

BRIDGE PACKAGE 16

PICKENS COUNTY, SC

Statement of Qualifications

Design-Build Project ID 3962240 | January 25, 2023



HOLT



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3.2 INTRODUCTION

Contracting Entity | E.S. Wagner Company, LLC (ESW) will be the lead Contracting Entity responsible for the successful delivery of this Design-Build (DB) Bridge Bundle 16. ESW’s construction capabilities encompass a wide range of services. They have multiple structural and roadway crews, allowing them to complete numerous bridge and roadway projects, simultaneously. The company has expertise and experience including, but not limited to, bridge and roadway construction, erosion control, traffic control, deep foundation systems (piles, shafts), steel erection, concrete paving, retaining walls, and environmental remediation. They have extensive familiarity working with state Departments of Transportation and are prequalified in 11-states. ESW has enlisted the design proficiency, knowledge, and resources of Holt Consulting Company, LLC (Holt). As Lead Designer, Holt will serve as the prime consulting firm responsible for the overall design. Holt will be supported by trusted, local subconsultants that specialize in various disciplines including geotechnical design, and hydraulic design, utility coordination, SUE, right-of-way, and environmental permitting.

Contracting Entity:	E.S. Wagner Company, LLC		
Contract / Managing Office: and Lead Contractor	Samuel Thomas “Tom” Watson, PE 1515 Shopton Road, Suite 103 Charlotte, NC 28217	864.884.0400 mobile twatson@eswagner.com	 
Lead Designer:	Daniel Mitchell Atkinson, PE 2801 Devine Street, Suite 201 Columbia, SC 29205	803.908.9605 mobile 803.771.HOLT (4658) office datkinson@holtconsultingco.com	




3.2.5 COMMITMENT OF KEY INDIVIDUALS | ESW and Holt commit Tom Watson, Scott Boyle, John Cummins, and Daniel Atkinson (key individuals) to the project to the extent necessary to meet SCDOT’s expectations. Our key individuals are fully committed to this project, driven to 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 this important project for SCDOT.




3.3 TEAM STRUCTURE AND PROJECT EXECUTION

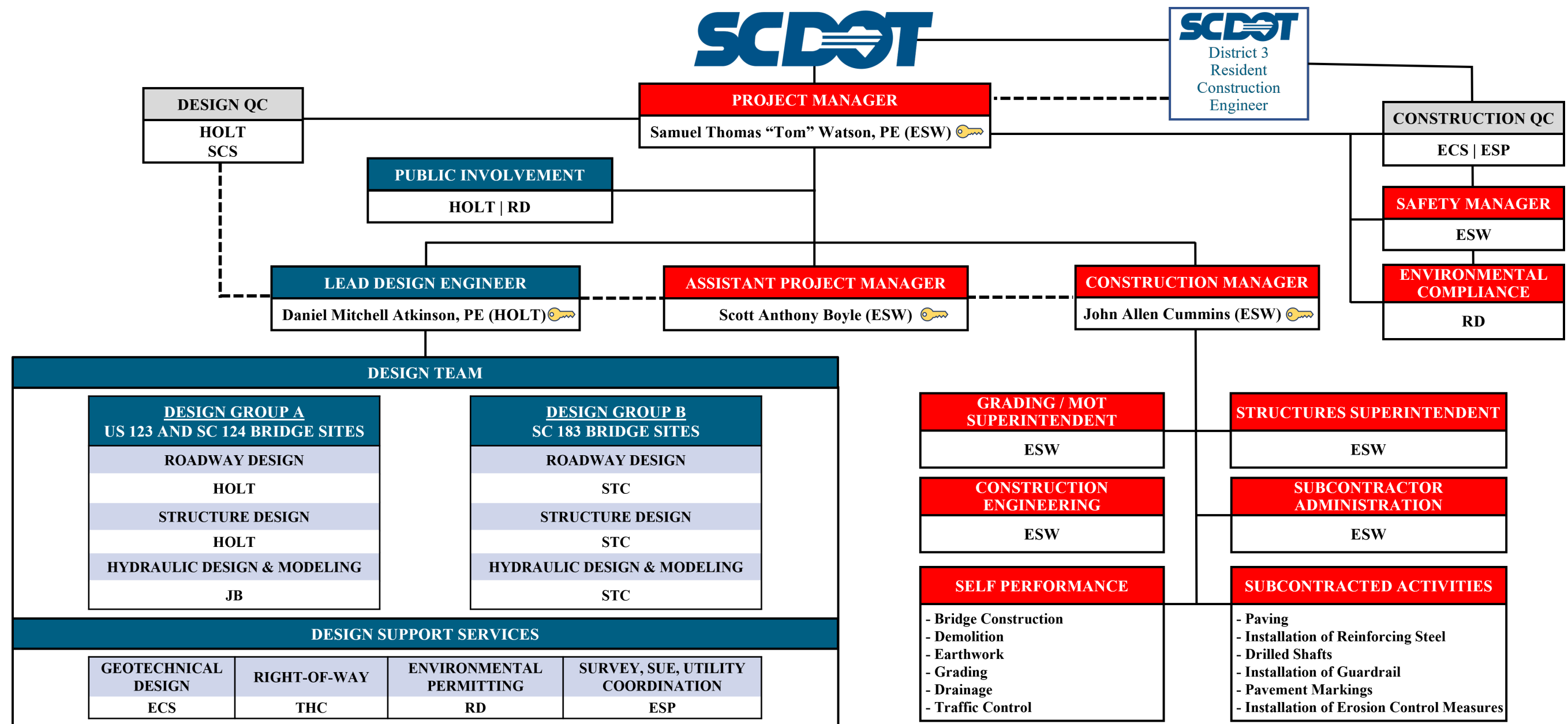
Tom Watson and Daniel Atkinson both have the authority to make decisions on behalf of their respective companies for this project, allowing design and construction decisions to be made immediately and with full support of both companies. Tom will lead the overall project and will contract with SCDOT, while Scott Boyle will be the day-to-day contact after award. Daniel will lead the design, permitting, and construction engineering services. John Cummins will lead the construction effort.

3.3.1 ORGANIZATIONAL CHART, TEAM STRUCTURE, AND TEAM INTEGRATION

LEGEND					
Team Member		Unique Entity ID	Team Member		Unique Entity ID
ESW	E.S. Wagner Company, LLC	XL5LZ9NR4PU5	JB	J. Bragg Consulting, Inc.	ZQZHWJ1TQCN6
HOLT	Holt Consulting Company, LLC	UKMCJFQWB7J3	THC	THC, Inc.	QX99U8MJN151
ESP	ESP Associates Inc.	TNXPZATQYFJ3	RD	Robbins and Dewitt	P66RDVP5M7K5
ECS	ECS Southeast, LLP	CMTCKYC49C45	SCS	Stantec Consulting Services Inc.	X8T6DGVPHUY1

 Key Personnel Team
 Design Engineering
 Construction Management Team

 Direct Report
 Line of Communication
 Quality Control Team



Team Structure | ESW's Project Manager (PM), [Tom Watson, PE](#) will be the primary person responsible for, and in charge of, delivery of the project in accordance with RFQ requirements, and will also be SCDOT's primary contact for contractual communications. He will attend and lead weekly status meetings during the design and construction phases to engage all parties. He has authority in all design and construction matters and he will be available at the request of SCDOT. Tom is an executive level manager at ESW and has the authority to make immediate decisions for the Team.

Supporting Tom and serving in the role of Assistant Project Manager (APM) is [Scott Boyle](#). He will be dedicated solely to assisting in management of the project, with no other assigned project responsibilities, and will be available to be on-site during all construction activities. Scott will also attend weekly status meetings during the design and construction phases and will be available at the request of SCDOT. After award, he will be the daily contact for communications with SCDOT; however, the PM will remain the primary/overall project contact. Construction Manager (CM) [John Cummins](#) will manage construction activities and will be the primary contact for the SCDOT District 3 Resident Construction Engineer. He will be responsible for daily planning and management of construction activities with project superintendents, management of individual job sites, and will attend weekly progress meetings. John will confirm that a construction superintendent is onsite during all construction activities for each bridge site. He has managed multiple bridge sites, including DB, such as the SC 85 bridges in Greenville and Shelby Bypass.

The Lead Design Engineer [Daniel Atkinson, PE](#) will report directly to Tom and will be the primary point of contact for design, plan development, and permitting. In addition to daily coordination with Tom, he will coordinate with SCDOT for design reviews and project documentation. Daniel will attend all routine meetings in person, and he will be available as needed by SCDOT. He has completed design for multiple primary route bridge replacement projects such as US 25 over Log Creek, US 378 over Little Pee Dee River and Swamps (x7 bridges) and has submitted final construction plans for approval on the US 601 over Colonels Creek and US 76/378 over US 601 bridge package in Richland County and the SC 72 over CSX Railroad bridge in the Town of Whitmire, Newberry County.

Team Integration and Relationships | The development of a cohesive group is critical for the success of our project Team. Our PM will lead us to function as one fully integrated and collaborative unit from announcement of shortlisted firms to substantial project completion.

We will leverage the expertise of individual Team members to improve the value we provide to SCDOT. **FIGURE 1** shows our Team's responsibilities and effective communication methods including the responsibilities of key individuals within the Team leadership, and

the methods utilized to coordinate activities and responsibilities of the Team. **TABLE 1**

highlights the integrated delivery process and organizational coordination our Team uses to achieve project goals.

