



South Carolina Department of Transportation

(SCDOT) - Bridge Package 2022-14

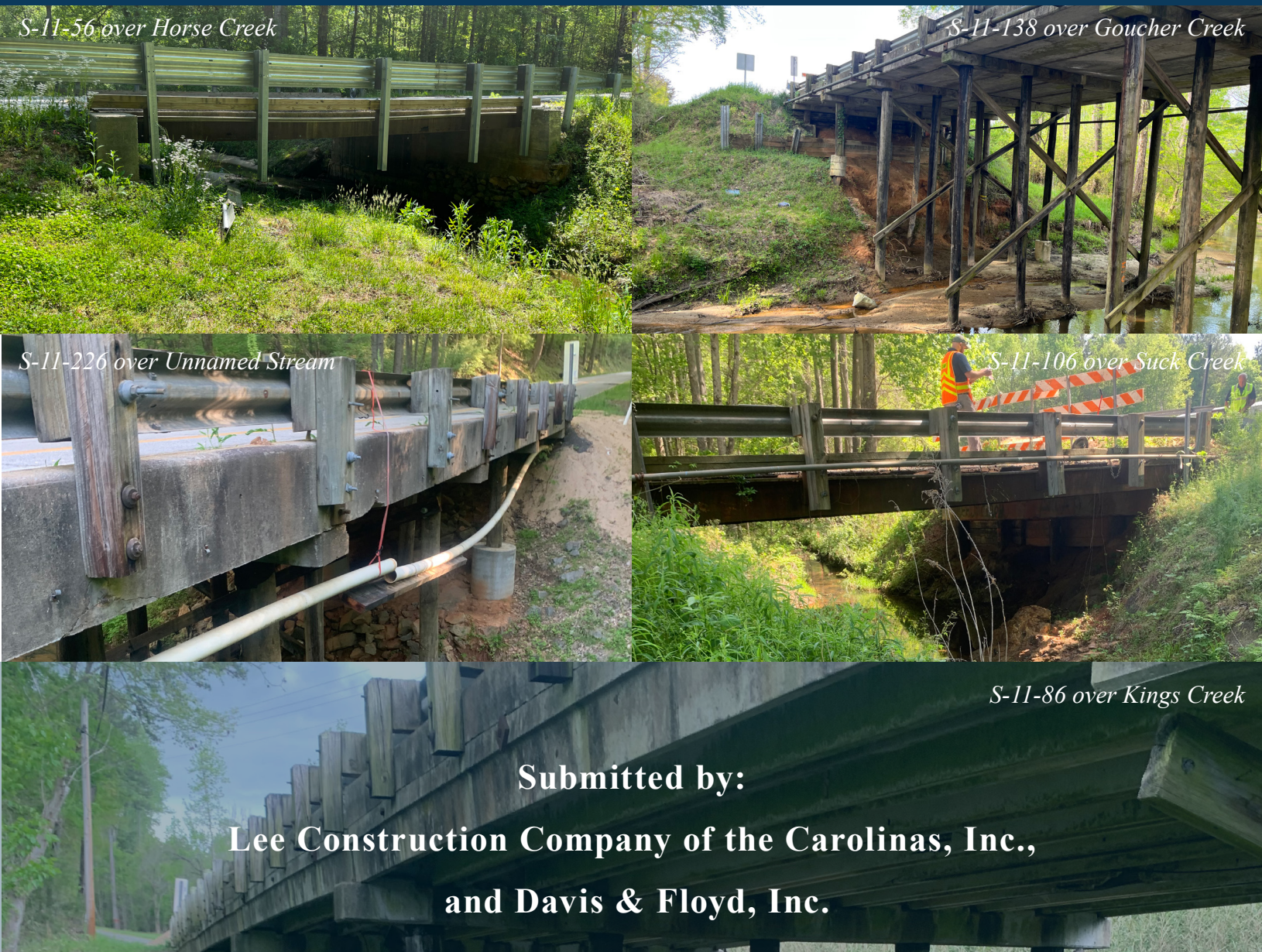
Design-Build Project;

Contract ID 1162220

CHEROKEE COUNTY

July 21, 2022

STATEMENT OF QUALIFICATIONS





3.2 INTRODUCTION

3.2.1 Contracting Entity | Lee Construction Company of the Carolinas, Inc. (Lee) will serve as the contracting entity for this project and is a prequalified prime contractor with the SCDOT. With Davis & Floyd, Inc. (D|F) as lead designer, the Lee Team will be responsible for the successful delivery of the Closed & Load Restricted Bridge Package 14. Ronald Paul Shaw of Lee has the authority to sign the contract on behalf of the Team. The project will be managed by Ron Shaw from Lee's headquarters in Pineville, North Carolina.

3.2.2 & 3.2.3 | Points of contact are listed in the table below.

LEE CONSTRUCTION COMPANY OF THE CAROLINAS	DAVIS & FLOYD, INC.
Lee Construction Company of the Carolinas, Inc. Ronald Paul Shaw, President 633 Eagleton Downs Drive Pineville, NC 28134 P: 704.588.5272 F: 704.588.1535 rpshaw@leecarolinas.com	Davis & Floyd, Inc. Daniel Brice Urquhart, PE; Vice President, Transportation 240 Stoneridge Drive, Suite 305 Columbia, SC 29210 P: (803) 256-4121 F: N/A burquhart@davisfloyd.com

3.2.4 Unique Entity ID

FIRM	ROLE	UNIQUE ENTITY ID
Lee Construction Company of the Carolinas, Inc.	Prime Contractor	PGIQN43DTWT5
Davis & Floyd, Inc.	Lead Designer	HKX9G6LT1617
ESP	Geotechnical Engineering, SUE, Utility Coordination	TNXPZATQYFJ3
Three Oaks Engineering	Environmental Services, Public Involvement	X44JLEN612I6
P&L Erosion Control Etc., Inc.	Grading, Clearing & Grubbing, Erosion Control, Storm Drainage, Seeding & Mulching, Rip Rap	Pending DUNS #:57-098-0005

3.2.5 Commitment of Key Individuals | Our key individuals are fully committed to this project, meeting all SCDOT quality and schedule expectations, and will remain available throughout the project's life. Lee, D|F, and our teaming partners are committed to making this project a top priority: key, lead, and support personnel.

3.3 TEAM STRUCTURE & PROJECT EXECUTION

3.3.1 Organizational Chart, Team Structure & Team Integration | The organizational chart shown on the following page reflects the functional structure of our Team. It is structured to provide an integrated Team, promote collaboration, and respect the independent roles of those responsible for quality and safety. Lee will self-perform the majority of the key components of the project, including the bridge work.



STAKEHOLDERS
UTILITIES
PERMITTING AGENCIES

PUBLIC INVOLVEMENT
Three Oaks*

PROJECT MANAGER
🔑 RONALD PAUL SHAW (LEE)

EXECUTIVE COMMITTEE
Lee, D|F

SAFETY/ENVIRONMENTAL
COMPLIANCE
Lee

CONSTRUCTION QUALITY
MANAGEMENT
Construction Inspection
D|F
AASHTO Accredited Lab
ESP

MOT TASK FORCE GROUP

UTILITY TASK FORCE GROUP

LEGEND

BOLD, ALL CAPS, 🔑 symbol: Key Personnel

*** : DBE Firm**

— : Reporting

- - - : Coordination/Communciation

Design

Construction

Quality

Executive

Third Parties

Task Force Groups

LEAD DESIGN ENGINEER
🔑 ERIC SCOT DICKEY, PE, PLS
(D|F)

LEAD DESIGN ENGINEER

Roadway Design
D|F

Bridge & Seismic Design
D|F

MOT: Pavement Markings; Signing
D|F

Hydrology & Hydraulic Design
D|F

Utility Coordination & SUE
ESP

Environmental Services
Three Oaks

Geotechnical
ESP

Supplemental Surveys
D|F

R/W Acquisition
D|F

CONSTRUCTION MANAGER
🔑 CHRISTOPHER ANDREW
POWERS, PE (LEE)

CONSTRUCTION TEAM

Structures
Superintendent (Crew A)
Superintendent (Crew B)
Project Engineer
Project Administration Quality Control
Demolition
Pile Installation
Foundations
CIP Concrete
Beam Erection
CIP Superstructure Approach Slabs
Bridge Railings

Structures Subs
Reinforcing Steel
Drilled Shafts

Roadway (P&L)
Grading*
Clearing & Grubbing*
Erosion Control*
Storm Drainage*
Seeding & Mulching*
Rip Rap*

Roadway Subs
Detour Installation
Asphalt Paving
Guardrail
Pavement Markings



Team Structure | The Lee Team has been organized to promote collaboration, high level oversight for safety and environmental compliance, and independent quality management for both design and construction. Lee's project manager is Ron Shaw. He will be responsible for managing the design and construction of this project. He will be the SCDOT's point of contact, will lead weekly status meetings, and has authority on all project items. Supporting Ron during construction will be Chris Powers, PE. As Construction Manager, Chris will oversee the daily operations of the construction crews. With over 20 years of bridge and heavy civil construction experience, he has spent the last 10 years of his career working in similar roles on South Carolina and North Carolina bridges. Eric Dickey, PE, PLS will support Ron as the Lead Design Engineer. He will manage and coordinate all design services for this project. He has successfully participated in and delivered several design-build projects and has managed the design of over 10 bridge replacement projects - all with in South Carolina and to SCDOT standards. Our team includes an Executive Committee with leadership from Lee and D|F to ensure the project has the necessary resources to successfully deliver these bridges. We are also assembling Task Force Groups (TFGs) to focus specifically on the issues of Utility Relocations and Maintenance of Traffic. They will report to the Executive Committee and SCDOT and will interact with the Project Manager and construction team. Our team has the capacity to design and build multiple bridges concurrently by the same group of designers and builders. This will maintain consistent design details, which will aid in the production, review, and construction of the five bridges.

