocky Branch Creek	80'	Single	Box Beam
3	S-300 (South) over Little Rocky Branch Creek	90'	Single	Box Beam
4	S-214 over Little Creek	80'	Single	Box Beam
5	S-97 over Goforth Creek	130'	30’-100’	Box Beam
6	S-265 over Manning Creek	90'	Single	Box Beam
7	S-119 over Bear Creek	80'	Single	Box Beam
8	S-87 Delta Rd over Padgetts Creek	100'	Single	Box Beam

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

Exceptional performance on this project began with RK&K’s **impressive technical score of 94** during the design-build selection process. RK&K’s coordinated with the contractor to develop plans that minimized impacts to: utilities; environmental features; and proposed rights-of-way and easements. To facilitate this minimization, we optimized alignments and profiles, while at the same time adhering to SCDOT guidelines. To date, all plans are in the RFC phase and all design packages have been submitted on schedule. Review comments received have been minimal and responses were completed efficiently.

i. Quality Initiatives. Discuss the Designer’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.

RK&K’s Design Team incorporated several quality initiatives for this project. Our designs added strands in SCDOT standard cored slabs to meet load rating requirements. We incorporated reinforcing for SCDOT’s new MASH Barrier standard into the NC box beam plans and the SCDOT cored slab standards. We detailed superelevated caps as offset from the centerline to correctly locate beams and included extra detailing for cored slabs on skew as SCDOT standards do not accommodate skews. We also incorporated very specific details in AASHTO Ware to meet the Load Rating Guidance document. Our designs minimized Right of Way acquisitions by utilizing slope permissions when possible and by piping ditches in some locations. When overtopping could not be eliminated, we flanked bridges with cross line pipes to match existing headwater. We also performed more borings than were required by PCDM 11 at locations that featured variations in the top of rock elevations.

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

N/A

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

Closed & Load Restricted Bridge Package 2020-1(D-B) Abbeville, Greenwood, Laurens, McCormick, Newberry & Saluda Cos. SC	Lead Contractor: Reeves Construction Company Lead Designer: RK&K	SCDOT Brad Reynolds 803.737.1440 ReynoldsBS@scdot.org	Construction Complete: 10/2023 Design Complete: 02/2022 *Project Currently extended until 10/2023 for Bridge Maintenance of Two Bridges in Anderson County, SC	\$18,620	\$2,800
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g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company of RK&K, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.



RK&K provided the design services for the replacement of 16 individual bridges located throughout SCDOT District Two.

As Low Volume structures, the bridges lengths range from 60' to 160', with the vast majority being single span structures,

and utilizing cored slab and box beam superstructures. The contract includes replacing the existing bridges and the associated

roadway and drainage work necessary to tie the new approaches to the existing roadways. **Our team has completed the**

design of all 16 bridges in this package. All construction will be complete by the end of 2023.

Scope of Services: Design services were performed in our Columbia office with support from our Raleigh, NC office. Design services included roadway, bridge, load rating, seismic, hydraulics, geotechnical, utility coordination, right of way services, surveys, and permitting. In addition to the construction of new the bridges, construction services also included demolition, removal, and disposal of the existing bridge structures.

Structure Design: RK&K's structural engineers prepared final structure plans for all bridges. By adhering to SCDOT's requirements, focusing on innovative design, and implementing inventive construction methods, the Team minimized the bridge lengths, superstructure depths, approach lengths, and typical section widths to minimize the required ROW.

Maintenance of Traffic & Detour Plans, Pavement Markings, & Signing Plans: RK&K was responsible for pavement marking plans and signing plans. All of the bridges were off-site detours.

Hydrology & Hydraulic Design Control / Erosion & Sediment Control: RK&K's water resources engineers are responsible for erosion control plans, HEC-RAS modeling, bridge hydraulic design, scour analysis, and drainage design.

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

Exceptional performance on this project began with RK&K's coordination with the contractor to develop plans that minimized impacts to: utilities; environmental features; and proposed rights-of-way and easements. To facilitate this minimization, we optimized alignments and profiles, while at the same time adhering to SCDOT guidelines. To date, all design packages have been submitted on schedule, and review comments received have been minimal.