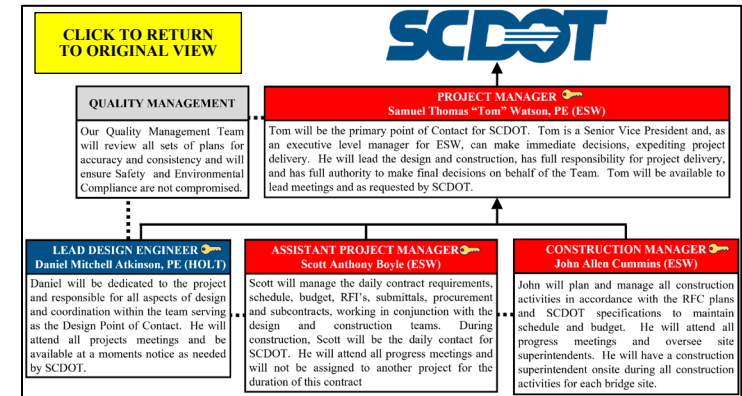


FIGURE 1
Functional Relationships
[Click HERE to zoom](#)

TABLE 1: Cohesive Team Strategies

PM will have overall decision-making and contractual control, allowing the APM to perform day to day activities and lead the daily coordination efforts.
Decisions will be made early, to ensure incorporation into the project timeline. Specific attention will be given to risk factors and specialty items of concern.
The DB Team will hold project status meetings from design through construction to include subcontractors, stakeholders and SCDOT (as necessary). These weekly/monthly meetings will help promote collaboration and synergy, planning, constructability, and scheduling to effectively design and construct the project.
Once a winning proposal has been determined, our Team will meet with SCDOT to discuss any potential areas of concern regarding the submitted RFP plans.
A pre-construction meeting will be held with SCDOT upon notification of award and signing of the contract.
Once a set of plans is under review by SCDOT, the design team will begin developing the next set of plans to submit to SCDOT for review and comment. This concurrent design and construction approach will expedite reviews and allow the simpler bridge sites with less risks to be constructed in the front end.
Technology: Holt has used Bluebeam on various DB projects. We will also use Microsoft SharePoint to create project files and Microsoft Teams to hold DB Team meetings.
Following PCDM-22, Stantec will perform independent reviews on Holt plan submittals and Holt will do the same for Stantec plan submittals following PCDM-22 and updated QA/QC checklists provided under SCDOT's "Design Quality" page.

ESW and Holt are carrying their working relationship from Bridge Bundle 15 forward to Bundle 16. We understand the success of this project is dependent upon our ability to work collaboratively. Our firms have developed a mutual trust in each other due to the culture and values we represent. Both ESW and Holt have completed multiple DB, Design Bid Build (DBB), and bridge replacements projects for NCDOT and SCDOT which is a testament to our knowledge in constructing bridges in this region of the state. Neither ESW and Holt have **ever** been late on a project deadline or plan submittal, all projects have been completed on time and within budget. While completing the [P029127 Mount Lebanon Bridge Replacements](#), ESW

experienced significant scope increases, including the addition of an emergency project. They still delivered the project within budget and before the project deadline. Holt has had successful experience working with all teaming partners on several prior projects as shown in **TABLE 2** below (all project types shown). What helps set our Team apart from others is our Project Manager and Lead Designer are both Professional Engineers which provides SCDOT with highly educated, experienced, and critical thinking key personnel who will be crucial to successfully delivering the project.

TABLE 2. Previous Teaming Relationships

Project Name and Description	Holt	Stantec	JB	ECS	THC	RD	ESP	Contact
S-1632 over Simons Creek Bridge Replacement 2021 - Current Holt – Lead Roadway Engineer, Stantec – Lead Bridge and Hydraulic Engineer	X	X						Derrick Goodman, SCDOT PM GoodmanDA@scdot.org 803.737.1575
S-268 over Rocky Creek Bridge Replacement Project 2021- Current Holt – Lead Designer, ESP – Geotechnical Lead, RD – NEPA, ESP – SUE	X			X		X*	X***	Clint Scoville, SCDOT PM ScovilleHC@scdot.org 803.737.2085
Richland County Public Works and Penny On-Call Program 2015 - Current Holt – Lead Designer, JB – Hydro, THC – ROW, ESP – SUE, Stantec – Program Management	X	X**	X		X		X	Stephen Staley, Richland County PM Staley.Stephen@richlandcountysc.gov 803.766.5610
SC 72 Bridge Replacement Project 2019 – Current Holt – Lead Designer, R&D – NEPA & PI, JB – ROW sub, THC - ROW	X		X		X	X*		Tyke Redfearn, SCDOT PM RedfearnWT@scdot.org 803.737.1430
US 601 over Colonels Creek and US 76 over US 601 2018- Current Holt – Lead Roadway and MOT Engineer, R&D – NEPA & PI	X					X*		Joey McIntyre, SCDOT PM McIntyreJD@scdot.org 803-737-1842

*Heather Robbins at Former Employer Three Oaks

**David Beaty at Former Employer HDR/ICA

***Scott Carney at Former Employer GEL

Below, **TABLE 3** showcases projects of similar nature, demonstrating our Team’s ability to manage, design, and construct these bridges.

TABLE 3 – Experience of Proposer’s Team

The ESW-Holt Team bring SCDOT extensive experience designing and constructing similar bridge replacement projects on primary routes. These projects include large water crossings, multi and single span, and detailed traffic control and bridge staging alternatives.

PROJECT	FEATURES	Delivery Method	No. of Bridges	Primary Routes	Bridge over Water	AASHTO Girder	On Schedule	On Budget	Multiple Crews	Demolition	Project Mgmt.	Design Mgmt.	FEMA Floodway	Public Involvement	Traffic Engineering	Environ. Permits	Off-Alignment Construction	Raises in Profile Grade	Right-of-Way	Utility Coordination	Drilled Shafts	Intersection Improvements	Upstate Geographic Region
S-278/S-75 over Middle Tyger River & Tributary, Spartanburg & Greenville Co.	Bridge Replacements DBB	DBB	2		X	X	X	X	X	X	X			X	X		X	X	X	X			X
S-92 Emergency Bridge Replacement over Beaverdam Creek, Greenville Co.	Emergency Bridge Replacements (EDB)	EDB	1		X		X	X		X	X			X				X	X	X			X
US29 SB Bridge Replacement, Spartanburg Co.	Bridge Replacement DBB	DBB	1	X	X	X	X	X	X	X	X			X	X					X	X		X

CONSTRUCTION TEAM	PROJECT	FEATURES	Delivery Method	No. of Bridges	Primary Routes	Bridge over Water	AASHTO Girder	On Schedule	On Budget	Multiple Crews	Demolition	Project Mgmt.	Design Mgmt.	FEMA Floodway	Public Involvement	Traffic Engineering	Environmental	Off-Alignment Construction	Raises in Profile Grade	Right-of-Way	Utility Coordination	Drilled Shafts	Intersection Improvements	Upstate Geographic Region
CONSTRUCTION TEAM	NCDOT Express Design Build Div. 6 Year 2-7, Robeson/Columbus Co.	5 DB Bridge Replacement Pkg. DB	DB	33	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	
	SC-85 Bridge Replacements over S-995/NSR, S-2 & Lawson Creek	Bridge Replacement DBB	DBB	3	X	X	X	**	**	X	X	X			X	X			X		X	X	X	X
DESIGN TEAM	US 601 over Colonels Creek and US 76/378 over US 601, Richland Co.	US Primary Route Bridge Bundle	DBB	2	X	X	X	*	X					X	X	X	X	X	X	X	X			
	SC 72 over CSX Railroad, Newberry Co.	SC Primary Route, 3 rd Party Stakeholder	DBB	1	X		X	*	X			X	X		X	X	X	X	X	X	X		X	X
	US 25 over Log Creek Edgefield Co.	US Primary Route	DBB	1	X	X		X	X			X	X	X	X	X	X	X	X	X	X	X	X	
	24 Rapid Replacement Bridges in Divisions 9 and 11, North Carolina	DB primary bridge bundle over water	DB	24		X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	
	Four Bridge Replacements over Streams, Division 9, North Carolina	Load Restricted bridge replacements.	DBB	4		X	X	X	X		X	X	X	X	X	X		X	X	X	X	X		

* Final Construction Plan Development Ongoing or Complete

** Construction Ongoing - Estimated Completion June 2023

3.3.2 PROJECT RESOURCES, STRATEGIES, AND EXECUTION | ESW is a family-owned business that was founded in 1947 and has built bridges in SC & NC since 2002. Their staff is highly capable, well-trained, and motivated with over 150 full-time employees and approximately 200 seasonal employees. Over 40% of the Company's key staff have over fifteen (15) years of tenure with ESW, and senior managers average thirty-five (35) years of industry experience, which is a testament to ESW's success and their business model. ESW has successfully completed a wide range of DB and DBB projects for government entities such as SCDOT, NCDOT, and municipalities, and they **recently completed emergency bridge repair work on the SC 183 bridge over Twelve Mile Creek** giving them crucial insight and knowledge for the project site.

Project Resources | ESW is committed to SCDOT's success, assembling a skilled and experienced team to deliver Bridge Package 16. ESW has the financial, equipment, personnel, and technological resources on-hand and available to meet the needs of this project. As illustrated in **TABLE 4**, our

Team has extensive resources and equipment available for this project. ESW’s backlog is currently \$86 Million with a total bonding capacity of \$500 Million. ESW maintains 6 structures crews and 12 grading/drainage crews along with associated equipment in the Carolinas. A minimum of 2 structures crews and 1 grading crew will be committed to this project. ESW will allocate additional resources from other office locations as necessary, to ensure any unforeseen schedule impacts are recovered and the project is completed on time to meet SCDOT and public expectations.

TABLE 4: Staff Resources in the Carolina		
Classification	On Staff	Required
Carpenters	15	2-4
Laborer	8	2
Bridge Supt/Foreman	8	2
Crane Operators	6	1-2
Operators (General)	56	2-4
Drivers	5	1
Mechanics	7	1

Equipment Resources in the Carolinas		
Classification	Owned	Required
Cranes (35-200 TN)	13	1-2
Excavators	25	1-2
Dozers	26	1
Vibratory/Impact Hammers	6	2
Loaders	28	1
Off-Road Haul Units	56	1
On-Road Haul Units	25	1

Holt has 20 staff members in SC, supported by 10 additional staff in Georgia available to assist at a moment’s notice. The Holt Team combines small and local firms (Holt, JB, RD, THC), national firms ECS and ESP, with the worldwide powerhouse resources of Stantec Consulting Services (SCS). SCS is a trusted and fully capable partner who was handpicked due to their reputation in SC and their current working relationship with Holt on the S-1632 Bridge Replacement over Simons Creek project. Having SCS on the Team allows us to undertake design on two (2) bridge sites concurrently and complete RFC plans in advance of ESW, mobilizing on-site.