Functional Relationships and Integrated Team | Lee's Team is structured to use impactful experts within each design and construction discipline so that decades of expertise and lessons learned will guide our team to successfully delivered bridge replacement projects.

The provided organizational chart on the previous page details the clear lines of command and communication for our team.

The overall project management of the team will be led by Ron Shaw (Lee). The success of a project begins with the management structure. The management and leadership team line of communication and structure is detailed in the figure to the right (click to enlarge).



Project Administration | There are several key components to delivering a successful design-build project.

These key items have been implemented on several projects led by Lee and are summarized in the table below.

KEY COMPONENTS TO DELIVERING A SUCCESSFUL DESIGN-BUILD PROJECT	
Project Management	Ron Shaw (Lee) has complete authority and decades of expertise to manage the design and construction of this project and make the daily decisions to maintain schedule and meet SCDOT standards and quality.
Quality Review	Quality review of both the design and construction tasks will be performed in strict adherence to the quality design and construction guidelines established for this project. Blue Beam will be used for documenting reviews, comments, and responses.
Document Control	Adherence to SCDOT design and construction submittal process using a document control specialist to manage the submittal and tracking of project documents.
Constructability Reviews	Reviews will be performed for each design submittal prior to submission to the SCDOT.

Prior Collaboration of Team Members | Our team has come together organically through the development of growing relationships among Lee, D|F, and ESP. These relationships have been enhanced during this pursuit, with on-site bridge inspections with multiple strategy meetings. Below is a list of projects on which we have collaborated.

PROJECT COLLABORATION	DATE	LEE	D F	ESP	OAKS	DESCRIPTION	REFERENCE
Volvo Interchange DB Project Pursuit	2016	X	X			Lee and D F collaborated on this I-26 interchange project pursuit.	Chris Gaskins GaskinsCJ@scdot.org 803-737-1473
SCDOT/ACEC/AGC DB Subcommittee	2019-2020	X	X			Ron Shaw (Lee) and Brice Urquhart (D F) served together on this committee.	Chris Gaskins GaskinsCJ@scdot.org 803-737-1473
Port Access Road DB Project	2015-2021		X	X		Eric Dickey (D F) worked with Michael Ulmer (ESP) on the design of this project. Michael was with another consultant at the time.	Jae Mattox, III MattoxJH@scdot.org 803-737-1805
Conway Bypass DB Project	2001-2003		X	X		Eric Dickey (D F) and Michael Ulmer (ESP) worked together on this project while Michael worked for D F.	Leland Colvin ColvinLD@scdot.org 803-737-7900
CRM West Program	2000-2003		X	X		Eric Dickey (D F) and Michael Ulmer (ESP) worked together on this project while Michael worked with another consultant.	Leland Colvin ColvinLD@scdot.org 803-737-7900
US 17 ACE Basin - Segments 1 & 2A DB Project	2010-2015		X	X		Eric Dickey (D F) and Michael Ulmer (ESP) worked together on this project while Michael worked for D F.	Leland Colvin ColvinLD@scdot.org 803-737-7900



PROJECT COLLABORATION	DATE	LEE	D F	ESP	OAKS	DESCRIPTION	REFERENCE
Glenn McConnell Parkway	2020		X	X	X	Eric Dickey (D F) and Michael Ulmer (ESP) worked together on this project while Michael worked with another consultant. Three Oaks provided public involvement and environmental services.	Herb Nimz Hnimz@charlestoncounty.org 843-202-7628
I-26 Palmetto Commerce Interchange	2020		X	X	X	D F and Michael Ulmer (ESP) worked together on this project while Ulmer worked with another consultant. Three Oaks provided public involvement and environmental services	Mackenzie Kelley Mkelley@charlestoncounty.org 843-202-6157

Additionally, our team members have had professional relationships for decades. Below are a few examples of how we have grown these relationships.

PROFESSIONAL COLLABORATION	DATE	LEE	D F	ESP	OAKS	DESCRIPTION
Project History	1996-2011	X	X			Ron Shaw (Lee) worked with Charlie Matthews (D F) on multiple bridge projects while Charlie was with SCDOT.
Charity	2022	X	X			Ron Shaw (Lee), Brice Urquhart (D F), and Eric Dickey (D F) played together in a charity golf outing.
Several SCDOT Bridge Replacement Projects	2017-2022		X		X	D F uses Three Oaks for public involent and environmental services on most bridge replacement and other transportation projects that D F designs. These include 378 over 12 Mile Creek, 76 WB over Wateree River, US 1 over Horse Creek, S285 Airport Road over Rocky Creek, Bridge over Scotts Creek, Bridge over North Branch.
Former Employee/ Employer	1999-2002		X	X		Michael Ulmer (ESP) previously worked for D F.

Please refer to **Appendix H** for our Reference Forms.

3.3.2 Critical Risks | The Lee/D|F Team visited and evaluated the risks of each project site. The risk mitigation matrix on the following page provides solutions to the risks outlined in the RFQ as well as additional risks anticipated for this project.



WHY CRITICAL	LEE MITIGATION STRATEGY	SCDOT / OTHER AGENCIES' ROLE
RFQ IDENTIFIED RISK 1 – KINGS MOUNTAIN STATE PARK 4(F) COORDINATION		
Acquisition of R/W within Kings Mountain State Park is a Section 4(f) impact, which could delay the project schedule.	The R/W along the south side of S-86 is the shared boundary with Kings Mountain National Military Park. With the highway closed, replacing the bridge and roadway along the existing alignment will help avoid Section 4(f) and possibly Section 6(f) evaluations that would be required for impacts to the park. Any road or bridge widening will extend to the north and avoid the park land. Completing Section 4(f) and/or 6(f) evaluations can have an adverse effect on the project delivery schedule and should be avoided. Construction staging and laydown areas will be established well outside of the park boundary to avoid impacts. South of S-86 Kings Creek is the park boundary. Due to the shared property boundary, the contractor would be required to implement SCDOT's erosion control best management practices (BMPs) to prevent excess turbidity in the creek and sediment migration into the park. As part of the public involvement efforts for the project, coordination with the National Park Service would be conducted to obtain and address their potential concerns.	SCDOT will submit section 4(f) or 6(f) evaluation for review and approval to FHWA, SCPRT, and US Department of Interior (National Parks Service), if needed.
RFQ IDENTIFIED RISK 2 – RELOCATION OF DRY AND WET UTILITIES		
Utility relocations may cause delays to the construction schedule.	We will conduct early investigations and coordination with impacted utility companies; consider temporary relocations; consider supporting utility relocations with design and construction staff and equipment for expediting relocation.	Coordination with impacted utility companies to develop relocation plans; SCDOT will review and approve utility relocation plans.
Relocation of utilities attached to existing bridges, most notably water, generally take longer to relocate due to complexities in relocation designs.	We will coordinate early with utilities attached to existing bridges (S-226, S-138, & S-56) including contacting the water utility attached to S-138 so that the utility relocation plan and construction can be expedited, and the bridge opened to the public as soon as practical.	Coordination with impacted utility companies to develop relocation plans; SCDOT will review and approve utility relocation plans.
RFQ IDENTIFIED RISK 3 – RIGHT-OF-WAY		
R/W acquisition delays can cause project schedule delays.	We will avoid and minimize additional R/W requirements where possible and will communicate with any potential impacted property owners early in the project to determine which may need additional time or information to avoid delays.	SCDOT will review and approve appraisals and make acquisition cost payments for property rights and eligible relocation expenses.
RFQ IDENTIFIED RISK 4 – ENVIRONMENTAL PERMITS/MITIGATION		
Mitigation bank wetland and stream credit availability can be volatile.	We will attempt to avoid environmental impacts; however, multiple mitigation banks cover the area these bridges are in with available credits if impacts are unavoidable, although only S-226 is projected to potentially need a permit and mitigation plan. Permit and mitigation requirements will be determined early in the design process to allow for potential changes to SCDOT's preliminary Permit Determinations if needed. In the event mitigation is required, agreements with bankers will be made early to reserve credits as needed. Permittee Responsible Mitigation is not anticipated to be required, but our team is capable of providing that service and has previously performed that work.	SCDOT will submit required permit application and mitigation plan developed by the design team to USACE if unavoidable impacts are determined to exist.