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

Bridge	Roadway	Hydraulics	Geotechnical
Added strands in SCDOT standard cored slabs to meet load rating requirements; Incorporated reinforcing for SCDOT's new MASH Barrier standard into the NC box beam plans and the SCDOT cored slab standards; Detailed superelevated caps as offset from the centerline to correctly locate beams; Included extra detailing for cored slabs on skew as SCDOT standards do not accommodate skews; Incorporated very specific details in AASHTO Ware to meet the Load Rating Guidance document.	Highest number in the clear zone limits were provided; Guardrail included on all four bridge quadrants even when adequate clear zone was available; Included cross pipes on cross sections.	Piped ditches to minimize Right of Way; Flanked bridges with cross line pipes to match existing headwater when overtopping could not be achieved.	Performed more borings than required in PCDM 11 for Low Volume bridges at locations with variations in top of rock elevations; Scour line place above top of rock elevation where non-scourable crystalline rock is present; Geotextile fabric required for slope stability where warranted by scour.

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

N/A

Appendix C

Quality of Past Performance

(Section 3.5.2)





Quality of Past Performance (Section 3.5.2)

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

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

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

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

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



Appendix D Legal and Financial





3.6.1 Financial Capacity

3.6.2 Bonding Capability

3.6.3 Organization Agreements



A COLAS COMPANY

July 25, 2023

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

RE: Bridge Package 20
Contract ID 5462320 Chesterfield, Fairfield, Lancaster, & York Counties, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company (the "Company"), and not in my personal capacity, deliver this letter pursuant to Section 3.6.1 (Legal and Financial: Financial Capacity) of the Request for Qualifications issued June 29, 2022 by the South Carolina Department of Transportation ("SCDOT") to construct the Bridge Package 20 Design-Build Project ("the Project") in Chesterfield, Fairfield, Lancaster, and York Counties, South Carolina.

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

Respectfully Submitted,

C. Robert Loar
Vice President

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

Sworn to and subscribed before me this 25th day of July, 2023, by

Rob Loar

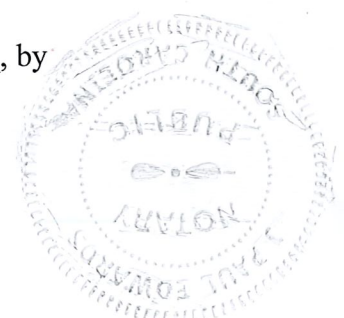
(Print name of person signing Affidavit)

Notary Public J. Paul Edwards

May 5, 2026

Commission Expires

Personally Known X Or Produced Identification _____





A COLAS COMPANY

July 25, 2023

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

RE: Bridge Package 20
Contract ID 5462320 Chesterfield, Fairfield, Lancaster, & York Counties, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company, affirm that the Key Individuals represented in our Project Organization Chart in our SOQ for the referenced project shall be available to construct the Bridge Package 20 Design-Build Project, barring any unforeseen circumstances, as required in the RFP at the earliest of the times and durations identified in the RFQ and RFP, until expiration of the Warranty Period, or such earlier date as the Contract is terminated.

Respectfully Submitted,

C. Robert Loar
Vice President

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

Sworn to and subscribed before me this 25th day of July, 2023, by

Rob Loar
(Print name of person signing Affidavit)

Notary Public J. Paul Edwards

May 5, 2026 Commission Expires
Personally Known X Or Produced Identification _____





Liberty Mutual Surety

July 25, 2023

South Carolina Department of Transportation
955 Park Street
Columbia, South Carolina 29201

Proposer: Reeves Construction Company
Re: Bridge Package 20, Design-Build Project, Contract ID 5462320
Chesterfield, Fairfield, Lancaster and York Counties, SC

To Whom It May Concern:

We are providing this information at the request of our valued client Reeves Construction Company. Their bonds are placed with Liberty Mutual Insurance Company rated A, FSC "XV" by A.M. Best and Berkshire Hathaway Specialty Insurance Company rated A++, FSC "XV" by A.M. Best.