Implementation of Resources to Execute the Contract | The timing of this bridge package provides a prime opportunity to seamlessly transition ESW’s construction resources from their current SC 85 bridge construction project in Spartanburg to the project sites. Their bridge crews are scheduled to be complete in the 2nd quarter of 2023, so the schedule lines up perfectly with the construction of this package. This provides SCDOT with a highly skilled Team with no learning curve and currently stationed in the geographic vicinity of all bridge sites. ESW is also shortlisted on Bridge Bundle 15 which could potentially cause a scheduling concern; however, they have committed 2 bridge crews to Bundle 15 which leaves them 3 bridge crews to begin work on Bundle 16. A schedule of design submittals, prioritizing and streamlining the process to optimize the project schedule will be reviewed

with the Department at the design kickoff meeting. Finally, to further improve resource efficiency, ESW will self-perform most of the construction, as shown in **TABLE 5** below.

TABLE 5: Team Assignments												
Construction	Self-Perform	Construction	Sub-Contract		Design Services	Holt	ECS	ESP	JB	RD	STC	THC
Construction Management	✓	Drilled Shafts	✓		Structural/Bridge	✓					✓	
Pile Foundations	✓	Paving	✓		Roadway	✓			✓		✓	
Beam Erection	✓	Guardrail Installation	✓		Hydrology/Hydraulic	✓			✓		✓	
Bridge Decks	✓	Pavement Markings	✓		Geotechnical		✓	✓				
Site Grading	✓	Erosion Control Installation	✓		Utility Coordination/SUE			✓				
Demolition	✓	Seeding	✓		Surveying			✓				
Erosion Control Installation	✓	Disposal of Hazardous Materials	✓		Environmental Permitting		✓	✓		✓	✓	
Storm Drainage	✓	Clearing and Grubbing	✓		Right-of-Way							✓
Rip Rap Protection	✓				Public Involvement	✓				✓	✓	
Subcontractor Assistance	✓				Construction Support	✓	✓	✓	✓		✓	
Traffic Control	✓											

A sample design and construction approach are shown below, highlighting how each bridge site will be preliminarily handled by our Team.

SITE 1 – SC 124 over Georges Creek

- No significant environmental impacts.
- No grade changes due to hydraulic requirements.
- New ROW required.
- Waterline, telecom. and fiber optic relocations required.
- Span stream
- Potential ATC to Close and Detour to remain on alignment.
- Access to property to be maintained during construction.
- AASHTO Precast Concrete Beams.

SITE 4 – SC 183 over Twelve Mile Creek

- No significant NEPA impacts.
- No significant grade changes.
- Span stream, no stream/wetland impacts.
- New ROW required.
- Minor utility relocations required.
- Access to property to be maintained during construction.
- Minimize pipe extensions.
- Minimize intersection re-alignment impacts.
- AASHTO Precast Concrete Beams.

SITE 2 – US 123 over Georges Creek

- No significant environmental impacts.
- Minimal to **No new ROW required.**
- Significant grade changes to remove low point off new bridge and due to grade adjustments.
- Significant utility relocations (duct bank, power, tv, etc.)
- Significant scour concerns.
- Span stream, no stream/wetland impacts.
- Potential ATC to shift traffic onto US 123 EB to construct new bridge on existing alignment, which will require removal of asphalt crossovers.

Bridge Crew 1
Responsibility

SITE 3 – SC 183 over Gregory Creek

- No significant NEPA impacts.
- Significant grade changes due to hydraulic requirements.
- Significant new ROW required.
- Major utility relocations required (power, fiber optic, water line, and gas).
- Span stream and minimize wetland impacts.
- Minimize cut excavation.
- Minimize intersection re-alignment impacts.
- AASHTO Precast Concrete Beams.

Bridge Crew 2
Responsibility

Ideal Geographic Location of the Firms | As a local contractor, ESW has maintained a long-term presence in the Upstate and District 3. ESW will manage the project from their Charlotte office, with availability of their Piedmont, SC offices, if necessary. This will place the **furthest site** (Gregory Creek) **23 miles** and **closest site** (Georges Creek) **8 miles** from an ESW office. As illustrated in the **FIGURE 2**, these bridge sites are located between all office locations allowing us to allocate resources at moment's notice. ESW currently has 5 bridge and grading crews located near District 2, with at least 2 crews ready to mobilize and begin construction upon NTP. Holt will manage the design from their Columbia and Greenville offices, supported by Stantec, which will provide immediate access and response to SCDOT. Our Team's office proximity will allow us to integrate seamlessly, communicate, and resolve challenges with SCDOT as a Team through in-person or virtual meetings at any of our SC offices, SCDOT headquarters, District offices, or at any bridge site with same-day notice.

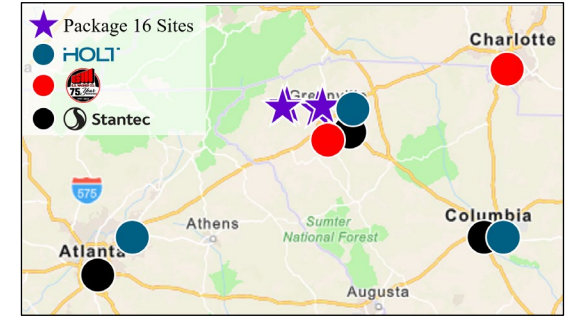






FIGURE 2
Location of Resources Relative to Bridge Sites

3.4 EXPERIENCE OF KEY INDIVIDUALS





Please see [Appendix A – Key Individual Resumes](#) for resumes of our Key Individuals. All Team members hold the current licenses required for performing work on the project under state and local laws and will perform singular roles. All design reports, plans, and calculations shall be signed and sealed by an unrestricted Professional Engineer registered in the State of South Carolina. The ESW Team commits key staff who are available for the duration of the project and will satisfy the minimum requirements for the following key staff roles: Project Manager, Assistant Project Manager, Lead Design Engineer, and Construction Manager.

TABLE 6. Experience of Key Individuals				
Title	Name	Required	Provided	Design Build
PM	Tom Watson	7	20	X
APM	Scott Boyle	5	32	X
LD	Daniel Atkinson	7	15	X
CM	John Cummins	5	35	X

POSITION/NAME/FIRM	KEY QUALIFICATIONS
 Project Manager Tom Watson, PE ESW	<ul style="list-style-type: none"> 20-year progressive career with ESW as engineer, manager, estimator, and currently Senior Vice President & General Manager. Extensive experience in aspects of project management and construction from pursuit to closeout including projects exceeding \$100 Million. Managed the DB Team on the successful replacement of 34 structurally deficient bridges in Division 6, NCDOT.

	Assistant Project Manager Scott Boyle ESW	<ul style="list-style-type: none"> 32-year progressive career as a project engineer, project manager, foreman, project superintendent and current role as area manager Significant recent experience managing construction of SC primary route bridge replacements including US 29 & SC-85. Extensive experience in all aspect of highway construction including MOT, mass grading, drainage, detours, and structures.
	Lead Design Engineer Daniel Atkinson, PE Holt	<ul style="list-style-type: none"> 15 years of experience working on various DOT projects as a project manager and lead roadway engineer. Abundance of recent SCDOT experience on Primary Route bridge replacements utilizing off-alignment construction methods. Understands the DB process and the need for the entire Team to work together collaboratively for the project to succeed.
	Construction Manager John Cummins ESW	<ul style="list-style-type: none"> 39-year progressive career as an operator, foreman, superintendent, and current role as structure operations manager. Extensive experience in all aspects of bridge construction including deep/shallow foundations, steel/concrete girders, cored slab structures, sub/superstructure concrete over waterways, roads, and railroads. Manages a team of 6 capable & equipped structure crews throughout the Carolinas, successfully completing bridges on ESW projects.

Additional Staff Necessary for Project Completion

POSITION/NAME/FIRM	KEY QUALIFICATIONS
	Structural Engineer Christopher Bolding, PE Holt <ul style="list-style-type: none"> 14 years of experience working on detailed bridge and roadway structure projects for SCDOT. Experience with multiple superstructure and substructure alternatives applicable to this Primary Route DB project. In-depth, personal understanding of the SCDOT Project Development Process due to previous work experience at SCDOT.
	Hydraulic Engineer Scott Hildebrand, PE J. Bragg <ul style="list-style-type: none"> 23 years of experience managing, designing, and permitting bridge projects, riverine, and tidal estuarine water courses. Former Interim SCDOT Resident Maintenance Engineer/Assistant Resident Maintenance Engineer for York County, District 4. Veteran water resources expert in erosion control, bridge survey reports, stormwater management, backwater, and scour analyses.
	Environmental Heather Robbins, AICP Robbins & Dewitt <ul style="list-style-type: none"> 22 years of experience in the environmental field and 15 years of experience working with Daniel Atkinson. Well-versed and experienced in federal and state agency coordination and developing effective public involvement. Areas of expertise include wetland studies, endangered/threatened species studies, and 4(f) permitting.
	Utility Coordination James Friday ESP <ul style="list-style-type: none"> Over 20 years of extensive involvement in utility relocation and coordination for DOT bridge and roadway projects. Experience with multiple utility owners including identification, conflict resolution, relocation plans, agreements, and permits. In-depth, personal understanding of the SCDOT Project Development Process and Utility Accommodation Guide.

3.5 PAST PERFORMANCE OF TEAM

As previously mentioned, ESW and Holt have not worked together in the past; however, ESW has assembled an experienced project team to specifically meet SCDOT's design and construction expectations. It should also be noted team members John Cummins (ESW) and David Taylor (STC) successfully delivered the [US 521 SCDOT design-build bridge project](#) near Manning which saw the replacement of seven (7) bridges on US 521 while with other firms. "Neither ESW, nor any of ESW's Team members have been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity, nor are any such actions pending against the company (Team) within the past five years. See [Appendix B](#) and [Appendix C](#) for further details.