WHY CRITICAL	LEE MITIGATION STRATEGY	SCDOT/OTHER AGENCIES' ROLE
RFQ IDENTIFIED RISK 4 (CONTINUED) – ENVIRONMENTAL PERMITS/MITIGATION		
Stream impacts, specifically S-226 over Unnamed Creek, will cause significant delays to the project schedule with high mitigation requirements and costs.	We will attempt to avoid impacts to the streams using a context-sensitive design approach that reviews design items as appropriate. It may be possible to tighten embankment slopes by utilizing reinforced soil slopes or to slightly modify the roadway alignment, to eliminate stream impacts. A longer bridge that removes the roadway embankment will also be considered as well as a combination of these approaches during the bridge design in an attempt to avoid stream impacts.	SCDOT will submit required permit application and mitigation plan developed by the design team to USACE if unavoidable impacts are determined to exist.
Public Involvement is usually minimal for bridge replacement project like these, but meetings may be required for specific items.	Possibility for public involvement meeting to address concern for the project and bridge closure/detour durations; our team is very familiar with providing public involvement exhibits and talking with impacted residents to ease their concerns. We will provide additional coordination with fire/police/emergency response as well as any school routes if applicable. Public involvement efforts will be summarized in a public involvement plan (PIP) for each project.	SCDOT will be involved in determinization of public involvement meetings.
ADDITIONAL IDENTIFIED RISKS		
Variable depth to rock across multiple bridge sites could cause unexpected pile driving depths and conditions.	We anticipate the use of H-piles as the preferred foundation type at end bents for ease of splicing/cut-off and drilled shafts for interior bents. Pile points will be used to mitigate risks of hard driving in partially weathered rock. Drilled piles will be utilized where rock is shallow and pile lengths are anticipated to less than 10'; however, all piles are expected to be longer than 10' per the baseline geotechnical engineering reports.	None. Lee will be responsible for risk.

3.3.3 Project Resources, Strategies, and Execution

Capacity and Resources | With an 87-year history, Lee has a proven track record of completing work on time and under budget. Lee employs over 60 people, some who live in this district and are very familiar with the routes on this project. Lee has partnered with P&L Erosion Control for the roadway and grading work on this project. P&L is in Cherokee County and is very familiar with each of these sites. D|F has over 130 employees across 6 offices in South Carolina. With our Team's strong group of subconsultants, including ESP and Three Oaks Engineering, we have ample resources to deliver these bridges. The table below demonstrates the availability of our Key Staff members for this contract.

KEY STAFF	PROPOSED ROLE	PROJECT	VALUE	LOCATION	STATUS
Ronald Paul Shaw	Project Manager	Chesterfield County Bridge	\$12M (C)	McBee, SC	Project will be completed prior to the award of this project and will be 100% committed and available for this project.
Christopher Andrew Powers, PE	Construction Manager	Kershaw County Bridge Replacement	\$7M (C)	Buthune, SC	Project will be completed prior to the award of this project and will be 100% committed and available for this project.
Eric Scot Dickey, PE, PLS	Lead Design Engineer	Scotts Creek Bridge Replacement	\$0.8M (D)	Newberry, SC	80% Availability - Est. Completion December 2022.
		North Branch Bridge Replacement	\$0.8M (D)	Richland, SC	80% Availability - Est. Completion December 2022.



Strategies for Implementation | Lee will allocate

two complete bridge crews to this contract to progress

the construction while allowing time for design, utility

relocations, right-of-way acquisition, and other third-party

coordination. The table below summarizes this strategy of

using the two construction crews to replace the five bridges. The organization and schedule of the project design

and construction will be dictated by several factors. The bridge designs will likely be very similar and without

complexity. The speed at which construction will begin will be dictated by factors like H&H, R/W, utility, and

environmental impacts. These factors have been evaluated and a potential schedule presented above (click to

enlarge). Lee anticipates using two construction crews for this project.

Approach to Bridge Construction

Labor and Equipment Resources - Lee has the resource capacity to successfully complete this project,

including staffing, equipment, financial, and technological resources. With 8 structures crews and a minimum of

2 to be completely committed to this project, we are prepared to deliver a comprehensive staffing approach. Lee

has additional resources that can be allocated as necessary. Lee has a total bonding capacity of \$75 million with

a current backlog of \$44 million.

LABOR RESOURCES		
CLASSIFICATION	ON STAFF	REQUIRED
Carpenters	10	6
Carpenter Helpers	6	2
Structures Foreman	4	2
Operator Crane	4	2
Laborers	10	4
Pile Driving Foreman	2	1
Equipment Operators	2	2

EQUIPMENT RESOURCES		
CLASSIFICATION	ON STAFF	REQUIRED
Cranes (50 Ton - 300 Ton)	6	2
Vibratory Hammers	2	1
Pile Impact Hammers	2	1
Manlifts	4	1
Dozers	2	1
Excavators	6	2
Loaders	2	1

Construction and Design Tasks

LEE	SUBCONTRACTORS	D F	OTHER SUBCONTRACTORS
Demolition, Pile Installation, Foundations, CIP Concrete, Beam Erection, CIP Superstructure, Approach Slabs, Bridge Railings	Grading - P&L, Clearing & Grubbing - P&L, Erosion Control, Seeding - P&L, Storm Drainage - P&L, Rip Rap - P&L, Asphalt Paving, Guardrail, Pavement Markings, Reinforcing Steel, Drilled Shafts	Design Management, Roadway Design, Structure Design, Maintenance of Traffic, Pavement Markings, Signing, Design Quality Control, Hydraulic Design, Seismic, Hazardous Materials, ROW Acquisition, Supplemental Surveys	Environmental Services - Three Oaks Engineering, Public Involvement - Three Oaks, Utility Coordination & SUE - ESP, Geotechnical - ESP



Geographical Location of Team | Weekly progress meetings

are an invaluable communication and coordination tool and will be utilized by our Team. Lee's corporate office, located in Pineville, NC, just east of Cherokee County, is available for Team meetings, planning, and scheduling. The conference room can accommodate large groups and is also equipped with the technology needed for efficient participation virtually. Standing agenda items at these meetings will include Right-of-Way acquisition, utility relocations, and permitting. We will also use an updated CPM schedule to facilitate a "Look

Ahead" discussion. As indicated on the table to the right, members of the design Team are located in Columbia, Greenwood, Raleigh, and Fort Mill, making meetings simple to organize, whether they are on site or at SCDOT headquarters. As previously noted, Lee has two bridge crews located nearby that are prepared to mobilize for this contract. And P&L, who is performing the majority of the roadway approach work, is located in Blacksburg, SC.

CHARLOTTE AREA, NC
Lee Construction Company of the Carolinas, Inc.
COLUMBIA, SC
Davis & Floyd, Inc., Three Oaks Engineering
BLACKSBURG, SC
P&L
RALEIGH AREA, NC
Three Oaks Engineering
GREENWOOD, SC
Davis & Floyd, Inc.
FORT MILL, SC
ESP Associates
CHARLESTON, SC
ESP Associates

Encouraging DBE Participation | The Lee Team promotes access to and participation in our projects by Disadvantaged Businesses (DBEs), and we are familiar with many DBE firms in the Upstate SC area, including P&L. To encourage DBE participation, we intend to utilize local outreach programs, solicitations, team meetings, and the DBE office in Columbia. Lee has always met or exceeded the goals established by the Department on previous projects and we have already begun the outreach to P&L Erosion Control Etc., Inc. (P&L). They are a DBE firm and have offered the following services: clearing & grubbing, grading, seeding and mulching, erosion control, storm drainage, and rip rap installation. Other opportunities for DBE participation are guardrail installation and reinforcement steel installation. In addition, our design Team includes Three Oaks Engineering for environmental services and public involvement. Our team is structured to meet or exceed the 11.6% (11.2% construction, 0.4% design) for this project.

3.4 EXPERIENCE OF KEY INDIVIDUALS

Resumes of Key Individuals | Key individual resumes are included in Appendix A. The table on the following page highlights a few of the unique qualifications of each of our team's key individuals.



POSITION/NAME/FIRM	KEY QUALIFICATIONS
Project Manager Ronald Paul Shaw Lee Construction Company of the Carolinas, Inc.	<ul style="list-style-type: none"> 42 years of construction experience including field and office: all aspects of bridge construction from marine, highway, private and public Responsible for all of Lee's annual P&L and an active CAGC member including communities in South Carolina
Construction Manager Christopher Andrew Powers, PE Lee Construction Company of the Carolinas, Inc.	<ul style="list-style-type: none"> 20 years of bridge construction experience including field and office Professional Engineer for construction designs, overseeing projects in South Carolina and North Carolina
Lead Design Engineer Eric Scot Dickey, PE, PLS Davis & Floyd, Inc.	<ul style="list-style-type: none"> Hands-on manager with 25 years of experience delivering successful bridge replacement projects Progressive experience in key design-build projects including Conway Bypass, US 17 ACE Basin, and Port Access Road

3.5 PAST PERFORMANCE OF TEAM

3.5.1 Experience of Proposer's Team | Work History and Quality Forms for the Contractor and Lead Designer are provided within **Appendix B**. Key Individual participation is noted in Section G, as applicable. The table below highlights relevancies for each of the contractor and designer projects.