Reeves Construction Company has been approved for single jobs in excess of \$200,000,000.00 with a potential work program in excess of \$1,800,000,000.00. This should not be considered a maximum program as we have always supported any request Reeves Construction Company may make. The surety's willingness to commit to any such bond request would, of course, be contingent upon our review of contract terms, conditions and financing by our client and ourselves.

We consider them to be properly equipped, capably staffed and adequately financed. Our dealings with the principals of this company have always been excellent. Should you desire any additional information on this fine company, please do not hesitate to call. We recommend Reeves Construction Company without reservation.

Sincerely,

Rebecca E. Cano
Attorney-in-Fact

Liberty Mutual Surety



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

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

Certificate No: **8205548-018010**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Amy R. Waugh; Bradley Lorenzetti; Rebecca E. Cano

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 6th day of May, 2021.



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

By:

David M. Carey
David M. Carey, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 6th day of May, 2021 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



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

By:

Teresa Pastella
Teresa Pastella, Notary Public

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

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

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 25th day of July, 2023.



By:

Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

Appendix E Organizational Conflicts of Interest



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):

N/A

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

N/A



Signature

7-20-23

Date

C Robert Loe

Print Name

Reeves 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:

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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


Signature

Brian K. Skinner, PE

Print Name

Rummel, Klepper & Kahl, LLP

Company

July 27, 2023

Date

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

Name

Phone

Company

Appendix F

Confidential or Proprietary Information Summary List





Appendix F - Confidential or Proprietary Information Summary List

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



Appendix G Addendum Receipt Forms





South Carolina
Department of Transportation

NOTICE TO PROPOSERS

Bridge Package 20

Design-Build – Contract ID 5462320

Chesterfield, Fairfield, Lancaster, and York Counties

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.

Cheryl Ann
PROPOSER's Signature

7-20-23
Date

C Robert Loar
Printed Name

For: Reeves Construction Company
Design-Build Team Name



Appendix H

Key Individual and Contractor/Designer Reference Forms



References from Key Individual Resume Forms

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



Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1 - Not shown in Work History					
rob.cousins@summitde.net	Rob	Cousins	Summit	Monroe Bypass D-B	Reeves/RK&K
mcwatson@ncdot.gov	Malcom	Watson	NCDOT	Monroe Bypass Design-Build	Reeves/RK&K
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	Reeves/RK&K
mathismw@scdot.org	Mark	Mathis	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	Reeves/RK&K
References from 3.5.1 - Not shown in Work History					
rob.cousins@summitde.net	Rob	Cousins	Summit	Monroe Bypass D-B	Reeves/RK&K
mcwatson@ncdot.gov	Malcolm	Watson	NCDOT	Monroe Bypass D-B	Reeves/RK&K
pittsme@scdot.org	Michael	Pitts	SCDOT	SCDOT Closed & Restricted Bridge Package 2021-1 D-B	Reeves/RK&K
dgwaugh1@ncdot.gov	Daniel	Waugh	NCDOT	NC 133 over ICWW, Brunswick Co., NC	Reeves
mcwatson@ncdot.gov	Malcolm	Watson	NCDOT	26 NCDOT D-B Projects (\$2.4B), including 70 Low Volume bridges	RK&K
rstroup@ncdot.gov	Robert	Stroup	NCDOT	>50 NCDOT DBB bridge replacements	RK&K
References from Work History Forms and 3.5.1					
reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	SCDOT Closed & Restricted Bridge Package 2020-1 D-B	Reeves/RK&K
hodgesjt@scdot.org	Jeremy	Hodges	SCDOT	SCDOT Closed & Restricted Bridge Package 2020-1 D-B	Reeves/RK&K
rob.cousins@summitde.net	Rob	Cousins	Summit	Monroe Bypass D-B	Reeves
References from 3.5.2 (c) - Appendix C					
RK&K					
david.hoppenjans@drba.net	David	Hoppenjans	Delaware River & Bay	DRBA Bridge 6	RK&K



Appendix I Unique Entity ID Documentation





Statement of Qualifications



250 Plemmons Rd.,

Duncan, SC 29334



864.416.0200



reevescc.com