APPENDICES

APPENDIX A: KEY INDIVIDUAL RESUME FORMS

APPENDIX B: WORK HISTORY AND QUALITY FORM - CONTRACTOR/DESIGN SECTION 3.5.1

APPENDIX C: WORK HISTORY AND QUALITY FORM - CONTRACTOR/DESIGNER SECTION 3.5.2

APPENDIX D: LEGAL AND FINANCIAL

APPENDIX E: ORGANIZATIONAL CONFLICT OF INTEREST

APPENDIX F: CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST

APPENDIX G: ADDENDUM RECEIPT FORMS


APPENDIX H: KEY INDIVIDUAL AND CONTRACTOR / DESIGNER REFERENCE FORMS

APPENDIX I: UNIQUE ENTITY ID DOCUMENTATION

APPENDIX A

KEY INDIVIDUAL RESUME FORMS

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Samuel Thomas "Tom" Watson, P.E. Senior Vice President & General Manager
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: ES Wagner Company, LLC <div style="text-align: right;">  </div>
d.	Years of Experience: With this Firm <u>20</u> Years With Other Firms <u>0</u> Years Position 3: Sr. Vice President & General Manager – responsibilities include all aspects of management for the company (duration; 2018-Present) Position 2: General Manager – responsibilities include all aspects of management for the company (duration; 2011-2018) Position 1: Project Manager – responsibilities include all aspects of project management on projects ranging in size from \$1 to \$60 million – (duration; 2004-2011)
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): <div style="text-align: center;"> University of South Carolina/Columbia, South Carolina/Bachelor of Science/1999/Civil Engineering Clemson University/Clemson, South Carolina/Masters Science/2001/Civil Engineering </div>
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2006 / SC / PE / 25148
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="border: 1px solid black; padding: 10px;"> <p><u>NCDOT Express Design Build Year 6 Bridge Replacements C203950</u></p> <p>Key Personnel Role: General Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2017-2020, Assigned 2017-2020</p> <p>Owner Contact Information: NCDOT, Michael Parker, PLS, jmparkerjr@ncdot.gov , 910-618-5689</p> <p>Design/Construction Value: \$4,393,783</p> <p>Project Description: This project consisted of six bridge replacements throughout Robeson County, North Carolina. The contract was executed in NCDOT's Express Design Build format and was the third of six contracts including a total of 34 bridge replacements that ESW has completed of this type. The bridges consisted of cored slabs and box beams with H-pile foundations. Top-down construction methods were used where necessary. Tom's specific responsibilities included estimating, coordination with engineering design and constructability, project management, scheduling and cost control. Tom was responsible for the delivery of this project in accordance with the contract requirements.</p> </div> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><u>Mount Lebanon Church Road Bridge Replacement</u></p> <p>Key Personnel Role: General Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020</p> <p>Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720</p> <p>Design/Construction Value: \$5,376,023</p> <p>Project Description: This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4-span cored slab bridge on prestressed concrete piling and a 2-span type III girder bridge on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. Tom participated in weekly project meetings with project management personnel, reviewed schedules, and</p> </div> <div style="text-align: right; margin-top: 10px;"> Hyperlink to Work History Form) </div>

analyzed cost reports. Tom was responsible for the delivery of this project in accordance with the contract requirements.

Shelby Bypass III – C203905

Key Personnel Role: General Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2017-2023, Assigned 2017-2019

Owner Contact Information: NCDOT, Ms. Anne Schley, P.E., aschley@ncdot.gov, 704-678-3041

Design/Construction Value: \$87,451,550

Project Description:

This project includes 4.7 miles of new roadway construction with 11 new bridges and 2,730,000 CY of unclassified excavation in Shelby, N.C. Tom's specific responsibilities include weekly meetings with project management personnel, schedule review and analysis, and review of cost reporting. Tom is responsible for the delivery of the project in accordance with the contract requirements.

SCDOT US 29 Bridge Replacement, Spartanburg Co.

Key Personnel Role: General Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021

Owner Contact Information: SCDOT, William Yarborough, yarborouwd@scdot.org, 864/587-4721

Design/Construction Value: \$2,795,227

Project Description:

This project consisted of the replacement of a 3-span type III girder structure on h-pile and drilled shaft foundations over the North Tyger River. Traffic was placed on adjacent structure during the full replacement and demolition of the bridge. Tom participated in weekly project meetings with project management personnel, reviews schedules, and analyzes cost reports. Tom was responsible for the delivery of this project in accordance with the contract requirements.

[Hyperlink to
Work History Form\)](#)

NCDOT Monroe Bypass Design-Build

Key Personnel Role: General Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2015-2018, Assigned 2015-2018

Owner Contact Information: NCDOT, Darrin Waller, PE, dwaller@ncdot.gov (980) 521-2176

Design/Construction Value: \$22,556,766 (ES Wagner portion)

Project Description:

ES Wagner performed the grading and drainage on the eastern portion of the Monroe Bypass. The project consisted of 8 miles of new controlled access roadway and 1.3 million CY of excavation. The project included heavy MOT demands and significant public involvement. Tom was responsible for the delivery of this project in accordance with the contract requirements.

- 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.

Tom is currently involved in the pursuit and management of various projects in the region. Tom is not assigned to any specific project and is fully available to fulfill the requirements of Project Manager.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Scott Anthony Boyle Area Manager
b.	Role of Key Individual for this Project: Assistant Project Manager
c.	Name of Firm with which you are now associated: ES Wagner Company, LLC
d.	<div style="display: flex; justify-content: space-between;"> Years of Experience: With this Firm <u>26</u> Years With Other Firms <u>6</u> Years </div> <p>ES Wagner Co.: Area Manager (2014-current) – Responsible for overseeing roadway construction for all projects in region.</p> <p>ES Wagner Co.: Project Superintendent (2002-2014) – Responsible for the overall management and execution of assigned project.</p> <p>ES Wagner Co.: Foreman (1999-2002) – Supervised grading crews under direction of Project Supt. Ran small projects independently.</p> <p>ES Wagner Co.: Project Manager/Engineer (1996-2002) – Responsible for estimating assistance, primavera scheduling, cost control, submittals and material procurement.</p> <p>Northern A-1 Service – Project Supervisor/Estimator (1995) – Bid and supervised small environmental remediation projects.</p> <p>Smith Environmental Technologies Corp – Project Engineer (1990-1994) – Field documentation, cost/quantity tracking and QA/QC.</p>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of Michigan / Ann Arbor, Michigan / Bachelor of Science /1990 / Mechanical Engineering
f.	Active Registrations:
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>SCDOT US 29 Bridge Replacement, Spartanburg Co.</u></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>Key Personnel Role: Area Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021</p> <p>Owner Contact Information: SCDOT, William Yarborough, yarborouwd@scdot.org , 864/587-4721</p> <p>Design/Construction Value: \$2,795,227</p> <p>Project Description: This project consisted of the replacement of the 3 span SB structure over the N. Tyger River. It was required to shift traffic to be bidirectional on the adjacent NB structure for a full replacement of the SB structure. Scott participated in weekly project meetings with project management personnel, reviews schedules, and analyzes cost reports. Scott was responsible for all aspects of roadway construction on the project and provided daily direction to field personnel.</p> </div> <div style="width: 35%; text-align: right;"> <p><u>Hyperlink to Work History Form)</u></p> </div> </div> <p><u>SCDOT P027413/P030402 SC-85 Bridge Replacements over S-995, S-2 & Lawson Creek</u></p> <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>Key Personnel Role: Area Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2021-2023, Assigned 2021-2023</p> <p>Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720</p> <p>Design/Construction Value: \$22,857,222</p> <p>Project Description: This project consists of 3 bridge replacements on SC-85 in Spartanburg, SC. These bridges were a full replacement of bridges over Buffington Rd./Norfolk Southern Railroad & Howard Street and Lawson Fork Creek. The Buffington & Howard bridges were completed with an offsite detour for SC-85 traffic. Buffington and Howard were only detoured as required for construction. Lawson Fork Creek was completed by shifting the NB traffic onto the SB bridge with bidirectional traffic on the SB bridge. MSE walls surrounded areas around 2 of the structures requiring access structures and staged construction. Scott was responsible for all aspects of roadway construction on the project and provided daily direction to field personnel.</p> </div> </div>

NCDOT Design Build I-85 Widening, I-2304AB, Davidson Co.**Key Personnel Role:** Superintendent**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2011-2013, Assigned 2011-2013**Owner Contact Information:** NCDOT, Larry Shaver, lbshaver1@ncdot.gov, 336/249-6255**Design/Construction Value:** \$10,826,226 (ES Wagner Portion)**Project Description:**

This project consisted of widening I-85 through Davidson Co., NC from 2 lane to 4 lanes in each direction. ES Wagner was responsible for the grading and drainage portions of the project. The project included approximately 600,000 CY of unclassified excavation, 400,000 CY of borrow excavation and 28,000 LF of pipe all while safely maintaining traffic through the corridor. Scott was responsible for all aspects of ES Wagner's construction on the project and provided daily direction to field personnel.

SCDOT Mount Lebanon Church Road Bridge Replacements**Key Personnel Role:** Area Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2019-2020, Assigned 2019-2020**Owner Contact Information:** SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720**Design/Construction Value:** \$5,376,023**Project Description:**

This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4-span cored slab bridge and a 2-span type III girder bridge. These bridges were constructed over the Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. Scott was responsible for all aspects of roadway construction on the project and provided daily direction to field personnel.

[Hyperlink to
Work History Form\)](#)

Shelby Bypass III – C203905**Key Personnel Role:** Area Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2017-2023, Assigned 2017-2023**Owner Contact Information:** NCDOT, Ms. Anne Schley, P.E., aschley@ncdot.gov , 704/678-3041**Design/Construction Value:** \$87,451,550**Project Description:**

This project includes 4.7 miles of new roadway construction with 11 new bridges and 2,730,000 CY of unclassified excavation in Shelby, N.C. The construction of this new controlled access facility required crossing 8 separate existing roads and various construction methods including road closures, temporary detours and working around/over active traffic. Scott was responsible for all aspects of roadway construction on the project and provided daily direction to field personnel.