WORK HISTORY PROJECT RELEVANCY		FIRM	COMPLETION YEAR	BRIDGE OVER WATER	CORED SLAB BRIDGE TYPE	DESIGN-BUILD	UTILITY RELOCATIONS	DETOUR ROUTES
Construction	Emergency Bridge Replacement Package 5 Design Build, Clarendon County, SC	LEE	100%; 2017	•	•	•	•	•
	Emergency Bridge Replacement Package 2 Design Build, Richland County, SC	LEE	100%; 2016	•	•	•		•
Design	Port Access Road Design-Build, Charleston County, SC	D F	100%; 2022	•		•	•	•
	US 378 Bridge Replacement over 12 Mile Creek, Lexington, SC	D F	100%; 2021	•			•	
	US 76 Westbound over Wateree, Richland & Sumter Counties, SC	D F	100%; 2022	•			•	•
	Brick Chimney Road Improvements, Georgetown County, SC	D F	100%; 2021	•			•	
	US 278 Bridge Replacement over Three Runs Creek, Aiken County, SC	D F	100%; 2020	•				
	Four Oconee County Bridges, Oconee County, SC	D F	100%; 2011-2022	•	•		•	•
	S-55 Bridge Replacement over Hellers Creek, Newberry, SC	D F	100%; 2014	•	•		•	•

3.5.2 Quality of Past Performance | None of our Team firms or individuals on our Team have a history of being suspended, debarred, disqualified from bidding nor declared ineligible for work by any entity or are any such actions pending against them within the last five years. See **Appendix C** for an additional project that includes a “yes” response.

3.6, 3.7, and 3.8 are addressed in the appendices of this proposal.

Appendix A

Key Individual Resume Forms

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

RONALD PAUL SHAW

President, Lee Construction Company of the Carolinas, Inc.



b. Role of Key Individual for this Project:

Project Manager

c. Name of Firm with which you are now associated:

Lee Construction Company of the Carolinas, LLC

d. Years of Experience: With this Firm 27 Years With Other Firms 16 Years



Lee Construction Company of the Carolinas, Inc. Charlotte, NC: President | Responsible for running the company including company P/L, corporate reporting, estimating, engineering, all field operations, safety, EEO and licensing. 2004 – 2022

Lee Construction Company of the Carolinas, Inc.: VP/Operations Manager | Responsible for the field and shop operations for the company, primarily overseeing all projects, production, employees, equipment, schedules, etc. 1995 – 2004

The Hardaway Company, Columbus GA: Started in 1980 with this Heavy Civil Contractor working on heavy civil projects in the Southeast. Positions held included; Surveyor, Field Engineer, Project Engineer, Assistant Superintendent, Superintendent, Project Manager, and Area Manager. 1980 – 1995

e. Education:

University of North Carolina at Charlotte / Charlotte, NC / BS / 2002 / Civil Engineering Technology

Erie Community College / Buffalo, NY / AAS / 1979 / Construction Technology

f. Active Registrations:

Licensed General Contractor in South Carolina (G97421) and North Carolina (40139), Ronald P. Shaw is the qualifier for the license that renews every year, since 1998.

g. Document the extent and depth of your experience and qualifications relevant to the Project.

SCDOT Emergency Package 5 – DB Bridge Replacements (1405680), Clarendon County, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 3/2016 – 4/2017, assigned for the duration

Owner Contact: SCDOT /Scott McElveen, RCE / Mcelveen@scdot.org / 803.435.4431

Design/Construction Value: \$12,800,500



This project includes 2 miles of highway reconstruction and 4 bridge replacements in Manning South Carolina, on Highway 301 as a result of damage suffered by storms. The work included a detour route, demolition, pile installation, cast in place substructure concrete, cored slabs, precast beams, cast in place decks, and associated roadway work including grading, paving, grassing, guardrails, and pavement lines. **His specific responsibilities included coordinating with designers, utility companies, and property owners; scheduling the work crews; procuring equipment; selecting and coordinating subcontractors; and coordinating submittals.** He attended weekly meetings on site to coordinate activities with the production crews and SCDOT.

SCDOT Emergency Design Build Bridge Replacement (5512330), Florence County, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 2/2017 – 11/2017, assigned for the duration

Owner Contact Information: SCDOT / AJ Bostic, RCE / Bosticta@scdot.org / 803.661.4730

Design/Construction Value: \$3,350,000.00



This project includes 4 bridge replacements in District 5, South Carolina. Carolina Bridge Contractors hired Lee to replace two of the structures in Florence County, SC. These were also a result of damage suffered by storms. The work included detour routes, demolition, pile installation, cast in place substructure concrete, cored slab construction, and associated roadway work including grading, paving, grassing, guardrails, and pavement lines. **His specific responsibilities included coordinating with the prime contractor, scheduling the work crews, procuring equipment, selecting subcontractors, and coordinating submittals.**

SCDOT Bridge Replacement (5188530 / P026923), Lee & Sumter Counties, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 1/2019 – 10/2019, assigned for the duration

Owner Contact Information: SCDOT / Will Fulton, RCE / ultonjw@scdot.org / 803.775.3501

Design/Construction Value: \$5,215,461.00



This project includes 2 miles of reconstruction with 1 bridge replacement on Highway 401 north of Sumter, SC. The work included a detour route, demolition of the existing structure, drilled shaft installation, pile installation, cast in place substructure concrete, precast beams, cast in place decks, and associated roadway work including grading, paving, grassing, guardrails, and pavement lines. **His specific responsibilities included coordinating with SCDOT, scheduling the work crews, procuring equipment, selecting subcontractors, and coordinating submittals.** He attended monthly meetings on site as necessary to coordinate activities with the production crews and SCDOT.

SCDOT Bridge Repairs (5352130), District 3

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 7/2019 – 6/2021, assigned for the duration

Owner Contact Information: SCDOT / Joe Fowler, RCE / fowlerjm@scdot.org / 864.587.4720

Design/Construction Value: \$3,271,848.00



This project includes bridge repairs on numerous bridges in District 3. Similar to an on-call contract, the SCDOT identified over 30 bridges for Lee to perform repair work. The work included detour routes or lane closures, flagging traffic, traffic control, deck removal, spall repairs, full depth patching, joint repairs and replacement, latex overlay, hydro blasting, pile encasement, pavement lines, etc. **His specific responsibilities included coordinating with SCDOT, scheduling the work crews, procuring equipment, recommending and selecting materials, and coordinating submittals.** He attended meetings on site as necessary to coordinate activities with the SCDOT.

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

Ronald P. Shaw has many assignments with Lee; however, once this project starts, he will be 100% responsible for the project, attend and lead weekly status meetings during the design and construction phases, and be available at the request of the SCDOT. This is a role he has performed on many projects during his career.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

CHRISTOPHER ANDREW POWERS, PE

Senior Project Manager

b. Role of Key Individual for this Project:

Construction Manager

c. Name of Firm with which you are now associated:

Lee Construction Company of the Carolinas

d. Years of Experience: With this Firm 10 Years

With Other Firms 14 Years



Lee Construction Company of the Carolinas, Inc.: Senior Project Manager – Responsible for engineering, scheduling, equipment allocation, and cost control, 2012 – 2022

Kiewit Infrastructure South Co.: Engineer, Structures Superintendent, Estimator – Responsible for field construction and coordination, engineering, and project estimating, 2005 – 2012

MACTEC Engineering & Consulting: Staff Engineer – Responsible for on-site quality control during foundation construction and evaluated subsurface conditions, 2004 – 2005

United States Army Corps of Engineers: Engineer Officer – Planned and coordinated engineering, training, and logistics operations 1998 – 2003

e. Education:

United States Military Academy / West Point, NY / Bachelor of Science / 1998 / Civil Engineering - Structural

f. Active Registrations

2012 / SC / Civil / 30158; 2012 / NC / Civil / 039515; 2011 / GA / Civil / PE036669

g. Document the extent and depth of your experience and qualifications relevant to the Project.

NCDOT Express Design Build, Division 8

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 2012-2016, Assigned 2012-2016

Owner Contact Information: NCDOT / Gary Phillips / mgphillips@ncdot.gov / 919.776.9623

Design/Construction Value: \$14.6 Million



This design-build project includes 11 bridge replacements and associated approach roadway and drainage work across 4 counties in Division 8 of North Carolina. **Responsibilities included coordination with designers and NCDOT design-build unit, construction submittals, scheduling Lee's crews and subcontractors, and cost control.**

SCDOT Emergency Repairs Package 2, Richland County, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 2015 - 2016, Assigned 2015 - 2016

Owner Contact Information: SCDOT / Allen Thompson / ThompsonJA@scdot.org / 803.699.5068

Design/Construction Value: \$3.5 Million



This design-build project includes 2 emergency bridge replacements and associated approach roadway and drainage work in Richland County, South Carolina. **Responsibilities included coordination with designers, construction submittals, construction engineering, scheduling, and cost control.**

SCDOT District 4 Bridge Replacements, York & Union County, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 2014 - 2015, Assigned 2014 - 2015

Owner Contact Information: SCDOT / Shane Parris / ParrisSL@scdot.org / 864.478.5760

Design/Construction Value: \$2 Million



This project included replacement of 3 bridges in District 4 South Carolina and associated approach roadway and drainage improvements. **Responsibilities included construction submittals, construction engineering, scheduling, subcontractor coordination, and cost control.**

Pennies for Progress 3 – SC 274 / S-177 Widening & Bridge Replacements, SC

Key Personnel Role: Project Manager

Experience with Current Firm: Lee Construction Company of the Carolinas, Inc.

Project/Assignment Duration: Project 2019 - 2021, Assigned 2019 - 2021

Owner Contact Information: York County / Steven Moss / steven.moss@yorkcountygov.com / 803.818.5734

Design/Construction Value: \$7.6 Million





Lee performed as a subcontractor on this project replacing 3 bridges in York County, South Carolina. **Responsibilities included construction submittals, construction engineering, scheduling, crew and subcontractor management, and cost control.**

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

Chris Powers is currently assigned to Kershaw County Bridge Replacement, which is anticipated to be completed in November 2022.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.		 
a.	Name & Title: Eric Scot Dickey, P.E., PLS; Vice President, Highway/Roadway Discipline Leader	
b.	Role of Key Individual for this Project: Lead Design Engineer	
c.	Name of Firm with which you are now associated: Davis & Floyd, Inc.	
d.	Years of Experience: With this Firm <u>25</u> Years With Other Firms <u>0</u> Years Vice President, Highway/Roadway Discipline Leader – Provides project design services and assists with operations for Davis & Floyd’s Transportation Group. Has managed 11 SCDOT bridges in the last 5 years. Experience includes projects for local, county, state, and federal government as well as with private clients on residential, commercial, and industrial developments. These projects have included proposals, project management, surveys, roadway design, drainage design, civil/site design, traffic engineering, right of way acquisition, utility coordination, NEPA documents, environmental permitting, public hearings, construction letting support, and estimating, 2010 – present Associate – Provided all aspects of project management and technical design services for transportation related design projects (i.e. planning studies, roadway, bridge replacement, and design-build), 2006 – 2010 Survey Manager and Staff Engineer – Managed the day to day workload for up to five survey crews for pre-construction and construction services. Provided technical design services for civil and transportation related projects (i.e. grading, drainage, utility coordination, permitting, letting, and construction support). During his time in this role, Eric served as survey manager for the Conway Bypass project in Horry County. This project included 27 miles of four-lane divided highway (new alignment) including six interchanges. Construction layout included providing survey controls for all bridges and roadway construction, 1997 – 2006	
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Clemson University, Clemson, SC / Bachelor of Science / 1997 / Civil Engineering	
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2006 / SC / Civil / 21932 2002 / SC / Survey / 21932 NCDOT Design of Erosion & Sediment Control Plans Level III	
g.	<p><u>Port Access Road (Design-Build), North Charleston, SC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2016 - present, Assigned 2016 - present</p> <p>Owner Contact Information: SCDOT, Jae Mattox, mattoxjh@scdot.org, (803) 737-1805</p> <p>Design/Construction Value: \$3M/\$221M</p> <p>Project Description: Davis & Floyd is a major subconsultant on this SCDOT Design-Build project that provides direct access from I-26 to the naval base and is responsible for the design of 3 bridges and roadway, stormwater, hydrology & hydraulic, traffic control, signal, and pavement marking design for the entire project. Davis & Floyd is also providing environmental permitting, utility coordination, right-of-way acquisition, and design surveying. As Davis & Floyd’s lead Project Manager, Eric is responsible for managing and coordinating all of the design items performed by the firm, which also includes attending coordination meetings with the design team, contractor, and SCDOT. RFC Bainbridge Connector and Tidewater bridge plans were submitted in April of 2017, RFC Roadway/Drainage and Stromboli bridge plans were delivered in September of 2017, Final/Phase III NOI was signed in October of 2017, and final ROW certification was delivered in August of 2020.</p> <p><u>US 17 ACE Basin Segments 1 & 2A (Design-Build), Beaufort & Colleton Counties, SC</u></p> <p>Key Personnel Role: Project Manager (Project close-out)</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2007 - 2001, Assigned 2007 - 2011</p> <p>Owner Contact Information: SCDOT, Leland Colvin, colvinld@scdot.org, (803) 737-4202</p> <p>Design/Construction Value: \$14M/\$98 Million</p> <p>Project Description:</p>	

This 8-mile design-build project included improvements to widen a 2-lane road to a combination of a 5-lane rural section and 4-lane divided section with three new bridges, medians to minimize head-on collisions, safer shoulders, improved drainage, and more visible street signage. Eric was responsible for coordinating the as-built plans and final closeout; provided roadway design on the preliminary roadway and grading plans, including the interchange; addressed specific drainage concerns with property owners; coordinated with SCDOT; and assisted in the environmental documentation and permitting.

S-182 (Laurens Street) Emergency Design-Build Bridge Replacement over Norfolk Southern Railroad

Key Personnel Role: Lead Design Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2012 - 2012, Assigned 2012 - 2012
Owner Contact Information: SCDOT, Adam Humphries, humphriesAS@scdot.org, (803) 737-3081
Design/Construction Value: \$0.18M/\$2.3M

Project Description:

The Laurens Street Bridge over Norfolk Southern Railroad was closed due to heavy rains that eroded the bridge foundations. SCDOT had 180 days from the initial closure to use 100% FHWA emergency funding to demolish and replace the bridge, which included 50 days to complete the RFP process and award the contract. Eric conducted and coordinated extensive communication between SCDOT, Norfolk Southern Railroad, local utilities, and the contractor; provided roadway design, structural design support, and geotechnical engineering coordination. The project was completed on schedule.

S-31(York Street) Dual Bridge Replacement over Norfolk Southern Railroad

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2016 - 2017, Assigned 2016 - 2017
Owner Contact Information: SCDOT, Adam Humphries, humphriesAS@scdot.org, (803) 737-3081
Design/Construction Value: \$0.33M/\$3.7M

Project Description:

After closure of the structurally deficient Northbound bridge, SCDOT asked Davis & Floyd to accelerate the design to replace the Northbound and Southbound bridges over the Norfolk Southern Railroad. In addition, the roadway approaches had to be raised to meet vertical clearance for the railroad. As Project Manager, Eric coordinated the bridge, roadway, environmental, and stormwater design. He also managed the utility coordination, geotechnical engineering, and passionate public involvement using 3D renderings prepared by Davis & Floyd.

US 378 (Sunset Boulevard) Bridge Replacement over Twelve Mile Creek

Key Personnel Role: Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2017 - present, Assigned 2017 - present
Owner Contact Information: SCDOT, Joey McIntyre, PE, McIntyreJD@scdot.org, (803) 737-1842
Design/Construction Value: \$2M/\$12M (Est)

Project Description:

As a result of a routine bridge inspection conducted by SCDOT in October 2015, US 378 over Twelve Mile Creek in Lexington County was determined to be structurally deficient and in need of replacement. SCDOT contracted Davis & Floyd to replace the existing structure, realign the roadway approaches as necessary, and improve roadway approaches to meet current design criteria. Our team is providing project management, field surveys, environmental documentation and NEPA compliance, environmental permitting, roadway design, bridge design, drainage design, geotechnical investigations, HAZMAT surveys, utility coordination, SUE, right-of-way support, and construction support services for this project.

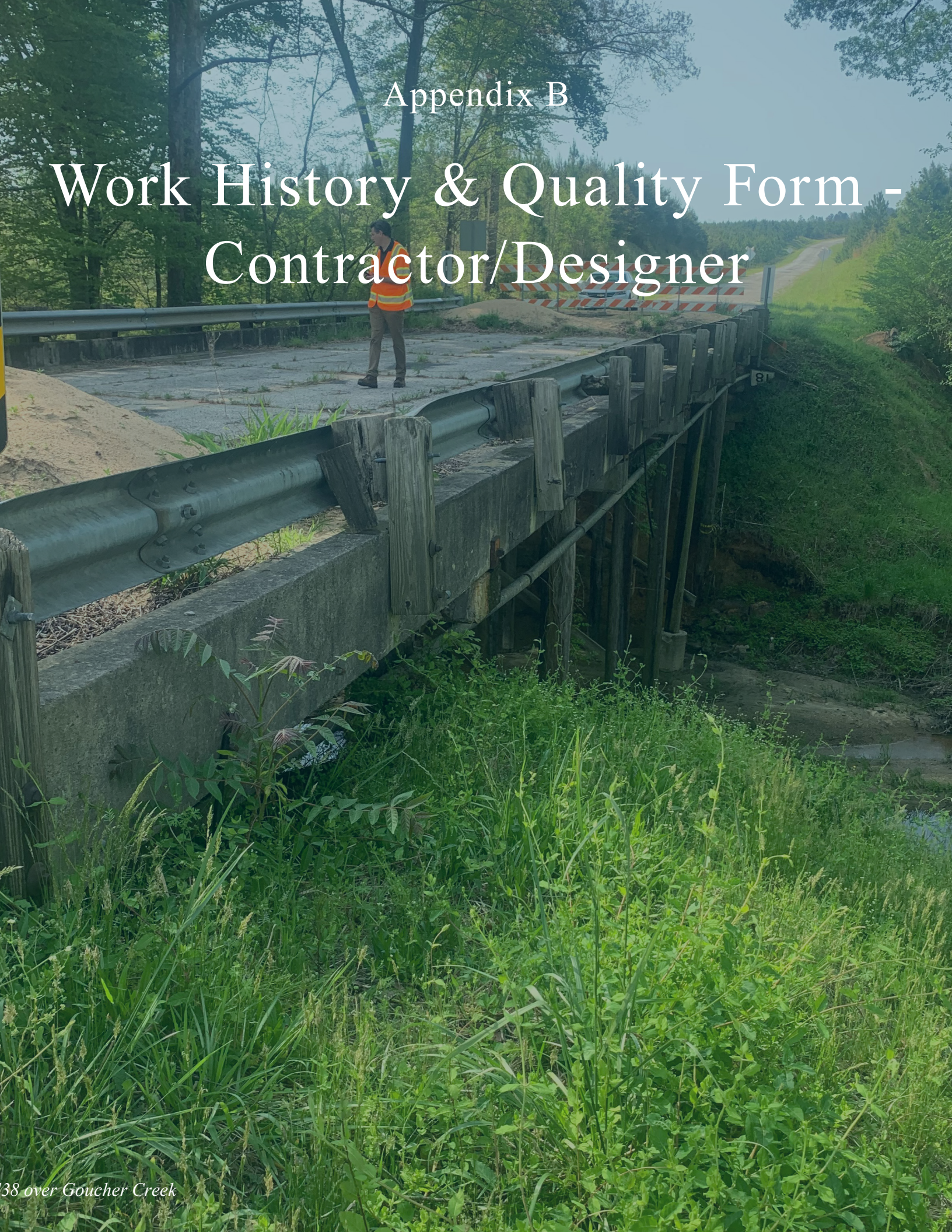
* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