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

Scott is available for the duties of Assistant Project Manager as described for the project duration.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: John Allen Cummins Structures Operations Manager
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: ES Wagner Company, LLC
d.	Years of Experience: With this Firm <u>4</u> Years With Other Firms <u>35</u> Years Firm 1: ES Wagner - Structures Operations Manager – Responsible for all bridge projects within region, 2018 - current Firm 2: Lee/English - General Superintendent – Responsible for overseeing all bridge projects, 2004 – 2018 Firm 3: National Engineering – Operator/Foreman/Superintendent, 1983 - 2004
e.	Education:
f.	Active Registrations:
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p><u>Mount Lebanon Church Road Bridge Replacement</u></p> <p>Key Personnel Role: Structures Operations Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2019-2020, Assigned 2019-2020</p> <p>Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720</p> <p>Design/Construction Value: \$5,376,023</p> <p>Project Description: This project consisted of the relocation of existing Mount Lebanon Church Road in Greenville and Spartanburg County, SC and construction and demolition of two bridges. The bridges consisted of a 4- span cored slab bridge on prestressed concrete piling and a 2-span type III girder bridge on prestressed concrete piling. These bridges were constructed over Middle Tyger River and its tributary through environmentally sensitive areas. Access to the site was restricted by wetlands and load rated bridges. Alternate means of access through these areas was required for bridge and roadway construction. John was responsible for all aspects of the bridge construction for the project and provided daily direction to field personnel for project execution.</p> </div> <div style="width: 35%; text-align: right;"> <p><u>Hyperlink to Work History Form)</u></p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 60%;"> <p><u>SCDOT US 29 Bridge Replacement, Spartanburg Co.</u></p> <p>Key Personnel Role: Structure Operations Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2020-2021, Assigned 2020-2021</p> <p>Owner Contact Information: SCDOT, William Yarborough, yarborouwd@scdot.org , 864/587-4721</p> <p>Design/Construction Value: \$2,795,227</p> <p>Project Description: This project consisted of the replacement of a 3-span type III girder structure on h-pile and drilled shaft foundations over the North Tyger River. Traffic was placed on adjacent structure during the full replacement and demolition of the bridge. John participated in weekly project meetings with project management personnel, reviews schedules, coordinated structure crews and scheduled materials. John was responsible for all aspects of the bridge construction for the project and provided daily direction to field personnel for project execution.</p> </div> <div style="width: 35%; text-align: right;"> <p><u>Hyperlink to Work History Form)</u></p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 60%;"> <p><u>US 521 Design Build Bridge Replacements over Pocotaligo River – Clarendon Co., SC</u></p> <p>Key Personnel Role: General Structure Superintendent</p> <p>Experience with Current Firm: No</p> <p>Project/Assignment Duration: Project 2005-2006, Assigned 2005-2006</p> <p>Owner Contact Information: SCDOT, Douglas McClure, PE, McClureDE@scdot.org</p> <p>Design/Construction Value: \$6,241,496 (Lee Construction portion)</p> </div> <div style="width: 35%;"></div> </div>

Project Description:

This project consisted of the replacement of 7 bridges on US 521 in Clarendon Co., SC. The project was delivered as a design build project with Lee Construction as the bridge subcontractor and Wilbur-Smith as the lead designer. Bridges included concrete and structural steel girders over roads, waterways and railroads. A special aspect of this project was precast (not prestressed) beams that were cast onsite by Lee Construction. John was responsible for all aspects of bridge construction for this project including daily coordination with on-site superintendents, scheduling crews and equipment selection.

NCDOT Express Design Build Bridge Replacements – Division 8

Key Personnel Role: General Structure Superintendent

Experience with Current Firm: No

Project/Assignment Duration: Project 2013-2015, Assigned 2013-2015

Owner Contact Information: NCDOT, John Partin, PE, jpartin@ncdot.gov , 336/847-1226

Design/Construction Value: \$13,600,000

Project Description:

This project consisted of 11 bridge replacements throughout NCDOT Division 8 including Randolph and Moore Counties. The bridge replacements included a variety of structure types including steel pile, concrete pile and drilled shaft foundations along with cored slab, box beam and poured deck superstructures. Several locations included challenging access through jurisdictional areas and temporary structures. John's involvement spanned from bid to closeout, including coordination during the design phase to assess constructability of design options. John was responsible for all aspects of bridge construction for this project including daily coordination with on-site superintendents, scheduling crews and equipment selection.

SCDOT P027413/P030402 SC-85 Bridge Replacements over S-995, S-2 & Lawson Creek

Key Personnel Role: Structures Operations Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2021-2023, Assigned 2021-2023

Owner Contact Information: SCDOT, Joseph Fowler, PE, fowlerjm@scdot.org , 864/587-4720

Design/Construction Value: \$22,857,222

Project Description:

This project consists of 3 bridge replacements on SC-85 in Spartanburg, SC while SC-85 traffic was detoured. These bridges were a full replacement of bridges over Buffington Rd./Norfolk Southern Railroad, Howard Street and Lawson Fork Creek. The bridges consisted of bulb-tee and type III girders with drilled shaft and h-pile foundation. MSE walls surrounded areas around 2 of the structures requiring access structures and staged construction. John is responsible for all aspects of the bridge construction for the project and provides daily direction to field personnel for project execution.

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

John Cummins is currently managing the structure operations of five crews throughout North and South Carolina. These crews will be utilized to construct the bridge replacements referenced in this SOQ. As the Construction Manager for this project, John will be solely dedicated to the continued management of these crews and construction until completion.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

- a. Name & Title:
Daniel Atkinson, P.E.
Operations Manager
- b. Role of Key Individual for this Project:
Lead Design Engineer
- c. Name of Firm with which you are now associated:
Holt Consulting Company, LLC
- d. Years of Experience: With this Firm 7 Years With Other Firms 8.5 Years
Holt Consulting Company, LLC (2016 – Current): Operations Manager – Responsible for managing the South Carolina Surface Group and leading design on various DB and Bid-Build projects in South Carolina. Daniel is instrumental in every stage of Holt's S.C. design projects, from proposal development to final construction plans.
Michael Baker International (2013 – 2016): Project Manager and Roadway Engineer – Responsible for all aspects of roadway design which include horizontal, vertical, superelevation, site-distance, clear-zone, complex traffic control, and pavement marking and signing. Also responsible for management and coordination of projects.
The LPA Group (2007 – 2013): Design Engineer – Responsible for roadway design which included horizontal, vertical, superelevation, site-distance, clear-zone, traffic control, and pavement marking and signing. Also responsible for plan development.
- e. Education:
The Citadel / Charleston, S.C. / Bachelor of Science in Civil Engineering / 2007 / Civil Engineering
- f. Active Registrations:
2012 / SC / Civil / 29957 2020 / NC / Civil / 51164
2016 / NCEES / Civil / 67854 2020 / FL / Civil / 90247
2016 / GA / Civil / 41064
- g. Document the extent and depth of your experience and qualifications relevant to the Project.



Emergency Bridge Package 2020-1 Design Build

Key Personnel Role: Lead Roadway Engineer (Subconsultant Manager and Roadway Lead)
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2020, Assigned 2020
Owner Contact Information: SCDOT, Michael Pitts, pittsme@scdot.org, (803) 737-2566
Design/Construction Value: \$3,173,140 Construction

Project Description: This Design-Build Project included **two (2) emergency bridge replacement projects** in York and Anderson Counties. Both projects maintained the existing alignment and were constructed using a close and detour approach. The bridges utilized single span and multi-span cored slab structures. Project requirements included completion in 215 days which was achieved.

Experience Relevance

- ☒ Design-Build Delivery
- ☒ Bridges over water
- ☒ Bridges in upstate
- ☒ Multiple Bridge Replacements

Daniel's specific responsibilities included all aspects of roadway design, coordination between various disciplines and subconsultants, and coordination with SCDOT to assist with comment response resolution.

S-83 Bridge Replacement over Buffalo Creek

Key Personnel Role: Subconsultant Lead and Lead Roadway and Traffic Control Engineer
Experience with Current Firm: No, Michael Baker International
Project/Assignment Duration: Project 04/2014 – 08/2015, Assigned 04/2014 – 12/2015
Owner Contact Information: SCDOT, Emily Toler, 803.737.4683, TolerEF@scdot.org
Design/Construction Value: \$153,879 Design/\$5,189,119.97 Construction

Project Description: This Bid-Build Project included replacement of the S-83 bridge over Buffalo Creek in Cherokee County. The new S-83 alignment was shifted downstream of the existing bridge to stage construct the new bridge. The new bridge is a 5-span 390 LF bridge consisting of AASHTO Type IV concrete beams on 5' diameter drilled shafts. The new vertical profile was raised over 12' from the existing and had to be tied down prior to the I-85 interchange off ramps.

Experience Relevance

- ☒ Bridge in the Upstate
- ☒ Bridge over water
- ☒ AASHTO Girder bridge
- ☒ Off-Alignment Traffic Staging

Daniel's specific responsibilities included all aspects of roadway design, traffic control, coordination between various disciplines and subconsultants, and coordination with SCDOT to assist with comment response resolution.

US 76 over US 601 and US 601 over Colonels Creek Bridge Replacements

Key Personnel Role: Subconsultant Lead and Roadway Lead
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2018 – current (Est.), Assigned 2018 – current (Est.)
Owner Contact Information: SCDOT, Joey McIntyre, McIntyreJD@scdot.org, (803) 803-737-1842
Design/Construction Value: \$4.2mil Design / \$18.2mil (Est.) Construction

[Hyperlink to
Work History Form](#)

Project Description:

This Bid-Build project involves replacement of the existing US 76 bridge over US 601 and the US 601 over Colonels Creek bridges in Richland County. The US 76 bridge includes replacement of the existing 180'x66.17' bridge with a new 211.5'x93.75' structure. The bridge is also being raised 4' above the existing and includes extensive traffic shifts and bridge staging plans. The US 601 over Colonels Creek includes replacement of the 176'-0" by 47'-4" bridge with a new 210' by 47' structure. The new centerline alignment was shifted completely off-alignment to maintain traffic on the existing bridge. The new bridge is approximately 2' higher than the existing and contains extensive permitting.