As the Lead Design Engineer, Eric is not required to be on-site full time, but is 100% committed to delivering a successful project for SCDOT.

Appendix B

Work History & Quality Form - Contractor/Designer



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC.



a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A's or B'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 A or B (in thousands)
Name: Emergency Bridge Replacement Package 5 Design Build Location: Clarendon County, SC	Name: Lee Construction Company of the Carolinas, Inc.	Name of Owner: SCDOT Project Manager: Scott McElveen, RCE Phone: 803.435.4431 Email: mcelveen@scdot.org	Construction Complete: 04/2017	\$12,810	\$12,810

g. Narrative describing the work performed by **Lee**. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

Package 5 consisted of all work necessary, within a 1.5-mile section of US 301 over the Black River Swamp, to remove four existing bridges and to design and construct new bridges. The structures had irreparable damage to the substructure foundations as a result of flooding and were placed out of service by the Department. Lee was contracted to replace the bridges, including all associated roadway work. The road was closed by the Department after the storm and Lee assumed responsibility for detour maintenance during the construction period, this including installing a temporary bridge for farm access between the bridges for local farm traffic. Lee was responsible for demolition, cleaning up debris from the recent storm and flooding, relocating utilities, clearing and grubbing, grading, repairing extensive wash out areas and addressing erosion issues, and installing a new drainage system to address future flooding events. The bridge designs included steel and concrete pile, drilled shafts, cast in place concrete, cored slabs, type IV pre-stressed concrete beams, cast in place deck superstructures, approach slabs, and bridge railings. The roadway designs included milling asphalt, improving approach walls, installing wick drains, storm drainage, revising slopes, new driveways, grading, guardrails, new pavement, and pavement lines.

Lee worked all four sites during the construction period, managing many subs, including DBEs, to complete the effort on an accelerated schedule. Lee held weekly progress meetings in an on-site office trailer with conference room with all active parties, including utility companies, the Department, and subcontractors to ensure timely completion of each milestone on the schedule. Lee completed the work as scheduled, safely and under budget.



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

The weekly meetings proved to be a key to success. Ronald Shaw, Project manager for the effort, was on site weekly reviewing the progress and upcoming 2 and 4 week look ahead schedules. The Department personnel were included in all the planning events as well as addressing the many issues faced during construction. Communication, Planning, Scheduling, and Execution are what made this a successful project. No lost time accidents, no OSHA investigations or violations, no issues with subcontractors. Lee did have an issue with an utility relocation that affected one of the bridge demolitions and that was resolved efficiently. Lee presented a few issues to the Department during the life of the project and they were resolved in a post-construction meeting prior to completing the final estimate. It is an example of how open communication and reasonable expectations can be resolved with professional minds at work. No disputes, litigation, or arbitration on this project.

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

As mentioned, weekly planning, scheduling, and execution were the keys to success. Work was completed in accordance with the plans and specification, no rework, no claims, and a quality product we all are proud of.

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

For each question in Section 3.5.2, **Lee** can answer "No" to each relevant question.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC.



a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A's or B'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 A or B (in thousands)
Name: Emergency Bridge Replacement Package 2 Design Build Location: Richland County, SC	Name: Lee Construction Company of the Carolinas, Inc.	Name of Owner: SCDOT Project Manager: Allen Thompson Phone: 803.699.5068 Email: thompsonJA@scdot.org	Construction Complete: 09/2016	\$3,395	\$1,816

g. Narrative describing the work performed by **Lee**. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.

Lee Construction Company of the Carolinas was the prime contractor on this design-build emergency bridge replacement contract to remove the remainder of a damaged culvert across Toms Creek on SC 48 and the culvert across Cedar Creek on SC 769, and replace with a new bridge at each location. Prior to constructing the new bridges, the design-build team coordinated relocation of existing utilities. The new structures were flat slab bridges constructed on prestressed concrete pile supported caps at the interior bents with driven H-pile supported end bents. Lee self-performed bridge construction and subcontracted the associated roadway work to tie the new bridges to the existing roadways. The SC 769 construction was next to the railroad and demolition required installation of a coffer dam to remove the remaining culvert.

Figure 1 illustrates the storm damage and the need for the Department to act quickly in hiring Lee to perform the clean up and replacement structure. The storm damage devastated many of the roads and bridges in the state that year and this was one effort to restore the routes for the Department.



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

Lee maintained a detailed project schedule and completed the construction at SC 769 on time and one week late at SC 48 due to unforeseen conditions. No claims, dispute proceedings, litigation, or arbitration were initiated on the project. The project was completed on budget with SCDOT adding additional work to the contract to improve the condition of the detour route.

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


Lee maintained a detailed construction schedule to ensure project milestones were met. Lee worked with its engineer to ensure the project was built to SCDOT specifications and in accordance with the project plans by coordinating field inspections and maintaining lines of communication during construction.

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

For each question in Section 3.5.2, **Lee** can answer "No" to each relevant question.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lee Construction Company of the Carolinas, Incorporated

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 A's or B'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 A or B (in thousands)
Name: Bridge Replacement on SC 274 & S 177 Location: York County, SC	Name: Blythe Development was the Prime Contractor Lee Construction Company of the Carolinas, Inc. was the bridge subcontractor	Name of Owner: York County & SCDOT Project Manager: Jared Bragg, RCE Phone: 803-324-3545 Email: braggjk@scdot.org	03/2022	\$7,923 (Lee)	\$30,000+/- (Blythe)
g. Narrative describing the work performed by A or B. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>This project consisted of all work necessary to replace three bridges on SC 274 & S 177 Pole Branch Road in York County, SC as a Pennies for Progress Roadway Widening Improvement Project. This included demolition of the existing structures and replacement of three new bridges. The construction was staged. The structures were aging and obsolete for the traffic volume and loads. Lee submitted a competitive bid to Blythe Development and was awarded the project. The road was closed and traffic utilized a detour route during a portion of the construction. Lee was responsible for the bridge construction including steel pile, drilled shafts, cast in place concrete, type IV pre-stressed concrete beams, cast in place deck superstructures, pile walls, MSE walls, approach slabs, and bridge railings.</p> <p>Lee worked a portion of the project during weather-related events and COVID during the construction period, managing many subs, including DBEs, to complete the contract requirements. Lee attended monthly progress meetings with the Department, the County, and Blythe and updated its CPM schedule monthly. Lee completed the work safely and efficiently without incident.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of A's or B's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Meetings were an opportunity to keep the project on schedule and keep all parties involved in the progress of the work. The County & Department personnel were included in all the activities including any delays or disruptions during construction. Utilities, weather, and other factors delayed some of the construction. Communication, Planning, Scheduling, and Execution were important during this effort to minimize delays. Lee had no lost time accidents, no OSHA investigations or violations, no issues with subcontractors.</p>					
i. Quality Initiatives. Discuss A's or B'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>Work was completed in accordance with the plans and specification, no rework, no claims, and a quality product we all are proud of.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.					
<p>For each question in Section 3.5.2, Lee can answer "No" to each relevant question.</p>					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Designer – Davis & Floyd, Inc. (D|F)

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 D F'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 D F (in thousands)
<p>Name: Cherokee Lake Road Bridge Replacement over Cheohee Creek</p> <p>Location: Tamassee, South Carolina</p>	<p>Name: Davis & Floyd, Inc.</p>	<p>Name of Owner: Oconee County Project Manager: Kyle Reid Phone: (864) 886-1072 Email: kreid@oconeesc.com</p>	<p>Professional Services: 07/2022 Construction Services: 07/2022</p>	<p>\$680</p>	<p>\$140</p>

g. Narrative describing the work performed by D|F. Columbia, SC, and Greenwood, SC, are the offices where the design work was performed and D|F served as the lead designer.