Experience Relevance

- ☒ Multiple Primary Bridge Replacements
- ☒ Concrete Girder Bridges
- ☒ Significant Traffic Staging
- ☒ Utility Relocations

Daniel's specific responsibilities included all aspects of roadway design, traffic control, coordination between various disciplines and subconsultants, and coordination with SCDOT to assist with comment response resolution.

S-30 (Leaphart Road) and S-365 (Rainbow Drive) Bridge Replacements over I-26

Key Personnel Role: Subconsultant Lead and Lead Roadway and Traffic Control Engineer,
Experience with Current Firm: No, Michael Baker International
Project/Assignment Duration: Project 2012 - 2015, Assigned 2012 - 2015
Owner Contact Information: SCDOT, Jennifer Necker, Necker@scdot.org, (803) 737-2566
Design/Construction Value: \$704,869 Design / \$17.6mil Construction

Project Description: This Bid-Build Project included the replacement of the S-30 and the S-365 bridges over I-26 in Lexington County. The S-30 project involved shifting the centerline alignment east to construct the new bridge, intersection re-alignments, drainage design, and utility relocations. The new S-30 bridge is a 2-span 253.50' foot AASHTO girder bridge. The S-365 project involved replacement of the S-365 bridge utilizing a close and detour on existing alignment approach. The project involved raising the road grade approximately 5' to achieve 17' of vertical clearance on I-26, a CLOMR due to the location of a FEMA Floodway, intersection re-alignments, wetland permitting, and 333' of MSE retaining wall to minimize roadway fill on adjacent wetlands, FEMA floodway, and property.

Experience Relevance

- ☒ Multiple Bridge Replacements
- ☒ Multi-span AASHTO Girder bridges
- ☒ Significant Traffic Staging
- ☒ Off-Alignment

Daniel's specific responsibilities included all aspects of roadway design as well as management of the roadway, traffic control, bridge, hydraulic, and utility relocation aspects on S-365. He was responsible for managing hydraulic, utility coordination and traffic control design on S-30. He also assisted with comment response resolution to SCDOT.

S-1632 Bridge Replacement over Simons Creek

Key Personnel Role: Lead Design Engineer
Experience with Current Firm: Yes, Holt Consulting Company, LLC
Project/Assignment Duration: Project 2021 – 2025 (Est.), Assigned 2021 – 2025 (Est.)
Owner Contact Information: SCDOT, Derrick Goodman, GoodmanDA@scdot.org, (803) 737-1575
Design/Construction Value: \$1,346,792 Design / \$1,828,800 (Est.) Construction

Project Description:

This Bid-Build project involves the replacement of the existing S-1632 bridge over Simons Creek in Charleston County. The proposed design includes approximately 770ft. of roadway improvements as well as a proposed 3-span (40'-40'-40'), 120ft. long, 36 ft. 3 in. wide, flat slab bridge. This project is tidally influenced making hydraulic design and modeling critical for the project since a 2-D model is required to accurately design the hydraulic opening. The project is being constructed utilizing a close and detour approach while maintaining the existing centerline alignment to minimize property and environmental impacts.

Experience Relevance

- ☒ Bridge Replacement over water
- ☒ Teaming experience with Stantec
- ☒ Utility Relocation
- ☒ Significant structural and geotechnical design requirements.

Daniel's responsibility included all aspects of management, coordination, and oversight of the project. He also coordinated with SCDOT and served as primary point of contact for roadway design related activities

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

The Lead Design Engineer is not required to be on-site during construction.




APPENDIX B

WORK HISTORY AND QUALITY FORM - CONTRACTOR/DESIGNER SECTION 3.5.1



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Prime Contractor – ES Wagner

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 ES Wagner’s responsibilities	d. Actual Construction Date:	e. Actual Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner (in thousands)
Project ID P029127 Mount Lebanon Church Rd Bridge Replacement Location: Greenville/Spartanburg Counties, South Carolina	Design: SCDOT Prime Contractor: ES Wagner	Name of Owner: SCDOT Project Manager: Joseph Fowler, PE Phone: 864/587-4720 Email: fowlerjm@scdot.org	09/2019 11/2020	\$ 4,944	\$ 4,944
g. Narrative describing the work performed by ES Wagner					
<p>S-75 (Mount Lebanon Church Road) Bridge Replacements over Middle Tyger River & Tributary of Middle Tyger River was an SCDOT bid-build project performed by E.S. Wagner Co., LLC (ESW) during the construction timeframe referenced above. This project consisted of the formation of approximately 36,000 CY of geogrid reinforced embankment, construction of two structures, and a 180-day road closure that required the relocation of the roadway and completion of the two structures.</p> <div><div><p>The tributary bridge constructed for this project consisted of a four-span prestressed concrete cored slab structure spanning approximately 280 LF. The structure was supported by prestressed concrete pile and was finished with an asphalt concrete wearing surface. The majority of this structure was constructed through an environmentally sensitive area (wetland). Access to the site was restricted by wetlands and load rated bridges. Temporary access structures were required to complete the project and minimize impacts to the wetland. The structure over the Middle Tiger River consisted of two spans totaling 150 LF and constructed of Type III prestressed concrete beams that were supported by concrete pile. The reinforced concrete deck required approximately 225 CY of structural concrete and 50,000 LB of reinforcing steel.</p><p>Key Individuals on Project: Tom Watson, PE – SVP & General Manager Scott Boyle – Area Manager John Cummins – Str. Operations Manager</p></div><div></div></div> <p>h. Self-Assessment. The information provided in this section should be a self-assessment of ES Wagner’s performance on the project to identify ES Wagner with firms or personnel that have successfully completed projects on time and on or under budget, and to identify contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p> <p>In 75 years of business, ESW has never filed a claim against an Owner. ESW successfully completed the project within the required intermediate contract time of 180 days and approximately four months ahead of the contract completion date. The partnering relationship between ESW project personnel and SCDOT was a key to this project's success. While this contract was underway emergency repairs on local culvert were needed. ES Wagner was able to integrate the repair into their work, keep the project ahead of schedule and finish approximately \$200,000 under the initial contract amount.</p> <p>i. Quality Initiatives. Discuss ES Wagner’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</p> <p>ESW is committed to delivering a quality project on time and on budget. One key challenge that presented itself on this project was a potential overrun of concrete piling due to subsurface conditions and no test piling information. ESW worked with SCDOT to mitigate this impact to the project by lengthening the pile tips and having pile freeze periods, so that pile buildups, additional pile length and test piling would not be necessary. Completing the project ahead of schedule was attributable to SCDOT’s approach to CPM scheduling. This approach is one that ESW supports and adheres to even outside of public sector projects. By using CPM scheduling, ESW could clearly identify the fact that completion of the project during the winter months could have a negative impact on the project delivery and accelerated our schedule and the road closure in an effort to avoid this impact. Each workday will begin with a daily JHA meeting conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards</p> <p>j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ES Wagner shall provide a detailed explanation below.</p> <p>N/A</p>					



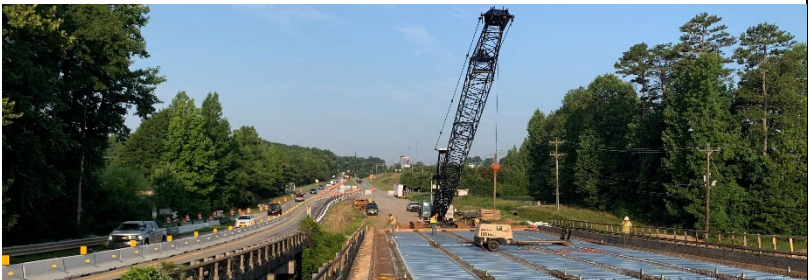
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Prime Contractor – ES Wagner

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 ES Wagner’s responsibilities	d. Actual Construction Date:	e. Actual Construction Cost (in thousands)	f. Dollar Value of Work Performed by ES Wagner (in thousands)
SC File # 4248340 Bridge Replacement – US 29 SB (N. Tyger River) Location: Spartanburg County, South Carolina	Design: SCDOT Prime Contractor: ES Wagner	Name of Owner: SCDOT Project Manager: William Yarborough Phone: 864/587-4721 Email: yarborouwd@scdot.org	01/2021 11/2021	\$ 3,449	\$ 3,449

g. Narrative describing the work performed by ES Wagner

The US – 29 SB (Warren Abernathy Hwy) bridge replacement over the North Tyger River was an SCDOT bid-build project performed by E.S. Wagner Co., LLC (ESW) during the construction timeframe referenced above. For this project a full replacement of the southbound structure was required. All south bound traffic was shifted onto the adjacent northbound structure to make traffic bidirectional on the NB structure. Per the contract requirements the traffic shift, demolition, construction and opening of the new bridge had to be completed in 270 days. The bridge was a three span 195 ft structure with the interior bents on drilled shafts into rock and type III girders. There was 526 CY of concrete for structures and 150,000 of reinforcing steel. In order to complete the bridge replacement inside of the allotted time multiple crews were required. ES Wagner staged the construction so that roadway, drilled shaft and multiple bridge crews had different access and could work simultaneously on different sections of the relatively small project area. ES Wagner self-performed approximately 65% of the work including grading, drainage, traffic control, demolition, structural concrete, piling and barrier walls. The major subcontracted scopes were paving, resteel installation, drilled shafts and guardrail.



Key Individuals on Project:
Tom Watson, PE – SVP & General Manager
Scott Boyle – Area Manager
John Cummins – Str. Operations Manager



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

In 75 years of business, ESW has never filed a claim against an Owner or paid liquidated damages. During the construction ESW managed many Covid related issues. Ultimately, the SCDOT granted an extension due to extended SCDOT review periods and unprecedented supply chain issues related to the reinforcing steel. ESW successfully completed the project in 292 days and within the extended contract duration. The partnering relationship between ESW project personnel and SCDOT was a key to this project's success. An extension of the paving for the project and a significant increase in rip rap requested by the department to stabilize the embankments increases the value of the project approximately 2%. ESW accommodated these increases within the schedule for these respective items.

i. Quality Initiatives. Discuss ES Wagner’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.