Through a transportation design on-call contract, Oconee County tasked D|F with the design of the Cherokee Lake Road Replacement Bridge over Cheohee Creek. The existing bridge was a load restricted bridge with a posting that prohibited school buses and emergency vehicles from crossing the bridge. The emergency vehicle posting was especially problematic for the community due a volunteer fire station's being located within 0.3 miles of the bridge with a 4-mile detour to avoid the bridge. Due to emergency vehicles already being required to utilize a detour, desire to minimize new R/W, and need to expedite the construction of the new bridge, the road was closed and detoured during construction. D|F completed the final design in less than 3 months and supported the contractor during the 6-month construction schedule in order to open the bridge as soon as possible and prior to the next school year. Although SCDOT standards were utilized for the design of the bridge, they were modified by Oconee County to allow for the use of precast barriers on the bridge and asphalt flumes for end of bridge drainage. D|F was able to utilize the SCDOT Low Volume Bridge Replacement Project design criteria, which allowed the existing horizontal alignment to be maintained, limiting new R/W requirements. Slight adjustments were made to the vertical alignment to maintain access to residential driveways adjacent to the bridge while improving the superelevation of the roadway to meet current design standards within the horizontal curve at the beginning of the bridge. Due to the horizontal curve ending on the bridge, the superelevation of the roadway was extended across the entire bridge length so that the transition back to normal crown was not located on the bridge. The new bridge consisted of a single span utilizing 60' hollow cored slabs supported by concrete end bents on driven HP piles. Services provide by D|F included bridge design, roadway design, survey, geotechnical design (through a subconsultant), R/W acquisition support, environmental testing, bidding support, construction phase services, and CE&I.

Key Team Members: Rob Stevenson, Lead Bridge Design; Charlie Mathews, Bridge QA/QC, Eric Dickey, Roadway QA/QC;

Project Relevance: Closed & Detoured, Hollow Cored Slab Bridge, Accelerated Design and Construction

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

The project was completed on time and on budget. D|F worked closely with Oconee County during design and construction to ensure the project meet their needs and expectations. Design was progressed from the preliminary phase to Final Construction Documents for county review in less than 3 months after NTP. D|F coordinated with the project contractor during construction so that shop drawing review and CE&I work did not delay the contractor's 6-month construction schedule.

i. Quality Initiatives. Discuss D|F'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.

D|F leveraged previous experience with the client and consistent communication during design to ensure the project was delivered in a timely manner and within the county's budget. Understanding the client's financial constraints, we were able to minimize construction costs while making slight adjustments to the design, still ensuring all design requirements were met. During construction, D|F coordinated with the contractor to help accelerate the shop drawing review process and ensure the construction schedule was not negatively impacted. Conference calls were held as needed with the client, contractor, and CE&I team to ensure any RFIs and construction issues were promptly addressed and resolved so that the construction schedule was maintained and claims avoided.

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, D|F shall provide a detailed explanation below.

D|F responds "no" to each of these questions.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Designer - Davis & Floyd, Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A's or B'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 A or B (in thousands)
Name: S-31 York Street Bridge Replacement Location: Aiken, SC	Name: Davis & Floyd, Inc.	Name of Owner: South Carolina Department of Transportation (SCDOT) Project Manager: Adam Humphries Phone: (803) 737-3081 Email: HumphriesAS@scdot.org	Construction: 06/2017 Professional Services: 06/2017	\$3,800	\$331

g. Narrative describing the work performed by D|F (lead designer) in our Greenwood and Columbia offices.

After completing a routine bridge inspection, SCDOT found that both the Northbound (NB) and Southbound (SB) bridges of S-31 York Street over the Norfolk Southern Railway (NSR) were structurally deficient. After closing the NB bridge, SCDOT asked D|F to accelerate the design to replace the NB and SB bridges over NSRR and York Street. D|F worked with representatives from and residents of the City of Aiken to design a solution that would maintain the characteristics of the existing wooden bridges. D|F provided the following services:

- Provided innovative, context-sensitive bridge design
- Designed so both the NB and SB bridges are 70' single-span bridges with steel girders supporting transverse glue laminated wood beams
- Modified bridge from a three-span bridge to a single-span bridge, which required a deeper superstructure over the railroad
- Raised approaches 3' to meet the vertical clearance required for the railroad
- Realigned the road footprints to reduce impacts on property owners and street parking
- Provided roadway design, drainage design, environmental services, and utility coordination

D|F modeled the S-31 (York Street) Dual Bridge Replacement project in 3D for a more accurate depiction of impacts on property owners. The rendering also helped the SCDOT and City of Aiken develop a detailed vision of the finished product. The bridges are the first wooden bridges designed for SCDOT.

Key Members: Eric Dickey, PE, PLS – Project Manager, Rob Stevenson, PE – Lead Bridge Engineer, Charlie Matthews, PE – QA/QC Bridge

Relevance: SCDOT Bridge Replacement, Accelerated Bridge Design, Award Winning



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

A sudden closure of one of the York Street Bridges led the SCDOT to accelerate the design and construction of this locally important and politically driven project. Meeting the context-sensitive solutions required replacing the wooden deck bridge with another wood deck bridge that would meet today's strict design standards. D|F designed a single-span, steel girder bridge with wood laminate decking and railing (the only wooden bridge designed for SCDOT). The bridge also spans the Norfolk Southern Railway that did not meet the minimum clearances and required raising of the roadway, which impacted some residents and street parking. The design was accelerated and final design was completed in 4 months.

i. Quality Initiatives. Discuss A's or B'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.

A unique bridge design for SCDOT that required accelerated design under tight local scrutiny. With close communication within the design team and SCDOT, D|F was able to complete a quality design within 4 months of NTP. The design was delivered on time and was successfully bid and constructed. The quality of the project was recognized with the 2018 ACEC-SC Engineering Excellence Award in the structural systems category for the innovative engineering solutions developed and implemented by the SCDOT and D|F's design team. SCDOT was also honored for this project during the 2018 regional America's Transportation Awards competition. The S-31 (York Street) Dual Bridge Replacement project won an award for Best Use of Technology & Innovation, Small Project Category.

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.

All answers to the questions in Section 3.5.2 are "No" for this project.

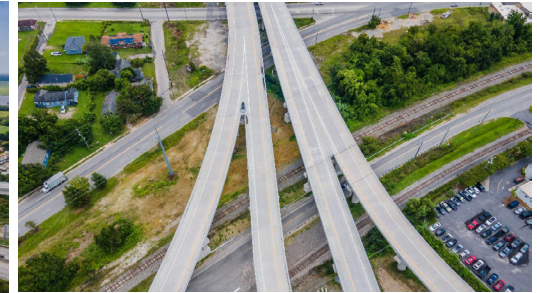
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Lead Designer – Davis & Floyd, Inc. (D|F)

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 A's or B'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 A or B (in thousands)
Name: Port Access Road Design-Build Location: North Charleston, South Carolina	Name: Flour-Lane South Carolina	Name of Owner: South Carolina Department of Transportation (SCDOT) Project Manager: Jae Mattox Phone: (803) 737-1805 Email: mattoxjh@scdot.org	Professional Services: 7/2022 Construction: 6/2022 (substantial completion)	\$221,000	\$3,000

g. Narrative describing the work performed by D|F (lead designer) as a subconsultant in our Columbia, Charleston, and Greenwood offices.

Port Access Road (PAR) is a new, complex roadway and structure project that will provide direct access from I-26 to the Naval Base Terminal. The project consists of the new fully directional interchange on I-26, connector bridge from I-26 to the Naval Base Terminal, and extension of Stromboli Avenue. Our team conducted field surveys to verify existing surveys provided in the RFP including major drainage structures, bridge structures, key property corners, and additional geotechnical borings. We provided roadway design services of local roads and all hydrologic and hydraulic drainage designs for the project. Our team designed stormwater systems, conducted traffic control coordination and design, provided bridge and seismic design for three bridges, and coordinated utilities and railroads. D|F provided the following services:



- Roadway design services of local roads including Bainbridge Connector, Tidewater Avenue, Stromboli Avenue Extension, Spruill Avenue, Carner Avenue, Meeting Street, and Shipyard Creek Road (cul-de-sac).
- All hydrologic and hydraulic drainage designs for the project including open channels, storm sewer systems, detention, underdrains, cross-line pipes, culverts, sediment/erosion control, stormwater design, and scour analysis.
- Traffic control coordination and design as well as pavement markings and signage details.
- Bridge & seismic design for three bridges:
 - Tidewater Avenue: Curved 746' flat slab bridge
 - Bainbridge Connector: 1,040' flat slab bridge
 - Stromboli Avenue: Curved 645' bridge consisting of flat slab, Type IV AASHTO girders and 72" modified T beams superstructure types supported on both concrete piles and drilled shafts; two bridges are in tidal flow regions that require scour evaluations along with the seismically sensitive requirements
- Utility and railroad coordination to verify change and potential conflicts to their location and infrastructure due to the new project.

Key Members: Eric Dickey, PE, PLS – Project Manager for D|F Services, Rob Stevenson, PE – Bridge Lead, Todd Warren, PE – Bridge Engineer, Charlie Matthews, PE – Bridge QA/QC, Ryne Phillips – Lead Hydrology & Hydraulics, Michael Ulmer, PE (ESP) – Lead Geotechnical Engineer

Relevance: SCDOT Design-Build Project, Bridge Design, Aggressive Schedule

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

Under an aggressive design schedule, D|F met all of the schedule deadlines and provided responsive collaboration with other team members regarding the other team member bridge designs related to design scour, drainage and roadway alignment. D|F also provide key services related to complicated components of the project including permitting, ROW services and utility coordination. D|F concurrently designed 3 bridges in addition to these services.

i. Quality Initiatives. Discuss A's or B'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.

D|F participated in biweekly conference calls with the design team and contractor to ensure our design portion of the project remained unscheduled and within the projected construction budget. At the request of the contract the design of the Stromboli bridge was modified after significant design work was completed so that construction could be completed utilizing newly available resources. This revised design was expedited so that the construction schedule was not impacted by the completion of the new bridge design.

j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, A or B shall provide a detailed explanation below.

No to all questions. D|F was not privy to the details or responsible for delays and other claims associated with this project.



Appendix C

Work History & Quality Form - Contractor/Designer

APPENDIX C: WORK HISTORY & QUALITY FORM - CONTRACTOR/DESIGNER (SECTION 3.5.2)

Lee Construction Company of the Carolinas, Inc. (Lead Contractor) answered “yes” to one question and we have provided that project on the following page with its associated explanation.

Davis & Floyd, Inc. (Lead Designer) does not answer “yes” to any of the questions in Section 3.5.2 for projects in the last five years.

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC.



a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify A's or B'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 A or B (in thousands)
Name: Bridge Replacement on US 21 over Steel Creek Location: York County, SC	Name: Lee Construction Company of the Carolinas, Inc.	Name of Owner: SCDOT Project Manager: Jared Bragg, RCE Phone: 803.324.3545 Email: braggjk@scdot.org	Construction Complete: 07/2020	\$2,680	\$2,680
g. Narrative describing the work performed by Lee . If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>This project consisted of all work necessary to replace a bridge on US 21 over Steel Creek in York County, SC. This included demolition of the existing structure and replacement with a three span bridge. The structure was aging and obsolete for the traffic volume and loads. Lee submitted a competitive bid and was awarded the project by the Department. The road was closed and traffic utilized a detour route during construction. Lee was responsible for demolition, clearing & grubbing, grading, repairing extensive wash out areas and addressing erosion issues. The bridge construction included steel pile, drilled shafts, cast in place concrete, type IV pre-stressed concrete beams, cast in place deck superstructures, approach slabs and bridge railings. The roadway work also included milling asphalt, improving approach fills, storm drainage, revising slopes, grassing, guardrails, new pavement and pavement lines.</p> <p>Lee worked this project during weather related events and COVID during the construction period, managing many subs, including DBE'S, to complete the contract requirements. Lee held monthly progress meetings with the Department and updated the CPM schedule monthly. Lee completed the work safely and efficiently without incident.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lee's performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify As or Bs that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lee's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided Lee shall provide a detailed explanation below.					
Reason for delay longer than 30 days resulting in liquidated damage assessment for this project. Provide total project delays. – The latest project payment estimate includes liquidated damages against Lee. Lee has submitted a time extension request to the Department for consideration. Since this is still a pending issue and under review by the Department, the damages are not resolved but are present on the estimate. Until the project is closed out, the extent, if exceeds 30 days, is not known at this time.					

A photograph of a bridge over a creek. A worker in a blue shirt and orange safety vest is standing on the bridge. There are orange and white striped safety barriers on the bridge. The bridge is made of dark metal beams. The creek is surrounded by lush green vegetation and trees. The water in the creek is dark and reflects the surrounding greenery.

Appendix D

Legal & Financial



CONSTRUCTION COMPANY OF THE CAROLINAS, INC.

633 Eagleton Downs Drive
Pineville, NC 28134

(704) 588-5272 • (704) 588-1535 Fax
www.leecarolinas.com

July 21, 2022

Ms. Carmen Wright, Office of Project Delivery
(Mr. Brian Gambrell, Mr. Michael Pitts) Office of Chief Council, Office of Alternative Delivery
South Carolina Department of Transportation
955 Park Street, Room 101 (302, 421)
Columbia, South Carolina 29201-0191

Re: Bridge Package 14
Design Build Project Contract ID 1162220 – Cherokee County

3.6.1 Financial Capacity

To whom it may concern,

We herewith provide this notarized statement declaring that the proposer, Lee Construction Company of the Carolinas, Incorporated, has the financial capacity and the resources necessary to complete the referenced project as proposed in the request for qualifications, (RFQ).

If further information is required, please advise.

Sincerely,
Lee Construction Company of the Carolinas, Inc.

Ronald P. Shaw
President, Principal Officer

STATE OF North Carolina

COUNTY OF Mecklenburg

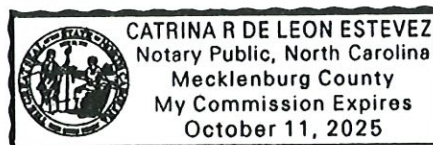
Sworn to and subscribed before me this 21st day of July , 2022

Notary Signature

Notary Name

Notary stamp:

My commission expires: October 11, 2025





Travelers Bond & Financial Products
Construction Services
9954 Mayland Drive, Suite 6100
Richmond, VA 23233
(804)965-9283 (office)
Gregory D. Veirs, AFSB
Account Executive Officer
Email: gveirs@travelers.com

July 21, 2022

RE: Lee Construction Company of the Carolinas, Inc.
SCDOT Request for Qualifications
Bridge Package 14, A Design Build Project
Contract ID 1162220, Cherokee County, South Carolina

To Whom It May Concern:

Lee Construction Company of the Carolinas, Inc. has been a valued client of Travelers Casualty and Surety Company for more than fifteen years. During that time, we have maintained a working line of surety credit and have supported single bond requests up to the \$25,000,000. range and aggregate programs up to the \$75,000,000. range. These levels reflect our history with this client; however, they are not to be construed as limits. In our opinion, Lee Construction Company remains properly financed, well-equipped, and capably managed.

At this time, we are prepared to respond favorably to bond request in the above range. Our willingness to commit to any such request would, of course, be contingent upon our being satisfied with all prevailing underwriting conditions including but not limited to acceptable contract terms, acceptable bond forms, and confirmation of full financing. We assume no liability to third parties or to you if for any reason we do not execute such bonds.

Travelers Casualty and Surety Company of America is licensed to transact surety business in all 50 states and is listed on the United States Department of Treasury list of acceptable surety companies. Travelers Casualty and Surety Company of America carries an A.M. Best rating of A++ and has a Financial Size Category of XV. The information contained in this letter is valid for a period of three (3) months from date of this letter.

Please feel free to contact us if you have any questions.

Sincerely,

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

Whitney D. Melton
Attorney-in-Fact

Power of Attorney Attached



CONSTRUCTION COMPANY OF THE CAROLINAS, INC.

633 Eagleton Downs Drive
Pineville, NC 28134

(704) 588-5272 • (704) 588-1535 Fax
www.leecarolinas.com

July 21, 2022

Ms. Carmen Wright, Office of Project Delivery
(Mr. Brian Gambrell, Mr. Michael Pitts) Office of Chief Council, Office of Alternative Delivery
South Carolina Department of Transportation
955 Park Street, Room 101 (302, 421)
Columbia, South Carolina 29201-0191

Re: Bridge Package 14
Design Build Project Contract ID 1162220 – Cherokee County

3.6.3 Organizational Agreements

To whom it may concern,

Lee Construction Company of the Carolinas, Incorporated, the Proposer, for the above referenced project will be the prime contractor and sole entity entering into the contract with the South Carolina Department of Transportation for this project.

Ronald Paul Shaw, President of Lee, has the authority for sign, execute and act on behalf for the company and with the SCDOT for all contractual matters regarding this project.

If further information is required, please advise.

Sincerely,
Lee Construction Company of the Carolinas, Inc.

A handwritten signature in blue ink, appearing to read "Ronald P. Shaw".

Ronald P. Shaw
President

A photograph of a wooden bridge over a creek. The bridge is made of dark wood and has a wooden railing. The bridge is supported by several wooden posts. The creek is in the background, and there is a person standing on the bridge. The foreground is filled with green grass and weeds. The text "Appendix E" is overlaid on the top right of the image.

Appendix E

Organizational Conflicts of Interest

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

- ☒ Determined that no potential organizational conflict of interest exists.
☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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



Signature

July 21, 2022

Date

Ronald P. Shaw, President

Print Name

Lee Construction Company of the Carolinas, Inc.

Company

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

Name

Phone

Company

A photograph of a forest stream. A large tree trunk is on the left side of the frame. The stream flows from the background towards the bottom right. The background shows a road with a guardrail and more trees.

Appendix F

Confidential or Proprietary Information Summary List



APPENDIX F

This submittal does not include confidential or propriety information.

Appendix G

Addendum Receipt Form



ADDENDUM RECEIPT

We have not received any addendum.

Appendix H

Key Individual and Contractor/ Designer Reference Forms

[illegible]

[illegible]

Attachment 1

Prequalification Certificate



South Carolina Department of Transportation

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.

LEE CONSTRUCTION COMPANY OF THE CAROLINAS, INC.

Vendor ID: 1LE006

Issued : January 25, 2022

Expires: February 28, 2023

Approved By: *Maria A. DeLuca*
Prequalification Coordinator