ESW is committed to delivering a quality project on time and on budget. In addition to the items above, limiting the impacts of supply chain issues was a focus on this project. ESW supports and adheres to SCDOTs approach to CPM scheduling even outside of public sector projects. By using CPM scheduling, ESW could clearly identify the critical tasks and as material supply issues came up, alternate critical paths through the project were identified and the schedule was revised. Each workday will begin with a daily JHA meetings conducted by the senior ESW supervisor onsite. Each meeting includes planning and coordination of the day’s work activities, equipment that will be used, anticipated hazards as well as approved means of abating those hazards.

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

N/A

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Holt Consulting Company, LLC (Holt)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Holt (in thousands)
Name: US 76 over US 601 and US 601 over Colonels Creek Bridge Replacements Location: Richland County, SC	Name: Neel-Schaffer, Inc.	Name of Owner: SCDOT Project Manager: Joey McIntyre Phone: 803-737-1842 Email: McIntyreJD@scdot.org	Design Complete: 01/2023 Construction Complete: 2026 (est.)	\$ 19,000 (est.)	\$ 746

g. Narrative describing the work performed by Holt Consulting as a subconsultant.

This **Bid-Build Project** includes the design, permitting, demolition and replacement of two (2) distinctly different US primary route bridges. One was over water and the other was over another US route. Holt, working as a subconsultant, performed the roadway design and bridge QC for both bridge sites out of their Columbia, SC and Duluth, GA office location. The project removed and improved both bridge sites, by incorporated improved hydraulics, travel lane widths, shoulder widths, sight distance and minimized environmental impacts by staging construction and relocating the new centerlines. All design was completed on-time.

US 601 over Colonels Creek: The project involved replacement of the existing 175’x47.5’ bridge with a new four-span (40’-65’-65’-40’) pre-cast AASHTO Type II girders concrete girder bridge with spill through abutments. The planned foundation elements for this bridge are driven, steel HP14x89 piles at the end bents and 20-inch, square, pre-stressed concrete pile at the interior bents. Additional structure width was provided due to the bridge being located on a large curve to mitigate addition of an additional beam. The new bridge’s centerline is relocated located 55’ from the existing centerline which provides approximately 6’ for the bridge contractor to construct the new bridge in its entirety during one (1) phase. The ground under the bridge will be armored with rip due to scour concerns. This bridge site is located within a FEMA Zone A floodplain and has significant wetland permitting issues where environmental mitigation is required.



US 76 over US 601: The project involved replacement of the existing 180’x66.17’ steel girder bridge with a new three (3) spans (60’-91.5’-60’) pre-cast AASHTO Type III girder bridge with spill-through abutments. The planned foundation elements for the proposed bridge design are driven, steel HP14x73 piles at the end bents and driven steel HP14x73 pile supported

footings at the interior bents. The new bridge’s centerline was relocated located approximately 10’ from the existing centerline to construct the new structure. Traffic is planned to be reduced to 1-lane in each direction during the 3-phases of construction phasing with special concern being given to US 76 since it is located on a Hurricane Evacuation Route. Traffic Control was developed so that the contractor could reverse lanes on a moment’s notice if required due to evacuations. The new bridge is being raised approximately 4’ to correct sight distance deficiencies and the interchange ramps are being re-designed to incorporate appropriate acceleration and deceleration lane lengths. Finally, new retaining walls (cast-in place and MSE) are being incorporated into the design to keep existing ramp termini to US 601 at their existing locations.

Key Project Relevance		Key Team Members Involved	Subconsultants
• US Primary Routes	• Multiple Bridges designed at same time	Daniel Atkinson	Robbins and Dewitt (while at previous employer)
• Bridge Replacements	• Environmental Permitting		
• Bridge over water	• Utility Coordination		
• FEMA No-impact cert.	• Staged Construction/Involved Traffic MOT		
• Off-Alignment Design	• Geotechnical Design		

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

Holt and other firms performing design delivered the project on time and within budget. The Design Team did not incur delays or claims, dispute proceedings, litigations, or arbitration. The team designed the US 76 over US 601 mainline and ramps to conform to freeway and interchange standards even though the project was located on a rural arterial route, located on an interstate route.

i. Quality Initiatives. Discuss Holt’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.


Holt went above and beyond designing multiple alternatives for each project which included various horizontal alignment locations (completely off alignment and staged construction) for each project site project. All submittals followed suite for scheduled delivery dates, including an independent QA review prior to each submittal. The ramps and mainline at US 76 were upgraded to meet freeway and interchange requirements regarding wider inside (10’ vs. 2’ paved) and outside shoulders (6’ vs. 2’ paved). The proposed profile for mainline US 76 was developed in a way which tied into existing ground prior to an area which would have required a design exception or required significant upgrades. The existing grade in this area violated the maximum grade allowed of 4%. The traffic control for US 601 was developed to allow for construction of the new bridge to be completed in one (1) phase instead of multiple which will expedite construction and lower project costs.

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

Not Applicable– All questions are answered with a “NO”.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Stantec Consulting Services, Inc. (Stantec)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Holt’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Holt (in thousands)
Name: 24 Rapid Replacement Bridges in Divisions 9 and 11, North Carolina Location: Divisions 9 & 11, NC	Name: Crowder Construction	Name of Owner: NCDOT Project Manager: David Stutts Phone: 919-707-6442 Email: dstutts@ncdot.gov	Design Complete: 2014 Construction Complete: 2014	\$22,000 (estimated)	\$ 1,900
g. Narrative describing the work performed by Stantec, Raleigh, NC as lead designer.					
<p>This Design-Build Project includes virtually every type of highway structure to traverse streams, rivers, and grade separations throughout Divisions 9 & 11. Structure lengths vary from 10 feet to 410 feet. Superstructure types include steel plate girders and prestressed beams supported by post and beam interior bents with drilled pier foundations and pile supported end bent caps.</p> <p>Design services provided by the team include roadway design, hydraulic design and hydraulic modeling, structure design, permitting, traffic control and pavement marking design, utility coordination, geotechnical analysis, and design, right of way acquisition, and construction, engineering, and inspection (CEI). The team worked closely with construction to establish scheduling that helped the bridge construction happen on-time and in the correct sequence.</p> <div><div></div><div><p>Bridge 115 Bridge Replacement over the Dan River: Of note is the replacement of Stokes County, Bridge 115—a 410 ft. long, three-span structure traversing the Dan River. The bridge is arranged in a 115’-180’-115’ span arrangement providing an efficient and cost-effective design solution for the owner. It is composed of steel plate girders with multiple field splices, supported by post and beam interior bents and pile cap end bent foundations. The bridge required traffic staging elements to allow for construction of substructure elements due to the proximity of the existing structure. Bridge engineers and traffic engineers were able to work collaboratively to determine an effective solution for traffic control during construction. Also of note, this bridge required coordination with Norfolk Southern Railroad. Stantec provided all coordination related to road re-alignment and traffic control elements.</p></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Stantec’s performance on the project to identify Stantec personnel that have successfully completed projects on time and on or under budget, and to identify Stantec’s records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Stantec delivered the project design on time and on budget with excellent quality. The Design Team did not incur delays or claims, dispute proceedings, litigations, or arbitration. Tommy Dudeck was instrumental in directing the design activities of the team and promoting a cooperative and responsive design team for the contractor.					
i. Quality Initiatives. Discuss Stantec’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.					
Stantec was able to provide the depth of resources needed for rapid delivery of twenty-four bridge designs for the project. Multiple design teams were utilized in close collaboration with the contractor, MOT designers and bridge designers to advance the early planning for various horizontal alignment locations (completely off alignment and staged construction) for each project site. Scheduled delivery dates were closely adhered to and include an independent QA review prior to each submittal.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Stantec shall provide a detailed explanation below.					
<i>There are no unsatisfied judgments or arbitration awards outstanding against Stantec. Stantec does have some legal proceedings, lawsuits, or claims pending. These are a normal part of professional services industries. All have been reported to Stantec’s insurers who are in the process of adjusting/managing them. None will have a material effect on the financial position of the company or its ability to undertake this assignment. Perhaps of greater comfort to our clients is the fact that Stantec seeks to deal with client concerns and claims promptly and fairly through its Risk Management group. As a public company, Stantec has substantial assets and maintains a high professional liability insurance limit. Stantec’s claims history has resulted in relatively low insurance premiums when compared with firms of similar size and character. No individuals planned for involvement with the Bridge Package 16 Project are under investigation, suspension, or debarment for design errors or other reasons.</i>					

APPENDIX C

WORK HISTORY AND QUALITY FORM - CONTRACTOR/DESIGNER
SECTION 3.5.2



1515 SHOPTON RD. • CHARLOTTE, NC 28217 • (704) 676-9992 • FAX (704) 676-9923 • WWW.ESWAGNER.COM

January 18, 2023

RE: Quality of Past Performance
Bridge Package 16 – Design Build Project
Contract ID: 3962240
County: Pickens

To whom it may concern,

E.S. Wagner Company, LLC answers “No” to all question in 3.5.2 of the above referenced Request for Qualifications for all projects, including projects submitted on the included Work History and Quality Form.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Watson".

Tom Watson
(864) 884-0400
twatson@eswagner.com
Senior Vice President & General Manager
E.S. Wagner Co., LLC

APPENDIX D

LEGAL AND FINANCIAL



1515 SHOPTON ROAD, SUITE 103 • CHARLOTTE, NC 28217 • P: (704) 676-9992 • F: (704) 676-9923 • WWW.ESWAGNER.COM

E.S. Wagner Company LLC has the financial capacity and the resources necessary to complete the Project as proposed in the RFQ.

A handwritten signature in blue ink, appearing to read 'John C. Wagner', is written over a horizontal line.

John C. Wagner
Executive Vice President

State of Ohio
County of Lucas

Sworn to or affirmed and subscribed before me by John C. Wagner on this 19 day of January, 2023.



ROBYN MACK
Notary Public
State of Ohio
My Comm. Expires
April 13, 2026

A handwritten signature in blue ink, appearing to read 'Robyn Mack', is written over a horizontal line.
Signature of Notary Public



Hartford Fire Insurance Company
Detroit Regional Office Bond Dept.
5445 Corporate Drive Suite 300
Troy, MI 48098

January 19, 2023

RE: E.S. Wagner Company
Request for Qualifications
SCDOT Bridge Package 16
Contract ID 3962240
Pickens County

To whom it may concern:

Hartford Fire Insurance Company (Hartford) has issued surety bonds to E.S. Wagner Company (Wagner) since 2007, during which time we have favorably considered single projects up to \$200 million and aggregate bond programs in excess of \$500 million. Our experience with Wagner has been excellent and we highly recommend them to you.

As surety for E.S. Wagner Company, Hartford will favorably consider providing a 100% Performance Bond and 100% Payment Bond for the captioned project, provided a contract is awarded to and executed by Wagner.

Hartford Fire Insurance Company is licensed in South Carolina and is listed on the U.S. Treasury Department's Listing of Approved Sureties (2022 Department Circular 570), with an underwriting limitation of \$1,174,335,000 and is rated A+ XV by A.M. Best Company.

Please understand that any arrangement for any bonds is a matter between E.S. Wagner Company and Hartford, and we assume no liability to third parties or to you if, for any reason, we do not issue the requested bonds. Hartford expressly reserves the right to review the terms and conditions of the contract, contract amount and bond form, evaluate pertinent underwriting data, and verify the adequacy of project financing prior to the issuance of bonds for the referenced project.

Sincerely,

Michael Watts
Senior Contract Surety Underwriter
Hartford Fire Insurance Company

POWER OF ATTORNEY

Direct Inquiries/Claims to:

THE HARTFORD

BOND, T-12

One Hartford Plaza

Hartford, Connecticut 06155

Bond.Claims@thehartford.com

call: 888-266-3488 or fax: 860-757-5835

Agency Code: n/a (Detroit Bond Dept)

KNOW ALL PERSONS BY THESE PRESENTS THAT:

- ☒ **Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
☒ **Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
☒ **Hartford Accident and Indemnity Company**, a corporation duly organized under the laws of the State of Connecticut
☐ **Hartford Underwriters Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
☐ **Twin City Fire Insurance Company**, a corporation duly organized under the laws of the State of Indiana
☐ **Hartford Insurance Company of Illinois**, a corporation duly organized under the laws of the State of Illinois
☐ **Hartford Insurance Company of the Midwest**, a corporation duly organized under the laws of the State of Indiana
☐ **Hartford Insurance Company of the Southeast**, a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut, (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, **up to the amount of unlimited:**

*Douglas F. Burgher, Jr., Mark J. Mulville, Seira Bonney, Michael Watts, Nora Rodriguez,
Jamie K Garofalo, Kylee A Macik, Christina A Scantland, Carrie Robinson, Jacob Snyder*
of
Troy, MI

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 23, 2016 the Companies have caused these presents to be signed by its Assistant Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



Shelby Wiggins

Shelby Wiggins, Assistant Secretary

Joelle L. LaPierre

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE

SS. Lake Mary

On this 20th day of May, 2021, before me personally came Joelle LaPierre, to me known, who being by me duly sworn, did depose and say: that (s)he resides in Seminole County, State of Florida; that (s)he is the Assistant Vice President of the Companies, the corporations described in and which executed the above instrument; that (s)he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that (s)he signed his/her name thereto by like authority.



Jessica Ciccone

Jessica Ciccone
My Commission HH 122280
Expires June 20, 2025

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of January 19, 2023.

Signed and sealed in Lake Mary, Florida.



Keith D. Dozois

Keith D. Dozois, Assistant Vice President



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

E.S. WAGNER COMPANY LLC

Vendor ID: 1TH039

Issued : June 16, 2022

Expires: July 31, 2023

Approved By: *Maria A. Davis*
Prequalification Coordinator

APPENDIX E

ORGANIZATIONAL CONFLICT OF INTEREST

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

☒ 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):

Tom Watson
Signature

1/18/2023
Date

Tom Watson
Print Name

E.S. Wagner Co., LLC
Company

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

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

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



Signature

January 19, 2023

Date

Paul Albert Holt, PE

Print Name

Holt Consulting Company, LLC

Company

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

Name

Phone

Company

APPENDIX F

CONFIDENTIAL OR PROPRIETARY INFORMATION SUMMARY LIST



1515 SHOPTON RD. • CHARLOTTE, NC 28217 • (704) 676-9992 • FAX (704) 676-9923 • WWW.ESWAGNER.COM

January 18, 2023

RE: Confidential or Proprietary Information
Bridge Package 16 – Design Build Project
Contract ID: 3962240
County: Pickens

To whom it may concern,

There are no items in ES Wagner's Statement of Qualifications for the above referenced project that require confidentiality.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Watson', is written over a light blue horizontal line.

Tom Watson
(864) 884-0400
twatson@eswagner.com
Senior Vice President & General Manager
E.S. Wagner Co., LLC

APPENDIX G

ADDENDUM RECEIPT FORMS

NO ADDENDA ISSUED

APPENDIX H

**KEY INDIVIDUAL AND CONTRACTOR / DESIGNER
REFERENCE FORMS**

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
References from Key Individual Resume Forms						
aschley@ncdot.gov	Anne	Schley	Tom Watson	Shelby Bypass III-C203905	General Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Tom Watson	Mount Lebanon Church Road Bridge Replacement	General Manager	E.S. Wagner
jmparkerjr@ncdot.gov	Michael	Parker	Tom Watson	NCDOT Express Design Build Year 6 Bridge Replacements-C203950	General Manager	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	Tom Watson	US 29 Bridge Replacement	General Manager	E.S. Wagner
dwaller@ncdot.gov	Darrin	Waller	Tom Watson	NCDOT Monroe Bypass Design-Build	General Manager	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	Scott Boyle	US 29 Bridge Replacement	Area Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Scott Boyle	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	Area Manager	E.S. Wagner
lbshaver1@ncdot.gov	Larry	Shaver	Scott Boyle	NCDOT Design Build I-85 Widening, I-2304AB, Davidson Co.	Superintendent	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	Scott Boyle	Mount Lebanon Church Road Bridge Replacement	Area Manager	E.S. Wagner
aschley@ncdot.gov	Anne	Schley	Scott Boyle	Shelby Bypass III-C203905	Area Manager	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	John Cummins	Mount Lebanon Church Road Bridge Replacement	Structures Operations Manager	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	John Cummins	US 29 Bridge Replacement	Structures Operations Manager	E.S. Wagner
mcclurede@scdot.org	Douglas	McClure	John Cummins	US 521 Design Build Bridge Replacements over Pocotaligo River	General Structure Superintendent	E.S. Wagner
jpartin@ncdot.gov	John	Partin	John Cummins	NCDOT Express Design Build Replacements - Division 8	General Structure Superintendent	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	John Cummins	SC 85 Bridge Replacements over S-995, S-2, and Lawson Creek	Structures Operations Manager	E.S. Wagner
pittsme@scdot.org	Michael	Pitts	Daniel Atkinson	Emergency Bridge Package 2020-1 DB	Lead Roadway Engineer	Holt
TolerEF@scdot.org	Emily	Toler	Daniel Atkinson	S-83 Bridge Replacement over Buffalo Creek	Subconsultant Lead and Lead Roadway and Traffic Control Engineer	Holt
McIntyreJD@scdot.org	Joey	McIntyre	Daniel Atkinson	US 76 over US 601 and US 601 over Colonels Creek Bridge Replacements	Subconsultant Lead and Lead Roadway	Holt
Necker@scdot.org	Jennifer	Necker	Daniel Atkinson	S-30 and S-365 Bridge Replacements over I-26	Subconsultant Lead and Lead Roadway and Traffic Control Engineer	Holt
goodmanda@scdot.org	Derrick	Goodman	Daniel Atkinson	S-1632 Bridge Replacement over Simons Creek	Lead Design Engineer	Holt



Email	First Name	Last Name	Company Name	Project Name	Team
References from 3.3.1 - Not Shown on Work History					
GoodmanDA@scdot.org	Derrick	Goodman	SCDOT	S-1632 over Simons Creek	Holt
ScovilleHC@scdot.org	Clint	Scoville	SCDOT	S-268 over Rocky Creek	Holt
Staley.Stephen@richlandcountysc.gov	Stephen	Staley	SCDOT	Richland County Public Works and On-Call Program	Holt
RedfearnWT@scdot.org	Tyke	Redfearn	SCDOT	SC 72 Bridge Replacement	
fowlerjm@scdot.org	Joseph	Fowler	E.S. Wagner	S-278/S-75 over Middle Tyger River & Tributary Greenville County	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	E.S. Wagner	S-92 Emergency Bridge Replacement over Beaverdam Creek	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	E.S. Wagner	US 29 SB Bridge Replacement	E.S. Wagner
jmparkerjr@ncdot.gov	Michael	Parker	E.S. Wagner	NCDOT Express Design Build Div. 6 Year 2-7	E.S. Wagner
fowlerjm@scdot.org	Joseph	Fowler	E.S. Wagner	SC 85 Bridge Replacements over S-995/NSR, S-2 & Lawsons Creek	E.S. Wagner
perryre@scdot.org	Rob	Perry	SCDOT	US 25 over Log Creek	Holt
mwjones2@ncdot.gov	Matt	Jones	NCDOT	Four Bridge Replacements over Streams, Division 9	Stantec
References from Work History Forms 3.5.1					
fowlerjm@scdot.org	Joseph	Fowler	SCDOT	Mount Lebanon Church Road Bridge Replacement	E.S. Wagner
yarborouwd@scdot.org	William	Yarborough	SCDOT	US 29 SB Bridge Replacement	E.S. Wagner
McIntyreJD@scdot.org	Joey	McIntyre	SCDOT	US 601 over Colonels Creek and US 76 over US 601 Bridge Replacements	Holt
Dstutts@ncdot.gov	David	Stutts	NCDOT	24 Rapid Replacement Bridges in Divisions 9 and 11	Stantec



APPENDIX I

UNIQUE ENTITY ID DOCUMENTATION

PROVIDED ON ORGANIZATIONAL
CHART